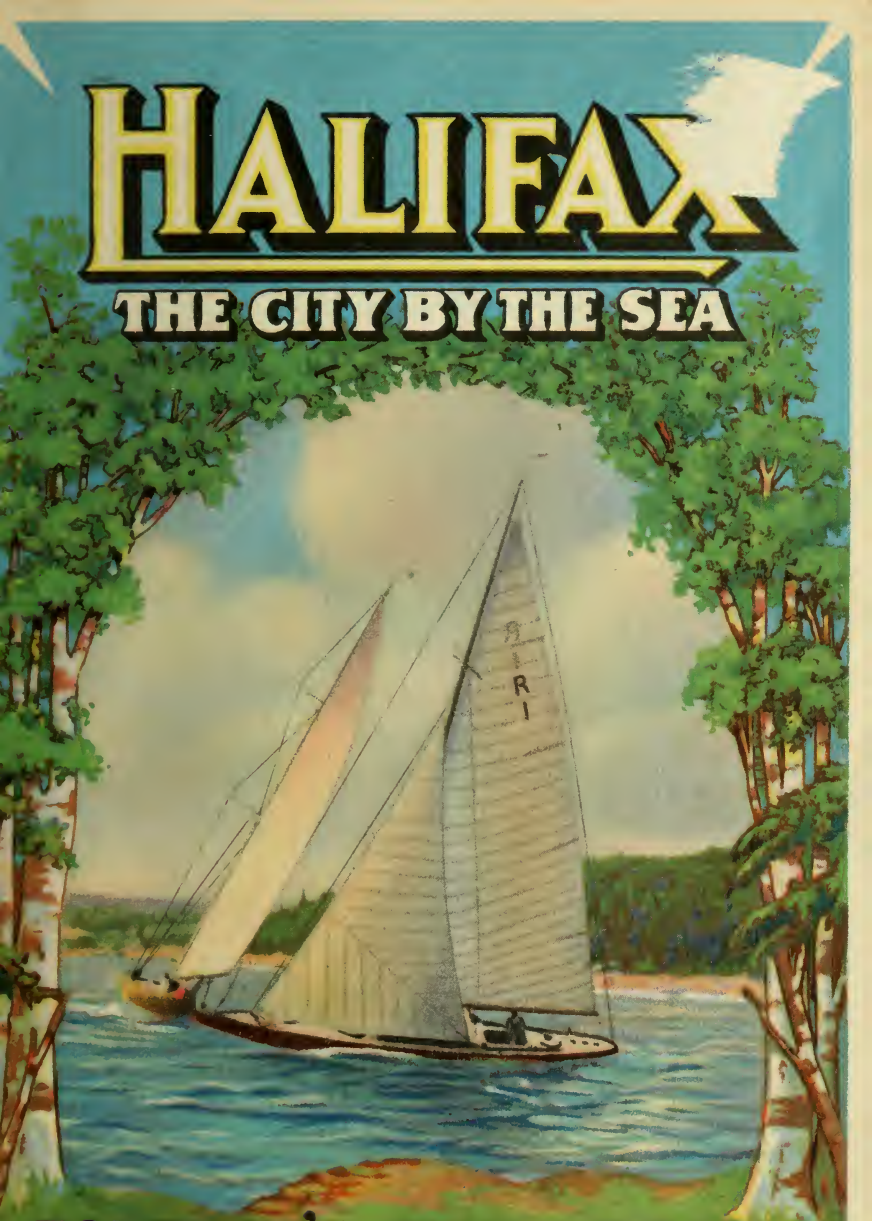
HALIFAX

THE CITY BY THE SEA



TOURIST'S GUIDE BOOK

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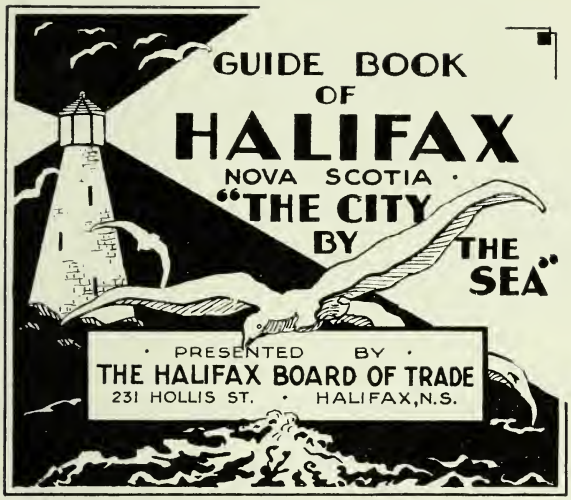
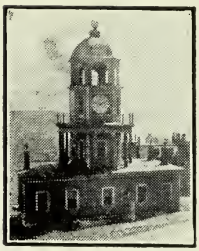


Foreword

THIS tourist guide, carefully and practically compiled by those who know and love Halifax, comes to you with the compliments of the Halifax Board of Trade. Prepared primarily for the use of visitors, every effort has been made to have this guide book complete, yet brief, with routes and locations accurately described, in order that trips and tours, in and about the city, may be made without loss of time. Constant reference throughout the guide book is made to the map contained herein. Visitors may very quickly find any desired location by following directions. For instance, if the reference is map 5, E—find E on the right hand side and 5 above, then follow the tracing lines from each inward until they meet, the location is instantly fixed. The officers of the Halifax Board of Trade are at 231 Hollis Street. Visitors are cordially invited to visit the office for any desired information about location, tours, accommodation, booklets and road maps relating to the city proper or to the Province of Nova Scotia. This service is free—every effort is made to have it complete and helpful, and visitors may feel free to avail themselves of it at any time.

Halifax In History



Halifax is historic ground. Where stately homes, magnificent hotels and beautiful gardens now abound, the pristine forest once resounded to the shots of the settlers and the whoops of the red men as English, French and Indians fought for the supremacy of Eastern Canada.

Almost two hundred years ago, the first attempt at settlement on the present site of Halifax was made. The British Government determined to build a fortified and permanent establishment in Acadia and decided on Chebucto Bay, because of the magnificent harbour and the contour of the land affording splendid opportunity for fortification.

Early in 1749, some 1200 men with their families left England to settle at Chebucto, and in May of the same year a fleet of 13 transports and a sloop-of-war, "The Sphinx", set sail from England under the command of Colonel Honourable Edward Cornwallis. On June 21st, after a voyage of a month, the fleet entered what the Indians called Chebucto Bay. Work was started immediately laying out streets, erecting dwellings and shops and constructing a strong palisade of pickets as protection against the constant raids of the hostile Indians who overran Eastern Canada at this time. The old Indian name of Chebucto was changed to Halifax in honour of Lord Halifax, President of the Board of Trade and Plantations, who had been such an important factor in the establishment of this British colony.

The pen and ink picture of Halifax, made in 1752, shows the present George Street leading into an open square, since known as the "Grand Parade", thence up to Citadel Hill, which was then a natural clearing, but afterwards made "star" shaped and generally improved. The residence of the Governor was situated where the Province Building now stands and continued there up to 1800, when the present residence of the Lieutenant-Governor, extending from Barrington to Hollis Streets, was built. The only construction on the water front, which then extended nearly up to Bedford Row, was a mere landing stage—which has since been filled in to make the harbour front more uniform.

For many years the town limits were between the present Sackville Street, and extending north to the foot of Cornwallis Street. Block houses were erected at both these points and picket palisades were extended as far as the Citadel, where a large block house has been built. The first settlement outside these limits was made near Gerrish Street at the site of the little

Scenes in the Public Gardens,
Halifax

A Place of Rare Beauty

Dutch Church at the corner of Gerrish and Brunswick Streets. These settlers came principally from Switzerland, Germany and other parts of Europe.

The first newspaper in Canada, "The Halifax Gazette", was printed on March 23rd, 1752. The first fire fighting organization was organized in Halifax in 1754. This was known as the "Union Fire Club".

The 7-years war, so disastrous to the early colonists in North America, broke out in 1755 and Halifax became the Naval and Military depot for the British in British North America. Fortifications then built were both strong and expensive, but today, of course, they are looked upon as historic sites of interest.

The dockyard, established in Halifax in 1758, has long since outworn its usefulness, but is still of interest. The Town Clock, much admired by visitors, was erected early in the last century by the merchants of Halifax, who raised the money by subscription.

The Ordnance Wharf, at the extreme north of Hollis Street, is shown in a nautical chart issued in 1781. This wharf was protected by a 5-gun battery—there was also a battery of six guns at what was then known as Commissioners Point, directly south of the dockyards.

All of the ancient attractions about the Citadel appeal to visitors because of their historic associations. This applies with particular force to the old fort of Citadel Hill which is an object of absorbing interest to thousands of visitors each year and from which they admire the wonderful view of the city and harbour.

The first Anglican Church, St. Paul's, was built in 1750; and this old house of worship forms the main part of the present St. Paul's Church situated opposite the "Grand Parade".

The first Grammar School was opened in Halifax in 1780, and the first Roman Catholic Church built in 1784.

In 1793, when war with France was declared, Halifax was in a turmoil with ships of war, troops and military activity, and an expedition from Halifax attacked the Island of St. Pierre, a French settlement, and many prisoners were brought to this city.

In 1797, Prince Edward, afterwards the Duke of Kent and father of Queen Victoria, took command of the Garrison at Halifax.

One of the oldest insurance companies in North America, the Fire Insurance Association of Halifax, was formed in 1809 and has been in continuance ever since, although the name has been changed.

During the War of 1812, the city was a scene of much military and naval activity, as Great Britain was engaged with a struggle with France as well as with the United States.

The "Acadian Recorder" was first published in 1813 and, after 118 years only recently discontinued publication. About this time, the Acadian and National Schools were established, affording marked improvement in the educational facilities of the schools of those days.

The first theatre in Halifax was erected in 1814.

In 1818 Halifax was made a free port but two years later this was revoked.

In 1819 a paper was mill erected and operated for many years at Lower Bedford.

In 1840 the first regular trans-Atlantic steamship service was inaugurated between Halifax and Great Britain, by the Cunard liner "Brittania" and about the same time the Cunard Company began the operation of steamships from Halifax to the West Indies.

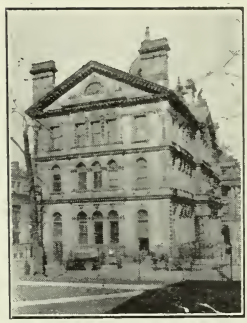
From its beginning, up to this period, Halifax had been under military rule. In 1842, Halifax was incorporated elected its own Mayor and Aldermen. Under such local Government, Halifax progressed gradually, but surely, and became known as the wealthiest city, per capita, in the Dominion. In finance, Halifax has played a most important part, for it was in this city that both the Royal Bank of Canada and the Bank of Nova Scotia had their beginning and the activities of the purely local banks of Halifax soon grew to nation-wide influence with branches and affiliations, not only throughout Canada, but throughout the financial world.

As an educational city, Halifax has a world-wide reputation and its progress and development goes steadily on throughout the years.

The population of Halifax is placed at 68,000.

City Hall

Public Buildings



Province Building, bounded by Hollis, Prince, Granville and George Streets, built in 1811-1819, is of beautiful architecture. The chambers of Assembly and Council contain excellent oil paintings of notable personages. The Legislative Library is a credit to the Province. (Map 4, F.)

Government House, on Barrington Bishop and Hollis Streets (Map 5, F.) is the official residence of the Lieut.-Governor of the Province; was at one time considered the finest residence in North America; built in 1800-1805.

Court House, Spring Garden Road, opposite Grafton Street (Map 5, F.) is a building of beautiful and substantial lines.

Post Office.—Bounded by Hollis Street, Bedford Row, George Street and Cheapside. (Map 5, F.). A handsome structure in the Italian renaissance style with extensive porticos, elaborate carvings, and adorned with a statue of Britannia.

Customs House, opposite the rear of Post Office, on Bedford Row; a handsome brown stone building with clock tower

The City Hall, on the north end of the **Parade**)Map 5 and 6 F) has considerable architectural merit. The **Parade,** with its heavy balustrade, lawn and fine **War Memorial** is an artistic open space in which, years ago, military reviews were held.

The Halifax Young Men's Christian Association is situated on Barrington St. near Salter. Organized in 1853, it has had a continuous history of growing usefulness in the promotion of the Spiritual, Intellectual, Social and Physical welfare of young men. The present building (377-381 Barrington St.) is one of the largest and handsomest buildings in the city, with white tile front. It is well equipped with all the appliances of a modern Y. M. C. A. Erected in 1912. Strangers always welcome. (Map 4, F.).

Market Building practically covers a block, bounded by Brunswick, Duke, Market and Buckingham Streets. (Map 5, F.)

Victoria General Hospital (Map 5, D) with wide and cheerful environment, does credit to the city, being exceedingly well equipped and supervised. Situation is west side of Tower Road between South and Morris Streets.

Children's Hospital, situated near Victoria General Hospital, on Morris Street; a well-proportioned building of brick and granite.

The Halifax Infirmary is an excellent Roman Catholic Hospital, on Barrington Street, corner Blowers (Map 4, F). A new building is being erected on Queen Street (Map 4, E-F) at a cost of over $1,000,000 and will be occupied in 1932.

Navy League, corner Barrington and South Streets (Map 3, F), is a splendidly equipped building used largely by the merchant sailors and navy.

DALHOUSIE UNIVERSITY

Entrance Gates to Campus

McDonald Memorial Library — Law Building

Science Building

Shirreff Hall — Public Health Clinic

Harbor, Arm and Basin

ONE of the glories of Halifax, of never failing interest to tourists and sightseers, is the magnificent harbour which Halifax overlooks. Extending 16 miles in from the sea, "it is one of the finest harbours in the world, easy of access, and admirably sheltered. So deep is the harbour that giant battleships can lie within a few yards of the shore in safety, as the ebb and flow of the tide means a variation only from four to six feet." (Johnson's Encyclopaedia.)

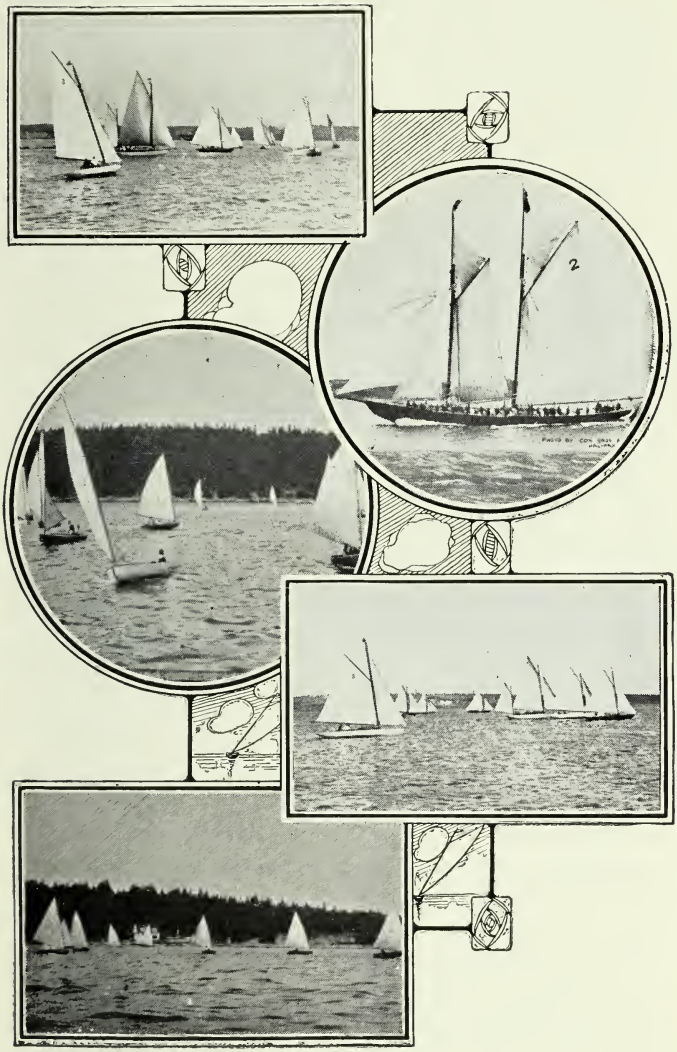
In the breakwater, sheltering ships and city from the sweeping wind, is McNab's Island. To the north there lies a giant crescent with its points gradually approaching within a quarter of a mile of each other at "The Narrows" then broadening out again to form the beautiful Bedford Basin. It is the Northwest Arm, extending nearly three miles from the harbour, that makes the site of Halifax a peninsula. These three bodies of water are worthy of a nautical sightseeing tour—first, the Harbour, teeming with its shipping from all parts of the world, with oftentimes, a man-of-war to lend the picturesque touch—second, the Basin with its miles of wooded shore and suburbs dotting the water's edge—third, the Arm with its natural beauty, bordered with residential properties reflecting happy, comfortable, prosperous home life.

PRIVILEGES FOR VISITORS

Halifax is glad and proud to extend many privileges to her visiting guests—and many happy hours, during the day and evening, may be spent at the social and sports clubs which add so much to the summer season in this wonderful old city.

On the west side of the arm is the Saraguay—the perfect type of country club—with fishing and boating—whose members freely extend the 14-day privileges to visitors.

Golf—those who bring their clubs will play over some of the most interesting courses on the North American Continent. There are three of these golf links near Halifax: Gorsebrook



Yachting on the North West Arm

Course is but 10 minutes from the principal hotels; Ashburn Country Club is half a mile from the head of the Northwest Arm, where the tram stops, and can also be quickly reached by taxi; and the Brightwood links are just across the harbour in Dartmouth. All three of these delightful courses extend privileges to visitors.

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All Around the City

THERE is so much to see and so many varied points of interest to visit in and about Halifax that one is advised to ride, particularly if time is an object. If, however, seeing Halifax may be done in a leisurely way, it is suggested that long walks be indulged in. To meet the needs of either classes of sightseers, suggestions for both drives and walks are given.

First.—Starting from the post office, drive south on Hollis Street through the railway yards viewing the mammoth terminals; thence to Barrington and Inglis Streets, turn south to Young Avenue entering Point Pleasant Park by the great gates presented by the late Chief Justice, Sir William Young; thence to the road on the harbour side viewing fortifications (see page 16) continuing around by Point Pleasant to the North West Arm, taking note of Martello Tower, the precipice, the serpentine road, chain rock and the seven bunkers, leaving the Park by Tower Road and continuing up the latter to the Public Gardens (see page 17), the finest on the North American Continent. Having seen the Gardens, drive to the Citadel and around the roadway outside the ramparts—this gives a view of the City, harbour and surroundings. The interior of the Citadel (see page 18) can be viewed if permission is asked of the sentry.

Second.—Drive via Common and Quinpool Road (Map 7 and 8), to head of Northwest Arm; thence through Dutch Village to Fairview, thence through the suburban places mentioned on page 25 to Bedford. Return may be made on Dartmouth side, in which case motor or carriage will have to cross the ferry. The return may also be made by retracing the route to Bedford as far as Fairview, thence to the city by the shore road through Africville (Map 12, E. and F.), a settlement of colored people. Both ways afford magnificent views of Bedford Basin.

Third.—Drive to Bedford, following a different route during the first part of the journey, selecting Windsor Street and the road passing the exhibition grounds (Map 9, E), Fairview and St. John's cemeteries, until the Bedford Road is joined at Fair-

view. Thence to Bedford, to Waverley. From Waverley to Dartmouth is a remarkably pleasant drive of ten miles, past lake and prettily-wooded country. If the approach to Dartmouth be made during the early evening, the lakes then placid and covered with pleasure boats, look their best, and the cool salt air from the ocean will be a grateful change if the day has been warm.

Fourth.—Drive from Dartmouth to Cow Bay (now Silver Sands), where splendid surf bathing may be had. From the road, the Eastern Passage, through which the "Tallahassee," a ship belonging to the Confederates, made her historic escape from the watching ships of the North during the American civil war may be seen; also Lawlor's Island, where the quarantine station for the port is located. The village of Eastern Passage is a picturesque collection of fishermen's homes. The mammoth oil-refining plant of the Imperial Oil Co. Ltd., Imperoyal, may be inspected.

Fifth.—A beautiful wooded spot lies in the hills beyond the Northwest Arm. Go by the way of Quinpool Road, leading down the western side of the Arm; note Melville Island and its old military prison, built in 1806. Then mounting the top of the hill, entrance may be had to the Dingle property. There leave the carriage for a few minutes and ascend the Dingle elevation; also the **National Memorial Tower.** This tower was erected in 1911 in commemoration of the convening of the first elective assembly in the Dominion of Canada, which met in Halifax on October 2nd, 1758. It is situated in a park on the western side of the Northwest Arm, donated by the late Sir Sandford Fleming, K.C.M.G. Returning to the carriage drive to Long Lake, then to the Rocking Stone, and out the St. Margaret's Bay road as far as Chain Lakes before returning to the City. Long Lake and Chain Lakes supply Halifax with water. Return by Chebucto Road.

Sixth.—An interesting excursion on foot is to the **Rocking Stone,** "a freak of nature" that rocks with the application of a lever. At one time the stone would respond with a slight touch, but its base has become worn with use. Take ferry across the Arm at the west end of South Street (Map 5 or 6, B), climb the hill through Jollimore Settlement, view the tower erected to commemorate responsible government, and work your way back to Herring Cove Road, leaving which, after a time, your path lies through one of the prettiest of woodland rambles. This spot is rather difficult to find without a guide.

Seventh.—The road to York Redoubt is not so difficult. Cross by ferry from Point Pleasant to Purcell's Cove (Map 1, C.) thence follow the road, coming out on to Falkland Village, then climb a steep road to the church. It is only a short distance to the fort; admission can only be had by special permission. The ocean view from this elevated point is delightful. The fort can also be reached by auto or carriage around the head of the Arm.

Educational Institutions

HALIFAX is the educational centre of the Maritime Provinces as well as the headquarters of the provincial educational system. It has splendid public schools, a manual training school, industrial schools for refractory boys, a technical college, a modern business college, schools for the deaf, dumb and blind, a medical college, two theological schools, an art school, a ladies' college, two conservatories of music, several convents, and a university for higher education.

Dalhousie University, embracing King's College, has several faculties, including arts, science, law, medicine, dentistry and technology. In affiliation with it is the Halifax Medical College. Dalhousie was founded in 1821 by the Earl of Dalhousie, and the original endowment was provided from funds collected at the port of Catsine in Maine, during its occupation by the British in 1814. The new college buildings and campus are bounded by Coburg Road, Oxford and South Streets and the properties facing LeMarchant Street. The Dominion Archives Building is situated in these grounds. Trams Nos. 1, 2, 4 and 6 pass the main gates.

Pine Hill College is the theological school of the United Church, and has a beautiful situation on Francklyn Street overlooking the Northwest Arm. (Map 3, C.) Take tram No. 9.

Holy Heart Seminary, on Quinpool Road, is a Roman Catholic institution, where young men are trained for the priesthood. (Map 7, D). Take trams Nos. 1, 2, 5 or 8.

Halifax Ladies' College and Conservatory of Music has a large building and attractive grounds on the corner of Barrington and Harvey Streets. (Map 4, E). Trams Nos. 3, 7 and 8.

School for the Blind, Morris Street. (Map 5, E) has commodious homes and is very efficient. Trams 7 and 8.

School for the Deaf. Gottingen Street (Map F. 7) is an attractive and well-equipped building. Trams No. 3 and 5.

Convent of the Sacred Heart, on Spring Garden Road (Map 5, E). Trams 1, 2, 4 and 6. This and the Convent of Mount St. Vincent, at Rockingham, are splendid institutions and have exceedingly fine buildings.

On Windsor Street, near Holy Heart Seminary, is **St. Mary's College,** (R. C.) a brick and granite building used as a collegiate school for boys. (Map 7, C). Trams 1, 2, 5, 7 and 8.

Scenic Points of Interest

THE Citadel (See page 18, and map 6, E), is the most commanding point in Halifax. From the ramparts encircling the fortification one may see the city, surrounding countryside and harbour. The view on a clear day extends for many miles, embracing a great wealth of land and seascape.

Fort Needham (Map 10, F) is an abandoned fortification, occupying high ground in the north end of the city. The old earthworks, which have seen some of the most stirring days in the history of Canada, may be visited. This site commands a beautiful view of the northern part of the harbour and Bedford Basin. To reach it see page 10, **second day.** Tram No. 3.

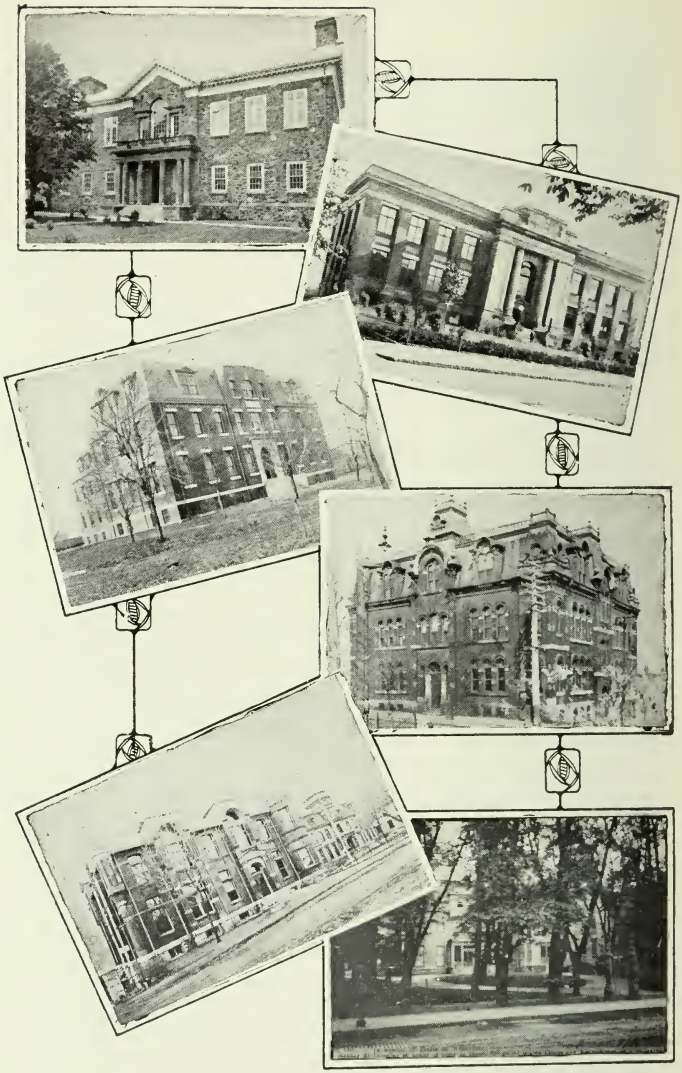
Point Pleasant, where the Northwest Arm joins the harbour, affords a splendid view of the open sea.

York Redoubt. For those who find poetry and romance in the relentless pounding of the sea against rocky shores, a visit to York Redoubt will be a pleasurable experience. In one direction lies the ocean; in the other, one of the finest harbours in the world. To reach York Redoubt, see page 11, **seventh day.**

Dartmouth Park and Prince Arthur Park—are worthy of any visitor's attention. Both parks command a magnificent view of the harbour.

The Dingle. From the elevation at the Dingle (see page 10, fifth) is to be had an enchanting view of the Northwest Arm, the western slope of the peninsula, Bedford Basin in the distance, and the wooded country to the west. To reach it, see page 11; or cross Arm by South Street ferry (Map 5 and 6, B) and ask boatman to give direction. Here the **Memorial Tower** is situated. During the summer season band concerts are given on Sunday afternoons at this beautiful park.

Richmond Heights, at the extreme north-end of the City, popularly known as the hydrostone district, is well worthy of a special visit (take a Gottingen Street car) not only to see the great transformation since the disastrous explosion in 1917, but to obtain an exceptionally fine view of the harbor and basin. This district, rebuilt by the Halifax Relief Commission, comprises over 320 dwellings, a dozen or more well-equipped stores, and two banks; and much has been accomplished in beautifying the surroundings with flowers, shrubs and embryo trees. **Mulgrave Park** can also be reached by the same car route.



1. Dalhousie College (Science).
2. Technical College.
3. St. Mary's College.
4. Halifax County Academy.
5. Pine Hill College.
6. Ladies' College.

Places of Interest

THE HALIFAX OCEAN TERMINALS, situated at the extreme south end of Barrington Street, are well worth a visit. When completed by the Federal Government, the terminals will occupy a mile and a quarter of water front at a cost of $30,000,000. There will be a large landing quay 2006 feet wide, capable of accommodating 27 steamers of the largest type. The depth of water at low tide is 45 feet. The new Union Passenger Station, recently completed, is one of the best in Eastern Canada.

Cold Storage Facilities. A modern cold storage plant for the reception of perishable goods was completed in 1927 at a cost of $2,500,000. The plant also furnishes warm storage, and has a modernly equipped plant for the reception and curing of fish.

The Halifax Dry Dock is one of the largest on the continent. Visitors will find it interesting to watch workmen making repairs on the giant steamers at this dock. Take a tram marked "No. 3 Richmond", going north on Barrington Street. For location, see (Map 9, G.)

The Common and Camp Hill lie west of the Citadel. Both are used for review purposes by the militia, and also as pleasure parks by the public. Take trams Nos. 1, 2, 5 or 8.

Bathing. The Public Bathing House situated at Horse Shoe Island, foot of Quinpool Road, may be utilized from 9 a. m. to sundown. Permanent and more elaborate bathing facilities have been arranged by the city, to be located near the foot of Quinpool Road. Take trams 1, 2, 5 or 8.

Chain Rock, Point Pleasant Park, is interesting on account of its historic associations. In the city's early days, when there was fear of French invasion, the military authorities laid a chain cable across the Arm to prevent French ships from sailing through. (Map 2, B). The low mounds at the point where descent to the shore is made are the remains of an old fort and called the seven bunkers. Take tram No. 9.

Rocking Stone.—A Rocking Stone of mammoth proportions is situated west of Jollimore settlement on the North West Arm and can be reached by ferry at the foot of South Street. (See also Page 11).

Exhibition.—A provincial exhibition is held in Halifax every fall. The grounds are at Willow Park (Map 9, D and E). These exhibitions are of great value, showing the industry and art of the Province. Take trams 7 or 8.

Summer Sports

WITH her sheltered harbour and the broad Atlantic for her front door, acquatic sports are a prominent feature of the summer season in Halifax. Yacht races are held Saturday afternoons under the auspices of the Royal Nova Scotia Yacht Club at Point Pleasant (Map 3, E) with the additional attractions of band concerts. The large club house of the Lorne Boating Club is also a center of attraction and easily reached from any part of the city. (Map 9, G). The Northwest Arm Rowing Club, Waegwoltic, Armview, Jubilee, Independent and St. Mary's Rowing Clubs (Map 6, B) have large boat houses on the Northwest Arm. Golf has already been mentioned. Quoits have many devotees at Studley (Map 5, C), where visitors are assured a cordial welcome and invited to take part in the social events centered around the club. The Curling Club, (Map 2, E) make a feature of quoits in summer. Those who prefer tennis will find splendid courts at the South End (Map 4, D). Wanderers A. A. C. (Map 6, E) have well-equipped grounds for athletic purposes.

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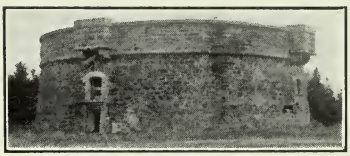
The Park



POINT Pleasant Park (Map 1 and 2, B. and C.), is one of a select number of places in Halifax every tourist should make sure to visit. The most satisfactory way of making a trip through this extensive pleasure ground is by carriage. Apart from fine scenery, the main interests centre in the **Forts** of which there are three—Point Pleasant, Cambridge and Ogilvie. An object of particular interest is the **Martello Tower,** through which the visitor will be shown by the caretaker. **Chain Rock** (See page 15, and Map 2, B) is within the limits of the Park. The main entrance, marked by the great gates (Map 3, G), is at the south end of Young Avenue; entrance may also be had by Tower Road. Trams marked "No. 7 and

8", southbound on Barrington Street, pass near the Park, at the beginning of Young Avenue, South Park Street, and No. 9 will carry the visitor to **Tramway Park,** where all sorts of sport, including bathing, is provided. The Park proper, consists of some 200 acres, and has about ten miles of fine military roads.

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Public Gardens

THE PUBLIC GARDENS of Halifax are the finest on the North American Continent. Eighteen acres of land are entirely under floral cultivation. Here the flower lover and student of botany may spend many happy hours strolling along pleasant byways made fragrant with the perfume of a thousand blooms.

During the summer, the Garden Commissioners and Board of Trade provide open air concerts. You will enjoy the fairyland aspect of the Gardens at this time with their swaying lanterns, coloured flares and sparkling fireworks.

The Public Gardens of Halifax are bounded by Sackville Street, Spring Garden Road, South Park and Summer Streets (Map 5, E). The tourist may easily reach the Gardens by taking any one of the following trams: Nos. 1, 2, 3, 4, 7 and 8. From most parts of the south end of the City the Gardens are but a short distance afoot.

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A Military and Naval Base

HALIFAX is the chief Imperial Military and Naval Station in Canada. The city is the headquarters of Military District No. 6.

The garrison at present is composed of detachments of the Canadian Permanent Forces, including Royal Canadian Artillery, Royal Canadian Engineers, Royal Canadian Regiment and also the different departments necessary to carry along the army's work in a garrison town, such as pay-service, medical corps, etc. The garrison affairs are controlled at the headquarters office, Royal Artillery Park, Sackville St. (Map 7, F).

There are three well-equipped militia regiments in Halifax, having fine quarters at the **Armouries,** corner Cunard and North Park Streets. The Armouries is a handsome building of red sandstone, opposite the Common (Map 7, E), where the military reviews are held. Take tram cars 7 and 8 north bound on Barrington Street.

Fortifications.—Halifax is strongly fortified and most interesting to visitors. The only fort visitors are allowed to enter is the **Citadel** (Map 6, E) which rises high above the city. This fortification, known as **Fort George,** was built under the supervision of Prince Edward, Duke of Kent. Soldiers are detailed to show visitors about the ramparts and various parts of interest. **Fort Charlotte** occupies George's Island. On the opposite side of the harbor is **Fort Clarence.** In the port are several forts (Map 1 and 2, B and C)—Forts **Ogilvie, Cambridge** and **Point Pleasant** (Map 1, C and D), all modern and strongly armed. MacNab's Island has two forts, viz., **Ives Point** and **MacNab,** both modern and well equipped. **York Redoubt** and **Connaught,** occupying the crest of a high bluff on the western side of the harbour entrance, are the strongest fortifications in Halifax. **Sandwich** is near Sambro at the harbour entrance.

The Dockyard.—(Map 7 and 8 G). The Dockyard, the principal property in Halifax devoted to purposes of the Navy, belongs to the Dominion Government. The entrance from Barrington Street is best reached by taking a tram marked "3-Richmond", going north on Barrington Street, descending at the bridge and entering the north gate. In various parts of the Dockyard are relics of great interest.

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Tourist Facilities

Taxis.—Taxi fares are as follows: 30c. for 1-3 mile for one or two passengers; 10c. for each additional 1-3 mile. For more than two passengers up to six passengers, each extra passenger 20c. These rates apply for all hours.

Transfers, Deliveries.—The charges for conveying parcels from place to place are reasonable: trunks, 25c.; valises, 20 cents each; small parcels 10 to 15 cents.

Trams.—The tram cars afford the visitor to Halifax an enjoyable and satisfactory way of seeing our beautiful city.

Routes are numbered and named as follows:—1—Belt Line, (west bound on Spring Garden Road); 2—Pelt Line (west bound on Buckingham Street); 3—Gottingen-Richmond; 4—Buckingham-Oxford; 5—Armdale; 6—Dingle; 7—Agricola-South

1. Old Dutch Church
2. St. George's (Round Church)
3. Jewish Synagogue
4. First Baptist Church
5. St. Mary's Cathedral
6. St. Paul's Church
7. All Saint's Cathedral
8. Trinity Church
9. St. Andrew's United Church

Park; 8—Windsor-Inglis; 9—Northwest Arm and Tramway Park. Fare, Adults 10c. cash; 3 tickets 25c.; 14 tickets $1.00; Weekly Pass $1.25; Children 5c.; free transfers given.

Post Office.—Open daily, Sunday excepted, from 7 a. m. to midnight. Window for sale of stamps closes at 9.30 p. m. Rate on letters for destination in Canada, the United States or Mexico, 2 cents for one ounce, 2 cents each additional ounce; for Great Britain or any part of the British Empire, 4 cents for one ounce, 3 cents each additional ounce. Newspapers to any place in Canada, the United States or Mexico, 1 cent for 4 ounces; to Great Britain and many parts of the British Empire, Canadian newspapers and periodicals to same places, and all kinds to all other places not mentioned above, 2 cents for every 2 ounces. Matter wholly printed or lithographed—including books—in Canada—1 cent for every two ounces or fraction thereof. Photographs, engravings, etc., 1 cent for two ounces. Merchandise open to inspection, 1 cent per ounce. Do not use United States or other foreign stamps. Post cards with anything affixed—a gummed photo, for instance—are liable to letter rates.

Telegraph and Cable Offices.—Canadian Pacific Telegraph Office, in Dennis Building, corner George and Granville Streets; Canadian National Telegraph Office, 142 Hollis Street. Both open at all hours.

Toll Telephones.—The Maritime Telegraph and Telephone Company, 88 Hollis Street, can give connection with any place of consequence in the Maritime Provinces. It can also give long distance communications with all the chief cities of Canada and the United States. Toll offices are at headquarters, and other stations at different points.

Express Offices.—Canadian National, 37 George Street; Canadian Pacific, 44-46 Granville Street.

United States Consulate.—Dennis Building, Granville and George Streets. Office hours, 10 a. m. to 1 p. m.; 2.15 to 4 p. m.

Fraternal Headquarters.—Masonic Temple, corner Salter and Granville Streets (Map 5, F); Oddfellows' Temple, 16 Buckingham Street (Map 5, F); Knights of Pythias, 33-35 Jacob St. (Map 5, F); Knights of Columbus, 65 Hollis St. (Map 5, F); Elks' Hall, 61 Hollis St. All extend privileges to visitors nominated by members.

Various Societies.—Church of England Institute, 414-416 Barrington Street; St. Mary's C. T. A. and B. Society, 400-416 Barrington Street (Map 5, F); The Young Women's Christian Association, 66 Hollis Street.

Clubs.—The Halifax Club, 172-176 Hollis Street; City Club, 406-412 Barrington Street.

Chartered Banks.—The chartered banks doing business in Halifax are as follows: The Bank of Nova Scotia, Royal Bank of Canada, Bank of Montreal, and the Canadian Bank of Commerce. All these have branches or correspondents in other parts of Canada and the United States. (Map 5, F).

International Service Club Luncheons.—Kiwanis, Nova Scotian Hotel, Mondays, 1 p. m.; Gyro, Lord Nelson Hotel, Mondays, 1 p. m.; Rotary, Lord Nelson Hotel, Tuesdays, 1 p. m.

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A Week in Halifax

How to Enjoy It

THERE is so much to see in Halifax that visitors leave this beautiful and interesting city with reluctance. The natural beauty of Halifax and its surroundings, the historical places of interest, sport activities and numerous other attractions make the hours pass like minutes. Even a week or ten days, unless carefully planned, will not suffice to see everything of interest.

To make your visit to Halifax as enjoyable and as complete as possible, we suggest the following daily schedule:

First Day.—Commencing at the Province Building (page 6). After examining the Council Chamber with its pictures, go into the grounds and see South African and Howe monuments. Go up George Street to Parade (page 6), enter St. Paul's Church and City Buildings (page 6). Keeping on up George Street, note the old Town Clock while mounting the stairs and pass on to the crest of Citadel Hill. Note the fine view here (page 10). Walk around ramparts on the outside. Return to the Citadel entrance and going in apply for a guide to be shown the interior of the fortification (page 10). Time yourself to be on the Eastern side inside the ramparts at the time when the midday gun is fired. After seeing Citadel return to hotel or a restaurant for luncheon. After luncheon starting again from Province Building go up George Street to Barrington, south along Barrington to Spring Garden Road. Enter St. Paul's Cemetery on Barrington Street. Note Government House (page 6) on opposite side of Barrington Street; on opposite side of Spring Garden Road note St. Mary's Cathedral and Glebe. Visit Cathedral. Go up Spring Garden Road. Note Court House opposite end of Grafton Street. Next visit the Technical College and Provincial Museum. Continue out Spring Garden Road to South Park Street. Victoria Park and All Saints' Cathedral on left. Public Gardens on right. Spend rest of the afternoon in the Gardens (page 17). Spend evenings as may be most convenient. (See page 25.)

Second Day.—Starting from Province Building, walk up George Street to Buckingham Street, take "Car No. 3," going north and visit the Dockyard (page 18). Continue north to Young Street noting as you pass warships in harbor, naval cemetery opposite railway yard and Wellington Barracks. Descending at Young Street to Dry Dock; walk north to end of tram line and visit Mulgrave Park. Visit Fort Needham heights (Map 10, F) which are near, and note splendid view (page 13). Descending to tram again, take car to "Spring Garden Road", transfer to "Cars 1, 4 or 6" going west, and ride to Public Gardens. Transfer again to car going South on South

Park Street, visit site of new Terminals and return to hotel via Barrington Street. The afternoon might be spend in the Park (see page 16), and for the evening see page 25.

Third Day.—At Province Building (Hollis Street) take tram "No. 3" going north. Descend at Brunswick Street and walk north noting various churches, particularly the Round Church and the Dutch Church. Having made arrangements previously, take carriage here and drive across the Common, out Quinpool Road, noting the Roman Catholic Orphanage, Holy Heart Seminary (page 12), and Monastery of the Good Shepherd. Turn down Prince Arthur Street to the Arm and return by Jubilee Road. Ask driver to touch at various points on North-west Arm, past Dalhousie's new campus and buildings, and return to the city by Morris Street, noting the former Dalhousie College, and the School for the Blind (page 12). the City Home and the Victoria General Hospital. Afternoon might well be spent on harbor excursion if steamer happens to be running. Evening, see page 25.

Fourth Day.—Take one of the drives mentioned on page 8 or 10 for morning occupation. Afternoon visit warships, engaging boatman at Market Wharf (Map 5, G), or other convenient place. Information at Board of Trade office, when warships may be boarded. Evening, see page 25.

Fifth Day.—Morning and afternoon might be spent in making excursions or taking drive suggested on page 10 or 11. Evening, see page 25.

Sixth Day.—Spend as much of the day as possible in Dartmouth. See Park, Canal, Prince Arthur Park. After luncheon go to lakes, taking lunches along; hire a boat and have evening meal in the open air at Port Wallis Locks. Return during early evening. See page 25.

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Fishing Grounds Near Halifax

THE visitor who likes to fish will find Halifax an ideal city. Within easy reach of his hotel are beautiful lakes and streams, in which trout and other fish abound.

Most of the popular places can be reached by taxi or coach at small cost. Of course, the farther one goes into the back country, the better his luck, both in size and number of fish.

Where there are no regular hotels, accommodations can always be had in farm houses at reasonable rates. Meals

1. Government House.
2. City Club.
3. Health Centre.
4. Armouries.
5. Province Building.

usually range from 35c. to 50c., or about $1.50 to $2.50 per day, if staying for the night. A boat, with a guide, may be had for $3.00 a day.

Both bait and fly are used by anglers. Bait gives good results in the earlier part of the season, but in June and for the rest of the fishing season experienced anglers get better sport with a fly.

To give an idea of the number of places at one's disposal, it is only necessary to state that on both sides of St. Margaret's Bay Road, between Halifax and Hubbard's, there are lakes all the way in which trout abound; there are also many places to the westward where good fishing may be had, such at Ketch Harbor, Sambro, Prospect, Herring Cove, etc. Grand Lake, 20 miles from Halifax on the line of the C. N. R. is particularly good for grayling, trout, etc.; return fare 90 cents. Excellent Indian guides are available. Eastward the best places are Lawrencetown, Cole Harbor, Porter's Lake, Chezzetcook, Jeddore, Petpeswick Harbor, Musquodoboit Harbor, Tangier River, Spry Bay, Mushaboom Lake, Sheet Harbor Lakes and River, Salmon River and Quoddy. At Petpeswick and Musquodoboit there is splendid sea trout fishing; also at Quoddy. There is good salmon fishing at Quoddy and East and West Rivers, Sheet Harbor. The lakes being connected by brooks and rivers, waders can find splendid pool fishing. Eastern points can be reached by the Halifax and Eastern Railway (C. N. R.) from Dartmouth, coach, and in some cases by steamer, and the extreme points by rail to Shubenacadie; thence by coach down the Musquodoboit Valley to the shore.

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Dartmouth and Suburbs

THE Town of Dartmouth, founded in 1750, on the opposite side of the harbour, is reached by ferry from foot of George Street, every quarter-hour during the day and half-hour during the evening. Fare 7 cents each way.

A point of great interest is the old Shubenacadie Canal, built at great expense to connect the Bay of Fundy with the Atlantic. It was a financial failure and subsequently abandoned. Remains of the old locks and other works may be seen at various points. Dartmouth Park is a very attractive place and affords an excellent view, as does Prince Arthur Park. (See page 12). One of the best features of the place is the beautiful chain of lakes, commencing in the town and extending back into the country many miles. Mount Hope Hospital for the insane, or, as it is officially called, the Nova Scotia Hospital, is in Dartmouth, and has one of the most beautiful situations in the Province.

Lawrencetown, about 14 miles from Dartmouth, is noted for its very fine beach and surf bathing. The hotels are good. **Cole Harbour** is also a good resort for these purposes.

Silver Sands, about 11 miles from Dartmouth, has great attractions in its sand beach and splendid bathing facilities. The surf is not too strong, and the temperature of the water is generally very mild during warm weather.

Two interesting places to the eastward of Dartmouth are **Chezzetcook** and **Preston.** The former is the home of French people, many of whom still retain the customs of their Acadian ancestors. Preston is the home of many of the colored people, who sell wares in Halifax. The place was once a fashionable military suburb.

Rockingham and all the suburban places on Bedford Basin are very beautiful, with excellent bathing and boating facilities. **Rockingham** and **Bedford** have several well-appointed hotels. Rockingham is the seat of the Convent of Mount St. Vincent, an excellent Catholic school for girls. **Prince's Lodge** is where the reigning king's great-grandfather lived while commander of the forces on this station; the band house is the only relic of those days, the house having long since been destroyed by fire. **Bedford,** at the head of the Basin, is a delightful suburb where many Halifax people live in summer time. These places are reached either by rail or carriage (see page 6). The rail approach to Halifax skirts the shore of Bedford Basin, affording a most enchanting view. **Waverley,** five miles from Bedford, may also be reached by rail from Dartmouth. It is situated at the head of a beautiful lake.

Open Air Spaces.—There are several small parks in Halifax. **Grafton Park,** corner Grafton Street and Spring Garden Road (Map 5, F) contains many beautiful and stately trees. **Mulgrave Park,** at the terminus of the tram line on Barrington Street, North (Map 10, F) commands a fine view of the north part of the harbor and Narrows. **Victoria Park,** set aside for the use of the children, is opposite the Spring Garden Road entrance to the Public Gardens, and lies between South Park Street and Tower Road. (Map 5, E.) At the north end of this park facing the Public Gardens is a beautiful bronze statue of Robert Burns, erected by the North British Society. **Cogswell Park** is a small triangular park at the point where Windsor Street meets Quinpool Road (Map 7, D). A beautiful bronze statue of Earl Cornwallis, founder of Halifax, stands in the park in front of the Nova Scotian Hotel—erected in 1931. (Map 4, F).

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What To Do In The Evenings

PEOPLE who care to spend evenings indoors will generally find something to interest them in Halifax theatres and music halls. The Capitol Theatre, on Barrington Street, foot of Spring Garden Road (Map 5, F) is a very comfortable theatre. Other theatres: "The Garrick," stock company and talkie pictures (Map 4, F), "Orpheus" (talkie pictures), "The Family Theatre" (talkie pictures), "King Edward" (motion pictures), "Casino" (talkie pictures) and "Community" (talkie pictures).

Boating on the Northwest Arm is a favorite way of spending an evening, particularly when there is a band concert at the boat houses. While the Boat Clubs are not open to the public, except by special invitation, boats may be hired at various points on the Arm (take Tram No. 9 going south on Barrington Street). Boating on the Dartmouth lakes is also a pleasant way of spending an evening. See page 24 regarding Dartmouth.

An evening concert in the Public Gardens should not be missed. These concerts are advertised in the newspapers.

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PLAN OF THE CITY OF HALIFAX NOVA SCOTIA