



(WEALTH FROM THE SEA)

HISTORIC HALIFAX

NOVA SCOTIA
FROM THE CITADEL

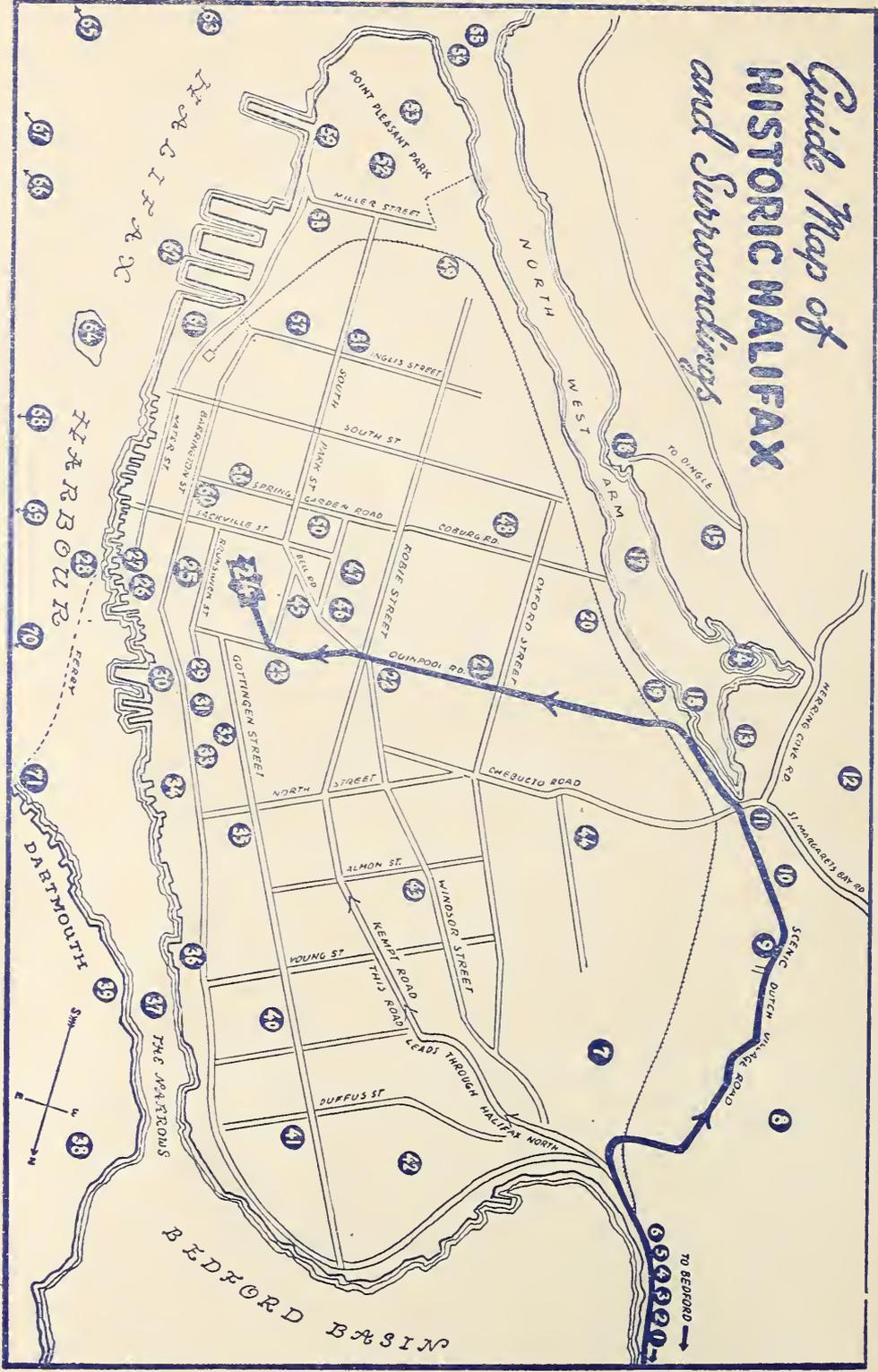
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A POCKET GUIDE BOOK

John O. Martin
September 2, 1949.

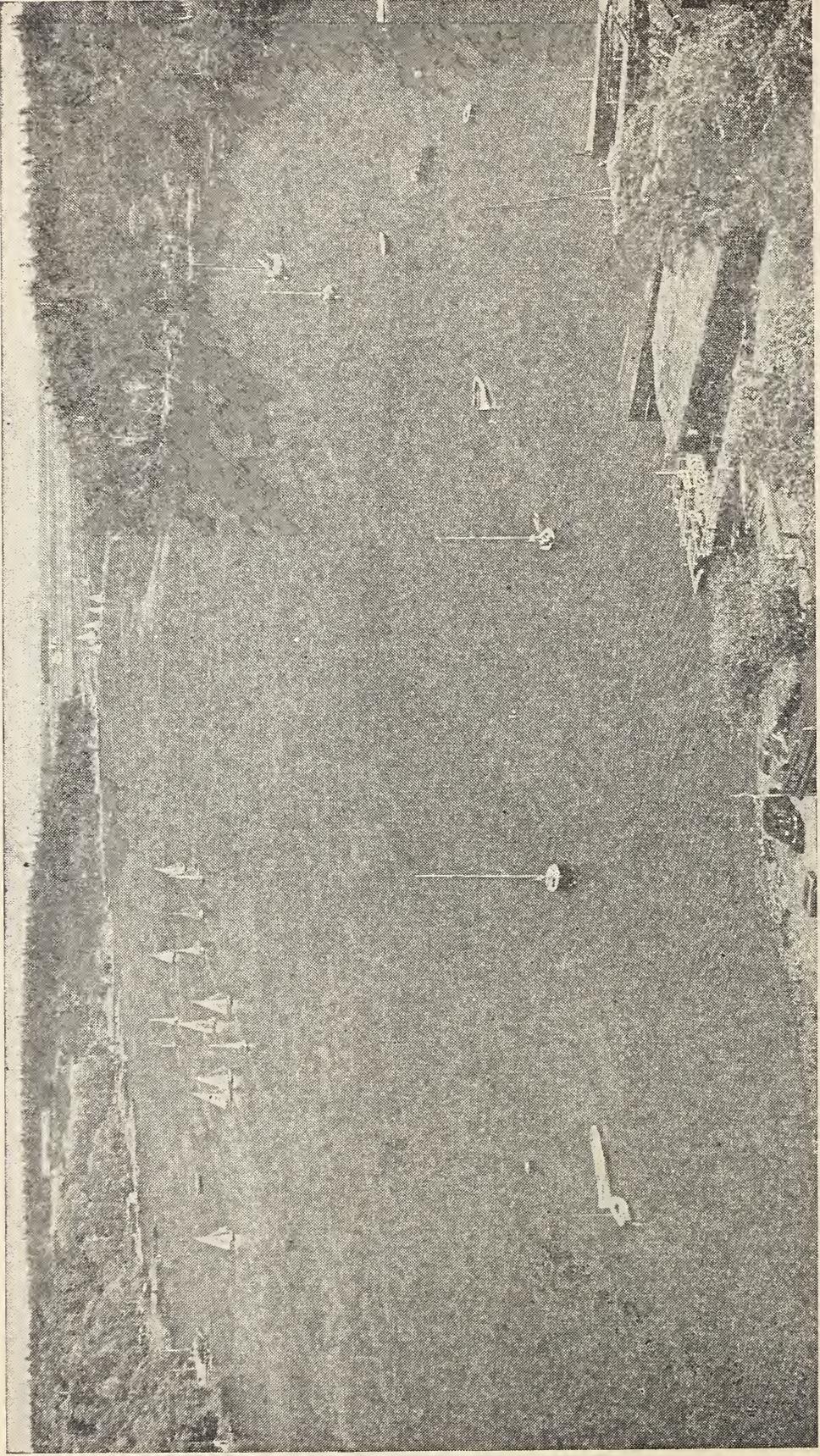
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Partial view of Northwest Arm looking seaward from a-top the Memorial Tower. Bluenose and Star class yacht races in progress, Thrum Cap on middle horizon, Martello Tower in forested Park is just a few rods beyond the long recreation hall.

A POCKET GUIDE BOOK

of

HISTORIC HALIFAX, NOVA SCOTIA

from The Citadel

*For Boston Public Library,
Souvenir booklet distributed by the
Tourist and Travel Department of the
City of Halifax*

Best wishes,

Compiled by

JOHN PATRICK MARTIN

(A Vice-President of the N. S. Historical Society)

John P. Martin

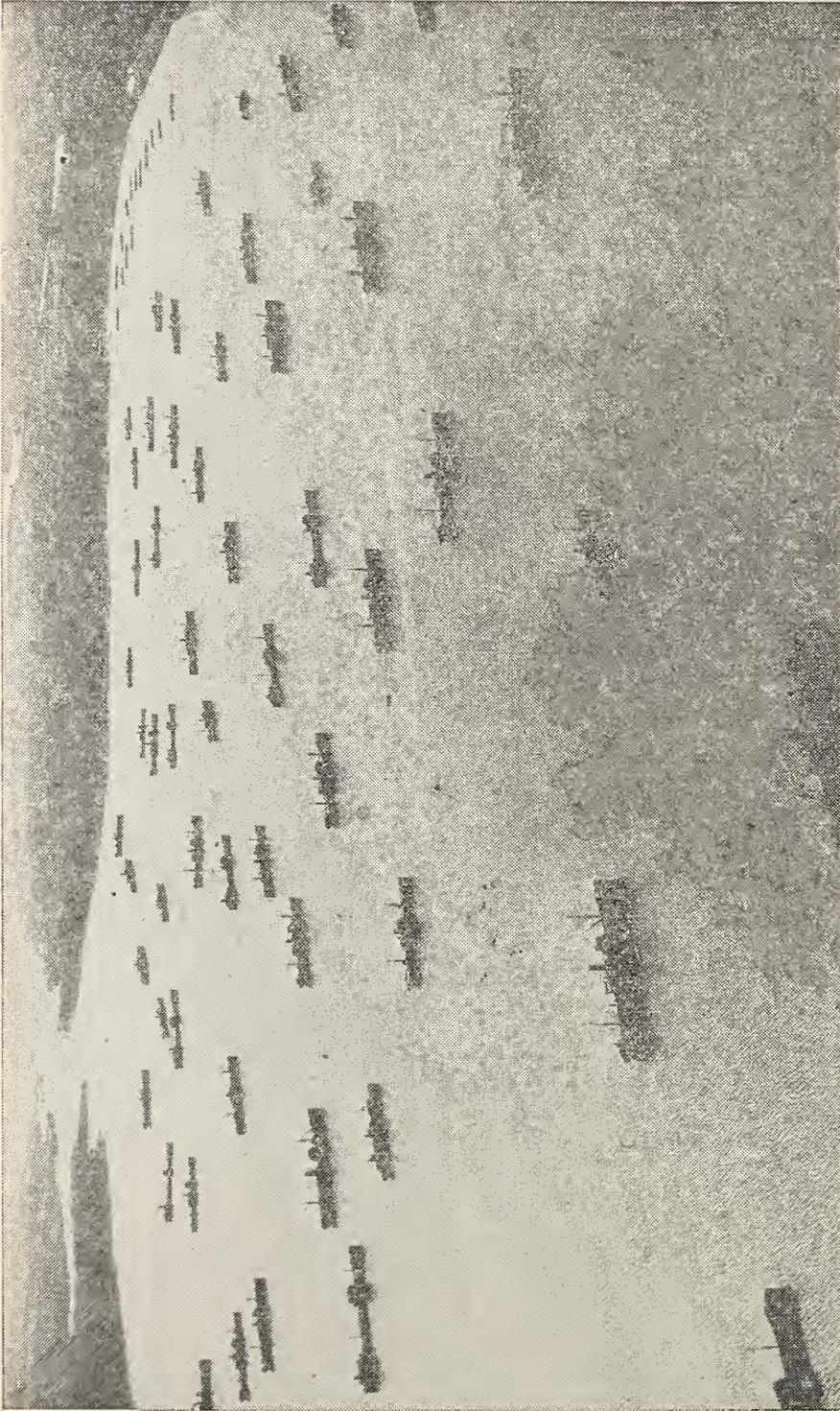
*Halifax N.S.
1949.*



The written records of this port, when it was known by the Indian name of "Chebucto" and by the French name of "Safe Bay," extend back to 1607.

What the City is celebrating this year is the 200th anniversary of the official settlement begun here in 1749 under the name of "Halifax".

Third revision April 1949



Halifax, particularly in the first three years of World War II, was the principal assembly port for convoys leaving North America for Europe. Cargo ships from the United States and Canada came here to be assigned anchorage grounds in the harbor or Bedford Basin. They were then inspected by Naval Control Service. Every few days, convoys of from fifty to one hundred ships, fitted with anti-mine equipment, set sail under escort of frigates and aircraft. This proceeded at intervals of about a cable's length. This continual movement was all arranged by Naval officials at the Dockyard. This picture is taken from Bedford Basin looking towards the City. The 1917 Explosion occurred in narrow harbor above. Rockingham is at the right. The North West Arm waters are at the far right. (Photo courtesy N. S. Bureau of Information).

Halifax From The Citadel

Directing the visitor from Bedford suburb to Citadel Hill, and then showing surrounding sights. Description from the Citadel commences on page 11.

THIS Bicentenary Booklet is prepared for the convenience of Halifax guests visiting our Bluenose city for the first time, and consequently unacquainted with the geographical importance of our location, of the magnificence of our spacious harbor, and of the momentous events and famous people crowding our noteworthy history. The ideal vantage ground to get a general view of Halifax is at the top of Citadel Hill.

The picture of the wartime convoy shown on page four indicates the utility of this port in times of conflict; the panorama on a clear day from lofty Citadel Hill displays a marvelous view of ocean and earth; and the pages of this pamphlet pin-point the outstanding spots seen thereabouts, besides unfolding their fascinating story.

AS THE majority of motorists approach Halifax via highways number One and Two which converge at the suburb of Bedford, we shall meet there in imagination to guide you into and about the City. You can get the lay-out by reference to the photo on page 4. In the foreground is the inner bay of the harbor, called Bedford Basin. Its outlet near top left gradually expands into a 'Y' shaped main harbor which flows to the broad Atlantic far beyond. The strip of water coming in from sea shown at right of the picture is the North West Arm. The land area enclosed by the Arm and the harbor constitutes the peninsula of Halifax. Its portals are just beyond the white spot on right of photo. (The latch-string is out).

For untold ages the blue waters of the haven of Halifax have washed the skiffs of native Indians, pioneer explorers, European fishing smacks, smugglers, privateers, prize ships, murder ships, racing shells, international yachts, battle fleets of all nations and trans-atlantic paddle-wheelers from the old Cunarders, up to modern liners with their latest loads of displaced persons from Europe. (*E mari merces*).

Our shores have felt the footsteps of Micmac aborigines, Samuel Champlain, Governor de Villebon, Intendant Bigot, Admiral D'Anville, General Wolfe, Guy Carleton, Duke of Kent, Baron de Seitz, King Louis Phillippe, Benedict Arnold,

Aaron Burr, Robert Rogers' rangers, Jamaica Maroons, Nantucket whalers, press gangs, pony express, Loyalist evacuees, William Cobbett, Thomas Moore, Captain Marryat, Charles Dickens, Adele Hugo, John Quincy Adams, Harry Houdini, Carrie Nation, Edward VII, George V, Edward VIII, George VI, Alexander Graham Bell, Wilfrid Laurier, and Franklin D. Roosevelt who viewed Halifax from a U. S. cruiser in 1939.

Part I—Bedford to Halifax Citadel

Number One highway was once part of a primitive trail cut by Acadian French as early as 1725 from Windsor to Bedford. Through it they drove cattle to be sent by vessels to their compatriots at Louisbourg on Cape Breton Island. To protect their new settlement at Halifax from French and Indian incursions at this point, the English built a stockade here at Bedford. This was the beginning of **Fort Sackville** near the mouth of a small river you are about to cross. It was at this fort that New England troops of Colonel John Winslow rested in December 1755, after marching back from their job of expelling the Acadians from the Evangeline district.

LET us move along now through the village of Bedford until we come to a curving bay at Millview, identified by Moirs' factories. Near here is the site of one of the two places in the world that **paper was first processed** from wood fibre in 1839.

This highway you are travelling is the route over which the "**pony express**" galloped exactly a century ago. Cunard liners from Liverpool to Boston carrying latest London papers first touched at Halifax. Highlights of European news prepared in advance would be rushed by relays of armed riders over this dirt road to Digby. Three hours later a steamer landed the dispatches in St. John, N.B., which had just been connected with Boston by the new telegraph system of Samuel Morse. Rival New York journals combined to sponsor this valuable news service. From these beginnings in 1849, developed the great **Associated Press**. The telegraph wires were extended to Halifax in November 1849, and from that year until Atlantic cables were laid, Broadway usually got the first news of European events over the wire from Halifax.

About two miles from Millview watch for a circular structure with reddish domed roof on an elevation east of the railway. This is **Prince's Lodge**. The rotunda was a music pavilion,

and is all that remains of many ornamental buildings belonging to an extensive summer estate built between 1794 and 1800 by Prince Edward, Duke of Kent, Commander-in-Chief of British forces in North America. From the pavilion a British regimental band would discourse dance music for the Prince and his suite when they entertained the élite of 150 years ago. The main buildings were on your right up a slope landscaped into a miniature park with winding walks, summer-houses and waterfalls tinkling into a duck-pond. In after years picnic parties were ferried here from the City. Among Upper Canadian speakers at a hodge-podge in 1864 was Thomas D'Arcy McGee. Sir John A. Macdonald once campaigned here for a Dominion election. (He was the first Prime Minister of Canada).

Around the next deep curve, filled-in bay over which railway crosses, is **Birch Cove**; site of a very large Indian encampment. As far back as 1690, Governor Villebon reported that a French priest was stationed at Chibouctou. Before Halifax Catholics had a church, they walked here for early Sunday Mass. Sir John Sherbrooke, one of Wellington's commanders and later Governor-General of Canada summered at Birch Cove around 1812. The Basin water on your left was often the scene of exciting aquatic events. In 1873 George Brown of Herring Cove won \$1,000 by defeating John A. Biglin of New York over a five mile course—2½ miles with a turn. (*E mar-merces*). (The purse was often put up by road-side inns).

Just past Rockingham railway station, the brick buildings and artistic grounds on right mark **Mount Saint Vincent**, ladies' educational institution and mother house of the Sisters of Charity. Exactly a century ago the first Sisters came to Halifax from Mount Saint Vincent-on-Hudson. Colorful centenary pageant here in May, 1949.

LOUISIANA and New England tourists generally stop at the historical cairn 300 yards south of the Mount. This is **French Landing**. One thousand sons of France died along these banks in 1746 from scurvy and typhus contracted in a 90-day voyage across the Atlantic. Their battle-fleet of 50 ships, anchored just off here, was bound for Boston to burn it in retaliation for New England's capture of Louisbourg in 1745. Skeletons, muskets, and ships' hulls cluttered these woods and shore for years afterwards. (See the pamphlet on D'Anville's Expedition, entitled "Our Storied Harbor").

Across the Basin to the northeast of you now can be seen the Defence Department buildings for storing munitions. The wide area of scorched earth on the left marks the location of several munition store-houses that blew up in a **series of explosions** detonating through the whole night of July 18, 1945. Property damage for miles ran into millions. Just ahead of you on the high part of Halifax, the golden neon cross on St. Stephen's Church commemorates heroes of two World wars. Memorial Park near there to honor victims of a greater explosion in 1917. (See story on page 20).

AT FAIRVIEW there are alternate routes to the City. We shall bear right. Across the railway to your left in Fairview cemetery are 125 numbered graves of victims of White Star liner *Titanic* tragedy of 1912. These bodies were recovered in icy Newfoundland waters. See also Jewish Cemetery. Sharply up the hill on right, inquire for headstone of Titus Smith, Loyalist of Granby, Mass., noted naturalist, died 1850.

Next on your right is 18-hole **golf-course** of Ashburn Club. Watch for railway crossing here. You are now on the Dutch Village road. The middle line is the City boundary. Mumford Road next on left leads to Mount Olivet cemetery and **more unidentified Titanic bodies**. On your right at 158 Dutch Village Road, site of 100-acre **first Zoological Gardens** in North America 1847-1868. Established by Andrew Downs a native of New Brunswick, N.J. This antedated N.Y. Central Park Zoo by six years. Many mounted moose-heads shipped from here to European monarchs. A live polar bear went to King Victor Emmanuel of Italy.

City traffic lights 500 yards from here. Last field on your right is "Stanyan" estate of the Piers' family. To the late Harry Piers we are indebted for historical records. Indians **massacred three settlers** at a sawmill, a short distance to your right, in 1754. The salt water beach ahead of you with its inflow of fresh water was another old Indian camp-site. This North West Arm was called *Waeg-walt-te-deetsch* by the Indians, a name designating any narrow body of water coming to a dead end. (The new trolley coaches, which you probably meet at this point, have recently replaced tram-cars on most Halifax street routes).

The **first recorded industry** of this port was a fish-curing plant set up by a French Company in the late 1600's. An early

French writer, Dièreville, describes their fish stages and shelters at Chebucto. The Arm is thought to be site, because the location is described as being "along the river".

THE Memorial Tower on the far west side of the Arm was commenced in 1908. It commemorates the beginnings of Parliamentary government in Canada. This conspicuous structure is a reminder that Nova Scotia took the first steps towards getting the business of government into the hands of the common people. Up to the time of William Pitt, the laws of this colony were made by an English Governor and his chosen Councillors. The people had no vote. Then in 1758 the first general elections were held in Nova Scotia. That is one event the Tower signalizes.

Twenty representatives of the people elected in 1758 formed a House of Assembly to work with the Governor and Councillors in Nova Scotia's first Parliament. Later Great Britain extended this privilege of representative government to other important possessions. **The Memorial Tower, therefore, stands as a reminder that Nova Scotia led the way in the development of the great heritage of complete self-government later extended all over the British Empire.**

This 200-foot Tower is well worth a visit to inspect the memorial tablets, coats of arms and flags contributed by British dominions, provinces and cities. There is a wonderful view from the top floor. The Tower property was donated by Sir Sandford Fleming, eminent engineer, who surveyed the railway routes through the Rockies and invented time zones. On the way to the Tower see his summer home.

Pause also as you pass Melville Island, famous as a former **military prison** during the French and American wars. It is identified by a flotilla of beautifully designed yachts and motor-boats moored there. This is the **Armdale Yacht Club**. On Saturday and Sunday afternoons watch the thrilling sailing races start from this Cove. While in that direction take a snap-shot of a deadly souvenir of the Halifax disaster of 1917. This massive missile is the shank part of an iron **anchor weighing half a ton**, which nose-dived into the turf, after being whirled from the explosion steamer over two miles away. It is on Edmonds' Road, not far from the Arm bridge.

At Spryfield westward on Herring Cove road, is the unique **475-ton rocking-stone** deposited there on surface rock

in the glacial age. You oscillate it with a pole. Inquire for route. There is a fine view of the Arm in clear weather from the high lunch-room of Simpson's just on your left at the trolley terminus. Chebucto Road, sharp to the east, will lead you Cityward past a new **500-dwelling project** under construction at Westmount Heights. (This was the former City airport).

LEAVING the Arm Bridge traffic lights, we shall proceed straight along Quinpool Road following the trolley lines. This North West Arm will be the scene of the Venetian night display and the various aquatic events during the summer. (See separate programs). Along the Halifax banks of the Arm are several prominent **boating and yachting clubs**. Ask about canoes or boats for hire. The rows of **bathing houses** at the first curve, are at Horseshoe Island where you may swim for a towel fee. From the wharf runs a motor-launch to the "**Dingle**" recreational park at the Memorial Tower. Bathing beach, outdoor movies and canteens over there.

Moving up the hill, you pass near the residences of **two famous Canadian Statesmen**. Near the railway bridge on your right is "Armdale" the former estate of Sir Charles Tupper, **sixth Prime Minister of the Dominion**. (Buried in St. John's cemetery). A few hundred yards farther is "Pinehurst" where for many years dwelt Sir Robert L. Borden, **eighth Prime Minister of Canada**. (Grave at Grand Pré). Plan to return around some of these curving residential roadways. Note the new brick sub-division of "Shore Acres" in this neighborhood.

Keep straight ahead from Oxford Street traffic lights and you enter the theatrical and business section of west Halifax. The next landmarks are religious institutions on your left. These comprise the Monastery of the Good Shepherd, Holy Heart Seminary and St. Joseph's Orphanage. On the campus at the extreme left is **St. Mary's College**. Across from its front entrance, Williams, Welsford and Parker Streets are named after Crimean War heroes. On your right a short distance away are Shirley and Pepperrell Streets to commemorate **Massachusetts celebrities**. In this vicinity is the Arena rink for hockey, wrestling and boxing. Jack Dempsey performed there. The traffic lights will now halt you near an old willow tree which tradition says was once a hangman's gallows.

FROM here you will see a stretch of the **Halifax Common**, which is a divisional area between old and new Halifax.

Flooded in winter for skating and diamonded in summer for baseball, it is our chief recreational center. The North Common has a stretch for horse-racing. In the northwest section at the flood-lighted sports field, our "Miss Halifax" of 1948, in the person of pretty and talented Betty Jean Ferguson was accorded an enthusiastic public reception last August on her return from Ontario with the coveted title of "Miss Canada" of 1948. (Down-town traffic makes a half-right turn here).

Our destination is **Citadel Hill**. So from the Willow tree we shall follow the trolley wires to the next intersection island. Then drive southeasterly up the Citadel to the circular driveway on the summit. Bear left so that you can park your car near the curved entrance in full view of the **Town Clock**. Now we are directly above the oldest section of Halifax with its narrow streets of colonial days, and we are gazing down **on the greatest war-time seaport** on the continent of North America. (Evidence of this is seen in the scars of the City).

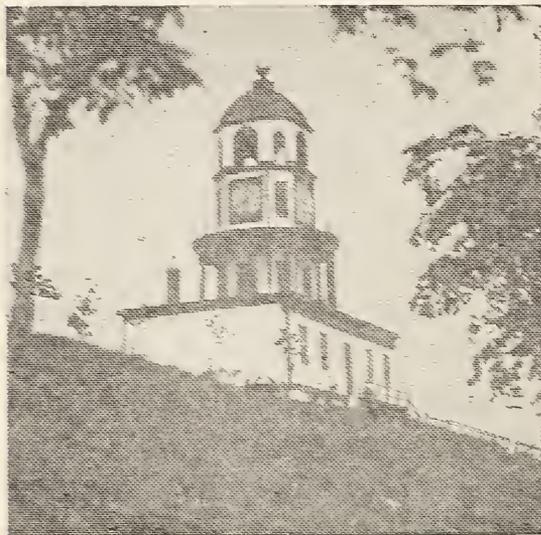
THIS elevation is about 225 feet above sea-level. If the day is clear we should be able to learn more of the harbor, of the suburbs, and of the seven-square miles of the City. Winston Churchill did just that when he stood here in 1943.

Part II—Sights Seen from Citadel Pathways

This hill was once cone-shaped and rose to a height of nearly 258 feet. It is entirely composed of boulder-clay, carried and deposited by a glacier in the ice-age. At the founding of Halifax, the hill and countryside were studded with trees many of which were probably pines, for historian Piers states that the Indians called the peninsula of Halifax by a name that sounds something like *Gwo-ar-mik-took*, meaning "the place of great white pines".

What moved the British authorities to establish a base at this undefended port two centuries ago, was the repeated appeal of Governor William Shirley of Massachusetts for some protective fortification between Britain's colonies in New England and the powerful French fortress of Louisbourg on Cape Breton Island. The D'Anville Expedition of 1746 had thoroughly alarmed Boston. This grew into bitter wrath by 1748 when they learned that Louisbourg had been restored to the French by the Treaty of Aix La Chapelle. Then it was that the British government deemed it advisable to grant Shirley's requests. In the very next year the authorities at London

equipped an expedition of over 2,500 persons under Colonel Edward Cornwallis. He arrived here June 21, 1749—the birthday of Halifax. As this military outpost was built largely on the suggestion of Massachusetts, Halifax has often been referred to as New England's "baby".



The Town Clock building corresponds in style with the bandstand of the Duke of Kent's 18th century estate at Prince's Lodge. It was erected by the townsfolk and the garrison on instructions from the Duke. Notice that the faces on the south and west are smaller than the other two.

The clock mechanism, with its three 75-pound weights, was manufactured in England, and was set up here on October 20, 1803. It has been ticking continuously since then. At every tick, the weight drops a cog. So it gets a weekly winding. Other weights control the hour-striker and the chimes. Listen at the quarter hour.

NOW let us move towards the gate. In a series of fortifications constructed since 1749, the present one (Fort George) is the fourth. It has long ago become obsolete. On the ramparts above, heavy muzzle-loading cannon now lie embedded in the earth. A century ago, it was no doubt impregnable. Examine the nine-ton granite blocks, forming the massive walls which rise perpendicularly from the yawning moat, and imagine the fate of an enemy scaling the outer wall, and then raked in the ditch by rifle fire from those narrow gun-slots on both sides. The cogged windlass and the heavy draw-bridge over the moat remind one of a mediaeval castle. At the arched entrance there is usually a guide to point out the parade ground, the parapets, the bomb-proof chambers, and the tunnels where German suspects and others (including Leon Trotsky) were interned during World War I.

(Behind the mist my virgin ramparts lie) — Rudyard Kipling on Halifax in "The Song of the Cities".

BUT if time presses, we can turn and survey the City. The expansive waters of the naturally deep harbor below, together with the sheltering islands at its entrance, are probably the reasons why Halifax became England's principal outpost in the North Atlantic after the loss of the thirteen American colonies. To its position from a naval and military point of view, may be ascribed in great measure the success of Britain in her conquest of Canada. Because of its unusual accessibility, its comparative freedom from shoals, and its plentitude of bold water, the port of Halifax has been classed by experienced navigators as being among the select few of the best harbors in the world. (*E mari merces*).

The Indians had a separate name for the port. To them it was *Chibouctou*, meaning "the great harbor." The heavily treed island at the entrance was Chiboucto island, now named **McNab's**. The nearer one, shaped like a snowshoe was called *Ile Raquette* by the early French. It is now **George's Island**.

The antiquity of Chebucto as a haven for European shipping is suggested by reference to the logbook of Samuel Champlain official cartographer of Demonts' expedition to Acadia in 1604. The rocky island of Sambro near the harbor's western entrance bears in its formation and in its submarine ledges a strong similarity to the island of Cezambre just off the port of St. Malo in France. When Champlain's exploratory party reached there on his visit to Chebucto in 1607, he records that the Malouin sailors had already named the island *Sesambre*. From that spelling comes the anglicized "Sambro". Champlain marked this harbor *une baie fort saine*, (very safe bay). Diereville the French botanist who spent some time here in the summer of 1699 must have had the name on his map for he continually makes reference to Bayesenne. (An 1887 Rockingham newspaper thinks that from the English pronunciation of *Bayesenne* comes the name "Basin").

In the era of wooden ships, the harbor bristled with masts. This was especially true in times of conflict when two or three hundred vessels would be anchored in the roadstead. During the American Civil War, Confederate blockade runners sallied in and out continually. One of them, trapped in this port, made one of the most **daring escapes in shipping history**. That long arm of water left of the treed-island, is **Eastern Passage**. At the distant outlet there is a curving narrow channel in the middle of shallow shifting sands. Only small craft ever use it.

In August 1864 the **Confederate gunboat** *Tallahassee*, after wreaking havoc among enemy ships along the Atlantic coast, tied up at Woodside wharf near that brick sugar refinery. She obtained 48 hours grace in this neutral port to load coal and provisions. Hot on her heels, pursuing northern cruisers hove-to off the main harbor exit, and cocked their cannon for the carnage. On the flood tide of the second night, the darkened southern warship, guided by a local pilot, Jock Flemming, steamed, twisted, and drifted through the treacherous south-east Passage. At times it is said she almost swished the eel grass. By dawn the speedy *Tallahassee* was far away to the eastward. Her commander was J. Taylor Wood, a nephew of Confederate President Jefferson Davis. In after years Captain Wood resided at Halifax. See his grave in Camp Hill cemetery. He died in 1904. (See the poem "Tallahassee").

Those 300 cylindrical tanks on left, are at the plant and village of Imperoyal where crude oil is refined. On the plateau beyond is **Shearwater Naval Air Base** where land the trans-Canada planes. The crescent-shaped bank near the oil pier is site of the Eastern Battery, 1754. Later called **Fort Clarence**. It protected that side of the harbor from attack eastward. In a bay around the bend from Imperoyal, American naval aircraft were based during World War I. Among men there was **Admiral Richard E. Byrd** of Antarctic fame.

On the leafy bank above the wharf next north of the brick refinery stands the **Nova Scotia Hospital**. Site chosen in 1856 by Miss Dorothy Dix, American philanthropist interested in mental diseases. In the harbor just off the hospital smoke-stack, notice two buoys moored over the "Trongate," **munition laden steamer sunk** to save the City in 1942, after the ship had burst into flames. Farther to the north under the checkered water-tower is the Department of Transport pier, whence go supplies for Sable Island, and shore lighthouses.

Near rural Woodlawn, just over those eastern hills, there came in 1815, a young Scottish schoolmaster named James Gordon Bennett. He afterwards **founded the New York Herald**. At Preston six miles in that direction, **Sir John Wentworth**, Governor of Nova Scotia had his summer estate. A native of Wolfboro, N. H., he had been Governor of New Hampshire before the Revolution. Loyalists who crowded Halifax at this period, were granted lands at Preston. The name originates with Captain Preston who was involved in the **Boston mas-**

sacre of 1770. Later Jamaica Maroons occupied the Preston area. When they were deported, their huts were inhabited by increasing numbers of slaves escaping from Southern plantations during the War of 1812. Their descendants remain.

In the vicinity of the Shipyards plant at Dartmouth, which you distinguish by a long pier or by vessels hauled up on "cradles," the **first massacre** of Halifax settlers occurred two hundred years ago. Four workers were slaughtered by Indians near a saw-mill which had just been set up. A far worse killing and scalping occurred at Dartmouth in 1751. In the calm of the night, terrified screams of women and children could be distinctly heard across the water. Dartmouth is also the site of the whaling industry which came from Nantucket, Mass., in 1785. The fishermen and their families belonged to the Society of Friends. Their Quaker-shaped dwellings still stand.

TAKE up your position now so as to gaze down the hill by the Town Clock. This is George Street. The tall trees half-way down are at the **Grand Parade**. It was reserved from the commencement of the City as a public space for drill-grounds, proclamations and state ceremonies. The **City Hall** of Halifax stands at one end, facing a Cenotaph for World War heroes at the other. On a hill just behind this monument is the **oldest building in Halifax**—Saint Paul's Anglican Church. The Grand Parade fronts on Barrington Street which is the main shopping and theatrical thoroughfare down-town. That **128-foot flag-pole** of British Columbia fir at the Parade, on which flies the flag of Nova Scotia, was a gift of the Canadian Pacific Railway in 1947. In this square you may relax on the benches under the broad shade-trees of our mid-town oasis, and enjoy the colorful display of flowers blooming on the greensward. (Men's comfort room on Barrington street side).

Between the Parade and the shore, the first buildings were constructed. At the stone slip foot of George Street was built a government wharf. Here the mighty army of General James Wolfe rowed ashore from Admiral Saunders' trans-Atlantic fleet to stretch their sea-legs before re-embarking in May, 1759 to participate in the conquest of Canada.

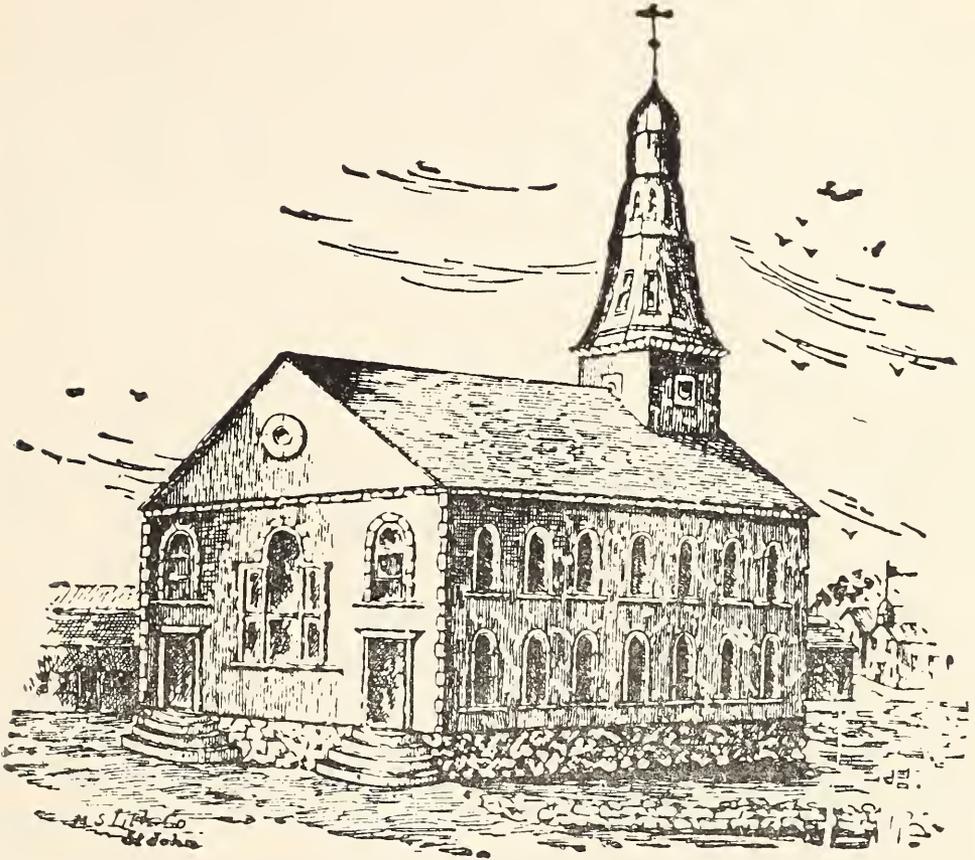
Two blocks north of George is Buckingham Street. Somewhere down the slope near here ran the **northern boundary** of the early palisades of Halifax. The **southern boundary** was over to your right near those high church steeples. (See cut).

You can thus mark out with your eye the original rectangular enclosure below you, upon which were built the beginnings of the first English settlement of any importance in the whole of the present Dominion of Canada. At that time the only others outside Nova Scotia were Hudson's Bay posts in the Far West.

The colony's original number of 2576 was greatly increased by evacuated troops from Louisbourg and by hundreds from New England, who thronged hither on sailing vessels to enjoy the one year rations to new settlers and the fifty acres of land. Some were quartered on ships, others on George's Island or in tents on the mainland. Meanwhile frames and boards kept coming from Boston. One building erected in 1750 with this material, is still standing.

It is St. Paul's Church, situated diagonally opposite Eaton's corner. You can get a better view of its roof by moving northerly along the foot-path until you look down Duke Street—one block north of George. About 35 degrees to your right, see the three-tiered cupola with the weather-vaned spire. That is the oldest Protestant Church in Canada, enlarged and altered now, but still composed of some lumber and pine beams freighted by a sailing ship out of Britain's colony at Boston, nearly 200 years ago. St. Paul's Church has records from the beginnings of the City. The earliest entry is a burial of John White, mariner, June 21, 1749—the day that Cornwallis sailed in. St. Paul's boasts a Royal foundation. That means it was ordered by the King. Visit this edifice to inspect the hatchments with armorial devices of old English families and the memorial tablets. The communion plate dates from the time of Queen Anne. Twenty vaults underneath the church contain the remains of Admirals, Governors and other celebrities. Nelson's friend, Thomas Hardy, married here in 1807. (A guide is present in summer).

A large sandstone structure which was completed in the year 1819 is also visible from where you stand. A little to the left of St. Paul's, just below the high green dome, find a long low pitch-roof. This is **Province House**, seat of the Nova Scotia Legislature and Executive Government offices. This is said to be one of the finest examples of Georgian architecture on the Continent. A guide there will show you the red chamber of the old Legislative Council with full length paintings of England's Sovereigns alongside distinguished naval



St. Paul's Church, Halifax, N. S.

1750

This is an early sketch of St. Paul's by Richard Short of the Royal Navy. It is one of his six drawings done in Halifax. Short was here in 1759. He made a similar series in Quebec after its capture. The weather-vaned building on right, is where the oldest continuous newspaper in North America commenced in 1752. (See page 18).

and military might looking down on the long oaken table around which sat the Council of Cornwallis and subsequent Governors. Grate fires heated this immense Chamber. In the Legislative Library room which was once a Court House, the Saladin pirates were convicted in 1844. In the same room in 1835, Joseph Howe won a victory for his newspaper charged with libelling the rulers of Halifax. **Howe's statue** stands outside. The main entrance on Hollis Street displays two ancient lamps from Waterloo Bridge. Outside is seen a brace of historic cannon used in the *Chesapeake-Shannon* naval duel in 1813. The names of Boer War heroes are inscribed on the statue of the soldier with his rifle aloft signalling "ENEMY IN SIGHT". Corner-stone laid October 1901 by Duke of York, who later became King George V.

The grey sandstone building of Corinthian columns with the green dome to the left of the Province House, is the former Post Office building. Historical plate is affixed here to record that the **first Post Office in the present Canada** was established at Halifax in 1755. Another plaque just north at 190 Hollis Street to mark the **quarters of Sir John Moore**, thirty years before he died heroically at Corunna in 1809. At the same address in August 1876, a thief lifted \$21,000 from the Bank of Nova Scotia while the entire staff were out on the sidewalk watching Barnum's circus parade. The reddish sandstone building containing the clock tower nearby is the Dominion Customs House. It overlooks the old market square on the George Street space where once stood the town's gallows tree and pillory. The Halifax City Hall and gaol used to stand where now is located a circular drinking fountain.

For many years along the streets and side walks of this vicinity there flourished one of Halifax's unique tourist attractions. It was the green market, conducted in primitive fashion where were displayed on wagons and boxes, various arrays of vegetables, poultry, lobsters and so on. Bedford Row and Cheapside would be lined on a Saturday with solemn squaws, merry darkeys, and Acadian women with kerchief-covered heads chattering their patois. The City market, directly below you, still carries on the practice. Visit it early on a Friday. (*E mari merces*).

SOUTH of the Market building is Duke Street. Just over Moirs' roof is seen the pyramidal green tower of the City Hall. It replaced a long stone structure, commenced in 1819, where Dalhousie College functioned until 1887. This College got its start from Customs funds collected by the British when they occupied Castine, Maine, during the War of 1812. See metal plaque at City Hall entrance on the Grand Parade.

Up one block at 173 Grafton Street, historical plate marks the printing place of the "Halifax Gazette", the **first newspaper in Canada**, 1752. This is still published weekly as the "Royal Gazette", and is the **oldest continuous journal in North America**. Printing plant brought here in 1751 from Boston by Bartholomew Green whose parent of the same name originated the well-known Cambridge Press. Isaiah Thomas, pioneer historian of printing in America and founder of the Worcester Spy, worked for his board on the Halifax Gazette in 1765.

At the foot of Duke Street a historical plaque on the northwest corner of Water Street marks the site of the Great Pontac Inn, which was the leading hotel in 1758 when General James Wolfe gave a grand party and ball there. **Wolfe's military headquarters** are also marked by a plate at 158 Hollis Street. North of the Great Pontac on Water Street, the sturdy stone structure marked "BANK" is thought to be the oldest bank building in Canada. Erected by merchant prince Enos Collins, owner of Gorsebrook estate, about the year 1812.

The Gavin Rainnie highway below you was cut in 1947 to extend Duke Street and to relieve the east-west traffic. The uniformity of the glacis all around this Citadel was made by gradually filling in the hollows with earth excavated from the cut-down crest, so that the whole slope could be swept by firing from the ramparts. The courtyard buildings at the northern base and those just west, are the Pavilion and Glacis Barracks respectively. Many of these untaxed buildings which have been in military hands since the time of the founding are now the property of the City. Down Jacob Street hill at this point you can see a slate roof with a rather sharp pitch, adjoining Clayton's. That is the old Trinity (Garrison) Church where the parade of the troops on Sunday would attract throngs in bygone days. It is on the site of **Grenadier Fort**, northern blockhouse of the early palisades.

In line with your eye over the top of Clayton's the long concrete piers is Deep Water Terminal. Just south of this stood the wharf where transatlantic Canadian shipping was born, for Samuel Cunard set up his huge stone warehouse and offices there to inaugurate the famous **Cunard Line** between Liverpool and Boston, with a call at Halifax. The paddle-wheeler *Britannia* made the first trip in July, 1840. Cunard's wharf was the mecca for crowds of people who for many years were always drawn thither when a gun from the "mail boat" announced to folks on shore that she was passing George's Island. Hundreds of celebrities from the Old World set foot on the soil of the New World for the first time in the vicinity of Cunard's. Read **Charles Dickens'** impressions of Halifax in 1842 in his volume "American Notes". A hundred yards up where tall elms still grow behind 257 Brunswick St., **Samuel Cunard was born**. Most of the armed forces to leave Canada during World War I embarked at Pier 2, because the Ocean Terminals had not yet been constructed.

JUST north of this, the vast array of spars, funnels and cranes locates the headquarters of the Canadian Navy in the North Atlantic. This is **His Majesty's Dockyard**, established in 1758. An old tower near the middle gate has a large metal clock which was constructed in London in 1769. It is thought to be the oldest time piece in the Dominion still operating. That large electric crane on Jetty 3 is capable of lifting a weight of thirty-five tons. Among the fleet of destroyers and frigates, you might see Canada's new aircraft carrier **H.M.C.S. Magnificent**. Edward VII landed here in 1860 when he was Prince of Wales, and his grandson, Edward VIII landed at the same spot in 1919 when *he* was Prince of Wales. Prince William Henry, who later became William IV, was a familiar figure around Halifax when his warship was stationed here in 1787. Admiral Provo Wallis who commanded the *Shannon* when she brought in the captured *Chesapeake* during the War of 1812, was born in Dockyard. He lived to be nearly 101. Captain Marryatt, who was here in 1810, incorporated Halifax characters into his famous stories. From Dockyard most South African war troops embarked and disembarked 1899-1902.

The Dockyard was also the base during the war for about forty trawler-sized craft used as mine-sweepers that came and went continually to drag the waters day and night sweeping up the enemy's magnetic mines planted in the shipping lanes off the harbor. Their effective work was vital in saving Europe. Many souvenirs of two World wars including the Kaiser's battle flags are on display here in the Maritime Museum. Inquire about admission. (*E mari merces*).

The most northerly smokestack at the waterfront locates the **Halifax Shipyards**. At this yard and at their Dartmouth branch 7,000 repair jobs were made on all kinds of craft during World War II. In addition they built four destroyers of the tribal class. Three more merchant ships for the Argentine Government are now under construction. Get passes for this plant and inspect there one of the largest drydocks in the world, and also their capacious **floating drydock**. In the narrow body of water just north of here off Richmond occurred the **tragic explosion of December 6, 1917**. The *Mont Blanc*, carrying picric acid and TNT was grazed by the *Imo* coming down the Narrows. Bursting drums of benzol sprayed other chemicals to start a dangerous blaze. Then the TNT exploded with one terrific and thunderous detonation, causing a con-

cussion which drove the steamer "Imo" upon the Dartmouth shore. The Mont Blanc was blown to pieces. Her bow anchor landed three miles westerly at the North West Arm. A large **cannon on her stern deck** described an arc through the air to land at Albro's Lake, far to the east of where you see the rectangle of reddish roofs of the prefabricated houses near Tufts' Cove. All the dwellings of Richmond which stood on the west slope, together with their unsuspecting occupants were suddenly flattened by a vicious blast, and then the ruins were destroyed by resulting fires. Eighteen hundred people lost their lives that day, and eight thousand went homeless. The weather was fair, with just a slight breeze. The time was 9:05 a.m. Assistance immediately began to pour into Halifax from all over a sympathetic world on that occasion, with the swiftest response coming from New England. Within a matter of hours a relief train of doctors, nurses and supplies raced out of Boston. The colonial "baby" of 1749 was crying in distress, and the Massachusetts "mother" was instinctively responding.

On the high land above the Narrows (called "kebec" by the Indians) was erected **Fort Needham** in 1778 to command the Narrows and the Dockyard. Near the foot of Young St., the boathouse of the well known Lorne Aquatic Club, stood until the 1917 Explosion. From there to turning buoys at Deep Water stretched the 1½ mile course for boat and shell racing before the North West Arm boating clubs were originated. At Mulgrave Park, just above old Pier 7, occurred the only fatal duel in Halifax when William Bowie was fatally wounded by R. J. Uniacke junior in 1819. At Richmond was **our first railway station** whence the first train out of Halifax ran to the end of the line at Fairview, January 20, 1855. The railway was extended from Richmond southerly to North Street later when the Intercolonial erected the finest fireproof passenger station in Eastern Canada in 1876. Most of it was pulverized in the 1917 Explosion. Then trains were diverted prematurely into the present Terminals.

Bring your attention back to Deep Water now and look up the hill to find the 190-foot spire of St. Patrick's Roman Catholic Church. Then see slightly to the left a low weather-vaned reddish cupola. This is **St. George's Round Church**, corner of Brunswick and Cornwallis Streets, opened 1801. Governor Desbarres of Cape Breton, and compiler of the

Atlantic Neptune, was buried under here at the age of 102. The circular architecture of this edifice compares with Prince's Lodge and the Old Town Clock building, the style of which tradition says was adopted to please the fancy of Prince Edward, Duke of Kent, father of Queen Victoria.

One block north of St. George's at the corner of Gerrish Street, stands the little Dutch Church and rustic cemetery commenced about 1756. Visit this curious relic of antiquity to see the practice of those people of erecting their buildings with ends facing the street. On the chicken-cock weather-vane the German abbreviations for the compass points are lettered N S O W. All this section of early Halifax was Dutch-town, inhabited by German and Swiss settlers wishing to isolate themselves from other downtown races. Gerrish's vast gardens to furnish the forces with vegetables were near here. In Stadacona Barracks field at the far end of Brunswick Street is Admiralty House, official residence of the Admiral



Original Little Dutch (Deutsch) Church and school house. One of the oldest and the smallest in North America. Now part of St. George's parish. See the ancient churchyard adjacent.

In front is John Sparks and his Missus all the way in from Preston with their Saturday load of firewood, clothes props, mayflowers, wild berries, and so on. The ox-mobile used to be a common sight on market day. Now fast disappearing.

of the British Navy here from 1819 to 1905. After the 1917 Explosion it was a Naval Hospital. Later used by the Massachusetts Relief Commission as a health centre. Now the Senior Officers Mess. The frescoed ceiling in one room is said to be the finest example of this type of workmanship in North America. The colored boy George Dixon, featherweight champion until defeated by Terry McGovern, born just west of Gottingen Street in the year 1870.

Move now to the northwest salient angle of the Citadel. You can now see the Naval Armament Depot northerly across the harbor near the large whitish building on the shoreline. At this Depot is handled all heavy material for ships of war. These buildings and piers were constructed during World War II as were all the sections of prefabricated dwellings which you will see by visiting the north and northwest of Halifax. That reddish tower building about half way up Gottingen Street is the School for the Deaf for the Maritime Provinces and Newfoundland, commenced 1856. In the distance quite to your left near the Forum note the high roof of the grandstand on grounds of the former Provincial Exhibition. As a mark of appreciation of prompt relief after the Great Explosion, there sprang up in the vast enclosure a mushroom village of shelters whose streets bore names of New England States like "Mass. Avenue". A playing field now marks the area. All this valuable property including the Forum, used by the militia during the war has recently been acquired by the City from the Dominion Government as a result of the persistent efforts of Mayor Ahern. Now the buildings are producing revenue for Halifax. Crowds throng the Forum for winter hockey games. Watch for summer horse-show here. (See program).

PROCEED westerly to the next angle and view the broad stretch of the **North Common**. Here is a lay-out which is a survival of an Old World custom long prevalent in medieval Europe when settlements reserved tracts of land for open common pastures—the village green—where cattle grazed, and swine and sheep foraged through the woods. The original Commons must have extended past South Street to your left and westward to Robie, for when the large charitable institutions began to build on the South Commons eighty years ago, there was a strong protest from owners of cows and horses down that way. According to Mr. Harry Piers, the woods surrounding the stream through the middle ground abounded

in curlew, plover and blue-winged ducks. Old Micmac Indians have said that moose used to be killed on the site of the Common. Cows continued to range the North Common up to about the first decade of this century. The half-grogged Citadel Tommy on mid-summer night's leave, still ran the risk of stumbling over a squatting bossy contentedly ruminating in the shadows of the sheltering shade-trees.

KEEP moving now along the western pathway. The reddish building due west is **Queen Elizabeth Senior High School**, largest in the Province, enrolment of over 900. We have about 14,000 students in City schools. During World War II the population bulged from 60,000 to about 100,000. One or two thousand have since left. (The suburban areas are also thickening, thus creating sanitation and fire hazards). **The Camp Hill Military Hospital** buildings 1917, are just south of Queen Elizabeth. The building activity beneath your eye, to the east of Ahern Avenue is the million and a half dollars **Vocational School** for Halifax County. At Camp Hill Hospital lives indomitable Walter Callow, blind paralytic, famous as the originator of wheel-chair buses for War Veterans.

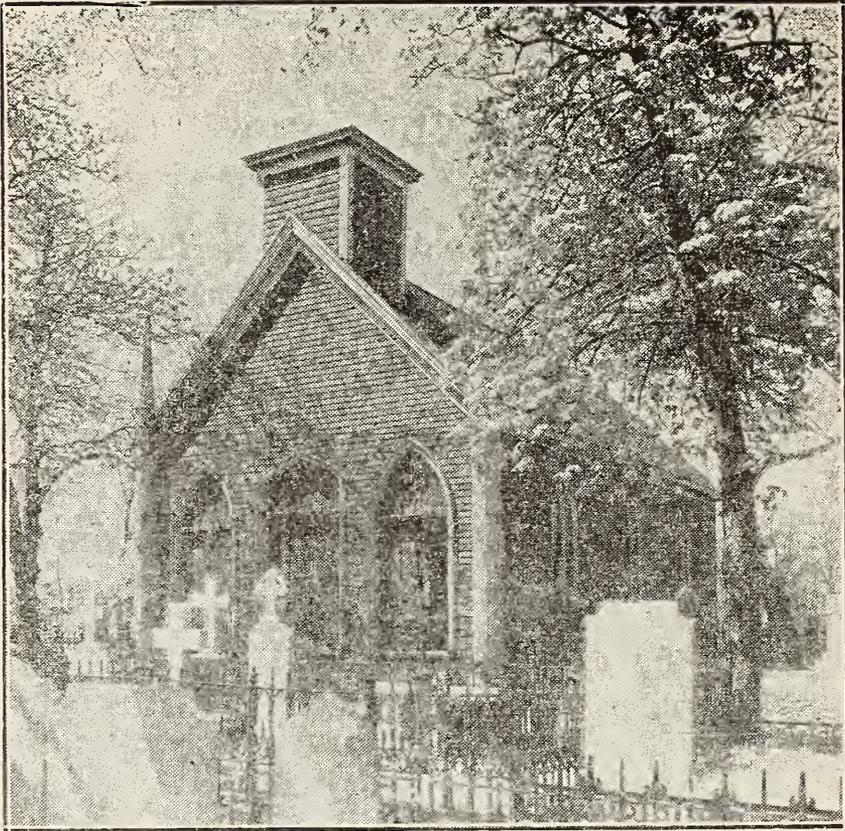
The children on the prancing ponies below you, belong to the Halifax Riding and Driving Club just across the Bell Road. The juvenile Bengal Lancers, who thrilled thousands at Toronto Winter Fair and at Boston, train on these grounds. Slightly west of the stables is the City field, and just south is the leading baseball park of Halifax — the Wanderers' Grounds. One block west with its entrance on Summer Street is Camp Hill cemetery, containing the grave of Joseph Howe. See the monument there over the remains of Dr. Abraham Gesner who first extracted kerosene oil from coal. This discovery later led to the tremendous development of the present oil industry. Hangman's tree north end of Summer Street.

Far over the trees to the southwest you may see the roofs of Studley where are situated most of the buildings of **Dalhousie University**. **King's College** which associated with Dalhousie in 1923 is the **oldest Canadian University**, being founded at Windsor in 1789. Visit the beautiful grounds out there in the summer. The **Provincial Archives** where much of the material in this little book was unearthed, comprises one of the group of buildings. Shirreff Hall for lady students, is at the far end. The old Studley Quoit Club with its outdoor

telephone is adjacent. Farther along is Pine Hill Divinity College for students of the United Church. From here in 1907 went **Sir Robert Falconer** to be **President of Toronto University** until 1932. Joseph Howe's birthplace is marked on a plaque near Pine Hill. The streets and their residences in the newer parts of the City especially bordering the Arm are very artistically laid out. Drive around the southwest sections for private garden displays. In this vicinity see the town home at 427 South Street of Sir Sandford Fleming, the man who conceived the idea of **world standard time zones**, first promulgated in 1879, and since adopted all over the globe. (France did not approve this plan until 1919).

Move along the path now and bring your attention nearer. The pointed tower with the bell top is the **Convent of the Sacred Heart** opened 1849. The oblong-shaped tower over the red building beyond that is the Forrest Building of Dalhousie University. Many Canadian greats attended there in the days when that building housed all the faculties. It now shelters the Law, Medical and Dental schools. Dalhousie moved here in 1887 from its original location on the Grand Parade. On the left is the Provincial Government's fifteen storey structure of the Victoria General Hospital opened 1948. It is the **largest hospital east of Montreal**, and the tallest re-inforced concrete building in North America. The original V. G. Hospital of 1859 stands alongside. On this part of the South Common the Saladin pirates were hanged in 1844. The Children's Hospital, the Grace Maternity Hospital, the Public Health Clinic, and the Pathological Institute are in the vicinity also. Directly this way from the Victoria General the trap-rock building of Gothic style is All Saints Anglican Cathedral. Burns' monument in Victoria Park nearby. Bust of Sir W. Scott opposite.

At the southern end of the Park, two blocks away, is the **School for the Blind**, opened 1871. Across the street is Holy Cross Cemetery where stands a small Catholic Chapel built in one day in 1843. Here lies Sir John S. D. Thompson, native Haligonian and **fourth Premier of Canada**, died 1894. At the extremity of this street you park your car, and drive in a carriage or walk to view the various forts and the **Martello Tower** of Point Pleasant Park enclosing 200 acres of timbered soil and vegetation. Guide at the golden gates' entrance in summer will drive your party in a gay '90 barouche to view the 150-year-old forts. See antique carriages barned there.



THE CHURCH THAT WAS BUILT IN A DAY

Erected Thursday, August 31, 1843, by the voluntary labor of Halifax Catholics. The foundation had been laid beforehand. Construction work commenced about 9 a.m., and by 7 p.m., this Gothic church was raised, roofed, boarded, lathed, shingled, and painted. (Courtesy "The Angelus").

COME around now to face the middle of the Garrison Cricket Grounds below. This was the exercising ground for the troops, laid out in 1772 and extending to the Wanderers' Grounds. Military executions "behind the Citadel Hill" took place here for many years. Here is where official Halifax welcomed back Canadians from Overseas after World War II. The greatest gathering ever to assemble at this amphitheatre was on a sunny afternoon in June, 1939 when **King George VI and Queen Elizabeth** were present to witness a splendid historical pageant which climaxed their tour of North America. About twenty thousand flag-waving children formed a multi-colored phalanx along this southwest slope to witness the unforgettable spectacle and to huzzah fond farewells to Their Majesties as they left for home on the Empress of Britain.

At the distant corner on the left is a vast area containing the **Public Gardens** of Halifax. This is one of the most striking

spots in North America. Stroll along its winding walks to enjoy seventeen acres of unrivalled loveliness with its miniature lake for swans and ducks; its artistic flower beds and lawns; and its exotic shrubs and shade-trees. Mingled in the soil is a quantity of **earth from the State of Alabama** contributed on the occasion of the Diamond Jubilee of Queen Victoria in 1897. Florida also sent us one of her beautiful palms. Inquire for the 70-year old willow planted by Rev. Henry Ward Beecher. Before 1872 most of this area was boggy, brambly and briar grown. This marvelous transformation (together with the setting-out of most of those shade trees on the neighboring sidewalks and on the Common) was largely accomplished under the long superintendency of Richard Power who died in 1934 in his 94th year. (Make the Gardens visit a **must**).

Midway on the South Park Street side of the Gardens is the site of the first covered rink in Halifax (perhaps in Canada) built by military officials in 1862. Halifax and Dartmouth stoutly maintain that ice-hockey originated hereabouts. Opposite that part of the Gardens is the Lord Nelson Hotel where is located radio station CJCH. Back one block this way, the white building contains the studios of the Canadian Broadcasting Corporation. Visit these stations.

SWING around now to the angle point of the south and see the long stony shore on McNab's Island running out to the lighthouse at Mauger's (Major's) Beach. This is another of five original Martello Towers. It was built during the War of 1812 directly opposite York Redoubt, to command with crossfire the fairway to the inner harbor. Later turned into a lighthouse. Here once dangled in chains the six mutineers of the "Columbine". From Mauger's Beach lighthouse straight across to the western shore, a netted boom was stretched during world War II to protect inner harbor from submarines. In the early years of the war they caused serious losses off there. See the rear half of the gasoline-tanker "Kars" towed in after being torpedoed ten miles out and beached to the east of the northwest tip of McNab's Island. Forty-six men perished in waters of flaming oil. (View this area with binoculars from the Nova Scotian Hotel roof-garden).

Thrum Cap shoal is the far sandy bank where you probably see white caps breaking. Buried near there, are two hundred cholera victims of S.S. *England* bound to New York

from Liverpool in 1866. Under those distant waters in two World Wars, German U-boats lurked continually preying on convoys. Some of them prowled up to the steel net-work that fenced the very harbor entrance. In 1943 a wide arc off there was found to be infested with **sunken magnetic mines**. One floated to betray all. The bleak shore of this whole sector eastward and westward, was systematically pegged with search-light batteries and anti-aircraft cannon. Overhead intermittent formations of reconnaissance planes regularly scoured the surrounding sea in search of enemy periscopes.

Tribune shoal near Thrum Cap is the reef on which a prize British ship *La Tribune* pounded in 1797, before drifting half-sunken across to break up on the Herring Cove rocks. About 300 perished. Note the rugged coast-line of that western side to your right. In the poem "Boston", Thomas Moore records his impressions leaving Halifax in 1803:

...*"And that chill Nova Scotia's unpromising strand
Is the last I shall tread of American land. . ."*

On the blue waters off here were held the International Sailing Races of 1920-1923, when the Lunenburg fishing schooner *Bluenose* brought glory to Canada by her successive victories. The *Bluenose* is embossed on Canadian dimes. For the thrill of sea fishing, engage boats and gear at Herring Cove seven miles from Arm Bridge. Or go by motor boat from Market Slip, Halifax. Telephone Ferry Taxi for information. This service will transport you anywhere in the harbor or Basin. No canteen on McNab's Island. Take lunches and go there on a warm day. On the Point Pleasant Shore is the Royal N. S. Yacht Squadron inaugurated 1837. Yacht races off here on Wednesdays and Saturdays. Ocean race of 1949 from Marblehead, Mass., finishes here. Tourists are invited to view the yachts here. In 1809 the body of Jordan, the pirate, dangled in chains on the bank near the foot of Miller Street. (Bathe your feet at the beach nearby).

As you round the last turn, look down at the south end of Brunswick Street. All this property across Sackville Street has been a military possession since 1749. Recently acquired by the City. Across the roofs in a straight line the oblong reddish building on the Drill Hall site is the N. S. Technical College, where our Province led the rest of Canada by establishing a comprehensive system of technical education in 1907.

Visit the Museum in this building for a varied collection of our relics and curiosities. The huge mass of yellowish brick farther along is the 300-bed Halifax Infirmary, instituted 1867 on another site. Gordon and Keith manufactured fine furniture near here. The rising ground just beyond is known as Fort Massey. The church there marks the location of a battery set up to command the hollow made by the brook as it swept out to sea at Smith Street. Grave of Sir John Harvey, hero of Stoney Creek in Fort Massey cemetery. To the south of that is the large Government Grain Elevator with a capacity of two and a half million bushels. Government cold storage plant is just on left of elevator. Note deep railway cutting.

On the waterfront there, are the sturdy piers and quay wall of National Harbours Board, where the depth of water permits accommodation for liners of any draught. There are facilities to berth fifteen of them. When the huge *Queen Mary* and *Queen Elizabeth* popped into the harbor about the same time during the recent conflict, they were both tied up very snugly at this east coast Ocean Terminal. Armed forces to and from World War II and most of the material from Canada for the invasion of Europe went through this port. The record for numbers carried was made by the *Queen Elizabeth*. On one trip, in the dark days of World War II, she packed 28,000 troops. (*E mari merces*).

During the months that the St. Lawrence river is frozen, most of the export and import freight for the whole of Canada is transferred at this point. In 1948 about 75,000 immigrants landed here from Europe. They were promptly forwarded on waiting boat-trains lined up alongside. At the Union Railway Depot there, see the primitive locomotive "Samson" now about 110 years old. Across the square from the Depot visit Broadcasting House, the home of CHNS, pioneer commercial radio station of Halifax. Said to contain the most modern radio facilities in Eastern Canada.

The very high steeple near you is St. Mary's Roman Catholic Cathedral, said to be the **tallest spire of granite** in the world. Observe its artistic granite façade. Opened in 1829, this was the first stone church in Halifax. Behind it then stood St. Peter's wooden church built 1784. One block up is **Grafton Park** with trees and seats covering old cemetery. *Saladin* pirate buried here. **Halifax Memorial Library** under

construction. A little farther up are offices of the Board of Trade. Opposite the Park is the County Jail and Law Courts, erected 1860. (Kindly register at Tourist Bureau near here).

The railed fence down the hill encloses our **oldest cemetery**—always an object of intense interest to tourists. Amid the hundreds of graves, lie many of the Hutchinsons connected with the last royal Governor of Massachusetts. Consult St. Paul's records. The body of **Captain James Lawrence of the Chesapeake**, best remembered for his dying command, "Don't Give Up the Ship", was buried here in 1813. Later re-interred in Trinity Churchyard, New York. The heavy table-monument under the twin-trees just southwest of mid-cemetery, marks the resting place of the British **Major-General Robert Ross** who in the War of 1812 captured Washington, D.C. He fell a few weeks later besieging Baltimore, the successful defence of which **inspired Francis Scott Key to compose "The Star Spangled Banner"**. North of the Ross tomb some fifty yards, see a crudely cut head-stone upon which is etched "1752"—the oldest record in the graveyard. Ramble round in here to read the quaint epitaphs. At the Barrington Street entrance, the **Welsford-Parker monument** commemorates the sacrifice of two Nova Scotian military officers at Sebastopol. Said to be the only Crimean War Memorial in America. * (*Dulce et decorum est pro patria mori*) (Horace Odes).

OPPPOSITE the cemetery is the official residence of the Lieutenant Governor of Nova Scotia. This is **Government House**. It is one of the oldest executive mansions in North America. Built nearly 150 years ago in the régime of Governor Wentworth, its Georgian architecture corresponds closely with the style of many New England homes of the late 18th century. Note the easy transition of the front flat wall into the rounded bays by means of small towered sections. Royalty, celebrities and aborigines have entered this crescent-shaped driveway to attend conferences, ceremonies and entertainments. In the spacious old ball-room on the north side, the belles of Halifax have danced with braided military and naval partners. It was here that the petrel of American politics, **Aaron Burr** came, *incognito* in 1808, with a startling scheme for British-American seizure of Spanish possessions then just south of his Republic.

† "A sweet and beautiful thing it is to die for one's country").

This was the first Martello Tower built in Halifax between 1796 and 1798. It is on the highest ground of Point Pleasant Park. It was then able to command the North West Arm and Point Pleasant Batteries and Fort Ogilvie. (There are more evidences of glacial action in the surface rock scratches here).



The second highest steeple in that vicinity is **St. Matthew's United Church** next north of Government House. This congregation is a continuation of those who set up a Dissenters' Meeting house near 184 Hollis Street at the beginnings of Halifax. Their first Minister from 1750 to 1754, was Rev. Aaron Cleaveland, great-grandfather of ex-President Grover Cleveland. The brilliant Dr. G. M. Grant went from St. Matthew's in 1877 to become President of Queen's University, at Kingston, Ont. (*E mari merces*).

At this point we are back again at the site of the south palisades. The sloping street north of the Capitol Theater is named for **Malachy Salter of Massachusetts** who carried on trade at Chebucto in the days before it was settled. Down this hill on Hollis Street, **Victor Hugo's** daughter Mademoiselle Adele, lived *incognita* in 1861. Moved by her futile fondness for a Lieutenant Pinsen while in the Channel Islands, she had followed his regiment to Halifax.

Near here on Barrington Street in 1842, Chief Justice **Sampson Salter Blowers**, Boston born Loyalist, died at the southwest corner of the street bearing his name in his 100th year. He never wore an overcoat. Ex-President **John Quincy Adams** visited him here in 1840, as no doubt did **Benedict Arnold** returning from England back in 1785. (Two of Arnold's sons in later years commanded British regiments in Halifax).

These business establishments along downtown and uptown Halifax were a **shambles on V-E Day 1945**. Shattered plate glass and looted stocks caused losses of a million dollars following an invasion of drunken rioters.

Let us move around towards our starting point so as to look down Prince Street, one block south of George. The sturdy **Carleton Hotel** at the corner of Argyle has been standing since

1760 when it was erected as an official residence of the Governor's Secretary. Heavy stone blocks in its walls came from the demolished forts at Louisbourg. See plaque at entrance.

DIRECTLY opposite the Carleton, stood stone house and stables of Dr. W. J. Almon, Loyalist of Newport, R. I. (Ever since that period Halifax has had a continuous succession of Doctors Almon from the same family). Among the antiques of his grandson, Senator Almon, were a walking stick and a lock of **hair belonging to Major Andre** whom George Washington hanged as a spy. Of this collection, Lt.Col. W. B. Almon still possesses an engraved rapier centuries old, brought from France by an exiled Huguenot connected by marriage with the famous Faneuil family of Boston. (Some of the Faneuils once lived at Halifax and at Windsor, N.S.).

At 12 Prince Street down the hill, site of "Nova Scotian" newspaper in whose columns **Editor Joseph Howe** thundered until Responsible Government was won in this Province in 1848. Near Prince Street the first telegraph wire strung into Halifax exactly a century ago at 187 Hollis Street. First telephone in same building 1879. At 177 Hollis Street came the first transatlantic cable into Halifax 1887. Consequently this portion of Hollis Street became, and still remains, **the financial section of the City**. The first agency of the Associated Press was set up here in 1849.

Around this part of old Halifax 150 years ago, armed naval patrols known as "**press gangs**", frequently paraded the streets and invaded shops, seizing young men for service in His Majesty's navy. There was no redress.

Drive along those cobbled streets near the waterfront, especially towards the south-end wharves where you may see fishing trawlers unloading their catches. (Try the flavor of our fresh fish at any leading dining places while in Halifax).

The English atmosphere noticed in this old garrison and naval center is a carry-over from the days of the Imperial army and navy connections.

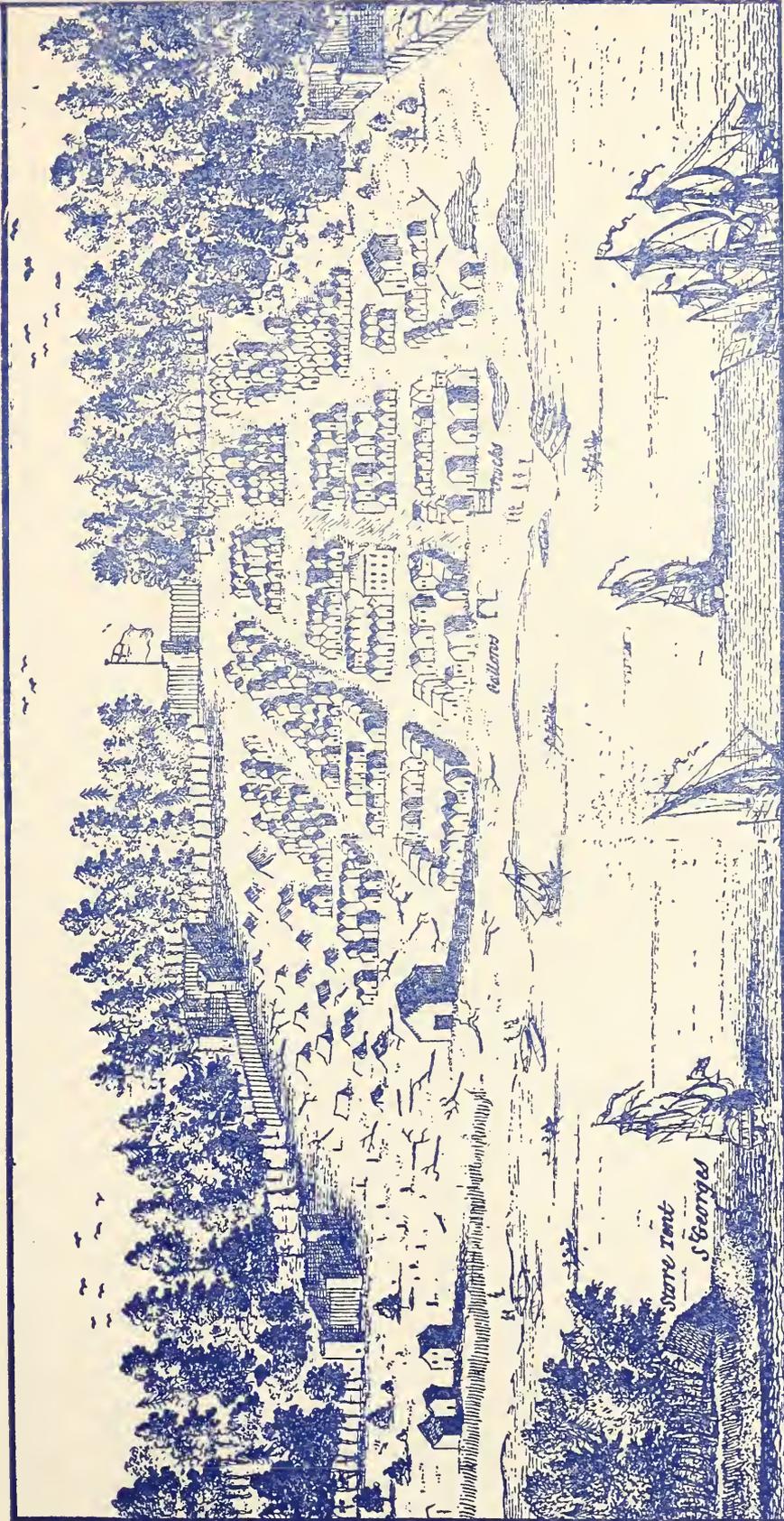
In war and peace the aesthetic side of Halifax continues in its religious, its patriotic, and its cultural organizations.

Now return to your car and drive to whichever points appeal to your interests. Information on sight-seeing bus trips, or on private guide service, is available at hotel desks, or at City Tourist Bureau, telephone 3-7604. (Branch at Bedford).

Best wishes for a very pleasant sojourn. Come again.



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This drawing of the walled settlement of Halifax is said to have been sketched from a masthead in the mid-harbor. As it was published in London during January 1750, it must have been done the previous Autumn. On the gallows at foot of George Street, Tommy Hawk, the old hangman, executed many criminals convicted of stealing. Those guilty of other sins against society stood in the "Stocks" with arms and head inserted. Holes are indicated by dots. (Sketch N.S. Archives).

200th ANNIVERSARY -- 1749-1949

HALIFAX

Founded 1749

Incorporated 1841



HALIFAX CORPORATE SEAL

Translation:

Halifax, founded A. D. 1749,
safe in right government;
presented with the status of
a City A. D. 1841.

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