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# GLIMPSES OF HALIFAX 1867 - 1900

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PREPARED BY  
PHYLLIS R. BLAKELEY  
Research Assistant

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UNDER THE DIRECTION OF  
D. C. HARVEY  
Archivist

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HALIFAX, N.S.  
The Public Archives of Nova Scotia  
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## PREFACE

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THIS study attempts to do for the City of Halifax what Dr. Akins's history (Vol. VIII, Collections of the Nova Scotia Historical Society) did for the Town. Although it purports to cover only the period from 1867 to 1900, it often looks backward beyond 1841, when the Town was incorporated as a City, to the origin of many buildings, institutions or enterprizes, and forward on such of these as have continued until the present.

The attempt was prompted by the many inquiries which have come to the Archives ever since the first proposals of a bicentennial celebration were made; and it has been carried out in order that the large amount of varied information which we have gathered should be organized and presented to the public in one volume.

The main task of gathering this information was assigned to Miss Phyllis R. Blakeley, M.A., soon after she joined the staff of the Archives as Research Assistant, in 1945. My first thought was that she would make a card-index or calendar of anything which might be found in newspapers or magazines relating to the history of Halifax since 1849, in order that we might be able to answer any inquiries that should be made; but as the work progressed and inquiries multiplied we found that many other sources, such as almanacs, directories, atlases, albums, periodic guide-books, and whatnot, had to be consulted. Thus the information accumulated; and, although much of it was being used in different forms by various authors of articles, books or booklets, we recognized that there was still room for a more or less detailed and systematic, if unpretentious, account of the growth of Halifax and its institutions in the last century, and we decided to organize what information we had to that end.

This task also was assigned to Miss Blakeley; and a glance at the footnotes should convince anyone that she has spared no pains and overlooked no source of information in getting the facts. Only one, who loved her native city, could have persevered to the end through such a mass of detail; and only one, who had been interested in its history from childhood, could have moved about the city so easily and amassed so much information in the time at her disposal; for this has not been her only assignment during the past four years; and, long as this volume may seem to be, it is a rather rigid condensation of information on file, which in turn was much condensed from widely scattered accounts in the original sources.

Though the volume is primarily a book of reference and, therefore, not intended to be read at one sitting, it is also a series of historical essays on Halifax and Haligonians. Thus the first and last chapters give a bird's-eye view of Halifax from Citadel Hill, in 1867 and 1900 respectively, but manage to incorporate as much general information about the city and its history as any visitor or citizen could possibly absorb on one visit; while the eight intervening chapters cover most



city's fortifications and a military barrack, few people were allowed to inspect the interior.<sup>1</sup> Visitors mounted nearly to the summit of the hill before they had any warning that there was anything more dangerous than daisies and clover blossoms or a cow grazing peacefully on the glaxis! Before them extended a magnificent panorama of land and seascape—the sparkling blue water with Bedford Basin gleaming far away to the north, the harbor dotted with sails, the ferries scuttling to and from the pretty town of Dartmouth hidden among the green and purple of the wooded hills on the eastern side of the harbor, and the smoke of a steamer brushing the horizon on the rolling Atlantic Ocean far to the south.

In 1867 an even better view of Halifax could be obtained from Citadel Hill than today because the spreading trees that now obstruct the view, though immensely improving the appearance of the city, had not been planted. At the time of Confederation Halifax, containing a population of 28,000, was still clustered on the eastern slope of the Citadel and along the waterfront from South Street to North Street. Most Haligonians lived in the district bounded by North Street, the harbor, South Street, and the line of South Park Street, the Common, and City (now Creighton) Street.<sup>2</sup> Warehouses, shops, smoking chimneys, dingy housetops, rattling carts and carriages, public buildings and church spires were crowded together in the streets and squares between the Citadel and the harbor.

Looking southward towards McNab's Island and the mouth of the harbor one could see the low red wooden buildings of the Artillery Park abutting on Sackville Street, and the spires of St. Matthew's Church, St. Mary's Cathedral, Grafton Street Methodist and St. Luke's Pro-Cathedral. The section south of Morris Street was known as Smith's fields, where a few houses were being built on such streets as Inglis, Kent, Tobin and Victoria Road. Beyond the broad expanse of Miller's Field lay Point Pleasant and Tower Woods, owned by the military and dominated by Fort Ogilvie, Fort Cambridge and the Prince of Wales' Tower, now the Martello Tower, while still farther south could be seen McNab's Island with the tower shaped lighthouse on Mauger's Beach which had been constructed of Nova Scotian granite as Sherbrooke Martello Tower, and beyond the Atlantic Ocean stretched to the horizon.

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1. p. 18 *A Handbook of the City of Halifax* 1886 says that a pass to inspect the fort may be obtained from the Town Major.

2. PUBLIC ARCHIVES OF NOVA SCOTIA (Hereinafter PANS) MAP COLLECTION: Plan of City of Halifax on A. F. Church's *Topographical Map of Halifax County*, 1864.

To the west extended the Commons where troops paraded on field days, the Horticultural Gardens with fountains and brilliant flowers, the white marble of Camphill Cemetery gleaming among the trees, the rambling red brick City and Provincial Hospital in the midst of a large field, and an expanse of waving fields sloping gradually to the wooded shores of the North West Arm. Camphill Cemetery had been on the outskirts of the city when it had been consecrated in 1844.<sup>1</sup> Here came scores of young men and women on the Sabbath who "desecrate the Camp Hill Cemetery, by making it a resort in which to sport and flirt, and make use of bad language, and smoke and gambol about the paths to the great annoyance of solemnly disposed people who go thither to meditate on the transitory nature of human life or to spend an hour near the grave of some loved and lost one", complained the editor of the *Acadian Recorder*.<sup>2</sup>

The Commons were simply an open space from South Street to Cunard Street, fairly level, part of it having been graded for horse races and military reviews, although some swamp and rocks remained. The trees along its borders, which now add so much to its beauty, had not been planted. The Common as it exists at present is little more than the North Common of 1867. Much of the South Common then remained empty from South Park Street to Robie Street, and from South Street to Sackville Street, although encroachments had begun in the lots leased to the Horticultural Society, the Convent of the Sacred Heart, and to the City and Provincial Hospital, the forerunner of the hospital district of today.

West of the Commons were farms and woodland, leafy trees and cottages, with some large estates owned by city merchants and professional men whose residences overlooked the North West Arm—Pinehill, Gorsebrook, where the Hon. Enos Collins lived, Belmont, Oaklands, the summer home of William Cunard, Rosebank, Bloomingdale, the residence of Hon. A. G. Jones, while Miss Isabella Cogswell lived at Jubilee and Hon. Dr. Charles Tupper, Premier of Nova Scotia, at Armdale.<sup>3</sup>

Although Robie Street had been planned as the "great main artery of Halifax" from the Provincial Penitentiary at the Arm north to Bedford Basin, it had not even been laid out except along the Commons,

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1. THE TIMES July 9, 1844 p. 221 col. 3.

2. Aug. 20, 1870 p. 2 editorial on "Grave Yard Goths."

3. Hutchinson's *Nova Scotia Directory*, 1866-67.



where it was barely passable for carriages.<sup>1</sup> North of the Commons there were only a few scattered houses among the fields, and Agricola Street had not been opened. The section north of Jacob Street was still called "Dutch Town", and west of Gottingen Street was "New Town", the residential area centering about Gottingen and Brunswick Streets. The latter street ran only from Buckingham to North street. Not until 1872 was Barrack Street, from Buckingham to Sackville, renamed Brunswick Street, and an attempt made to extend it south through Imperial property to Spring Garden Road.<sup>2</sup>

A few houses of the poorer class were stretched along Campbell Road between the Dockyard and Richmond, where a settlement had grown about the railway terminus after the beginning of the Nova Scotia Railway in 1854. Richmond, where the machine shops employed one hundred and fifty men, was considered as a separate village, as it was four miles from the business district.<sup>3</sup> Pigs, goats, cows and poultry roamed at will through its streets in spite of repeated petitions from the residents for the City Council to establish a Pound. This nuisance had prevailed since 1860, while the "district has been rapidly growing in houses, population and nuisance."<sup>4</sup> With the opening of the line from Halifax to Pictou in May 1867, and the expectation that the rapid completion of the Intercolonial Railway would cause goods from the interior of Canada to pour into Halifax, the structures at Richmond were thought to be absolutely inadequate for passengers and freight.<sup>5</sup>

Overlooking the harbor a sentry marched up and down the swinging bridge before the entrance gate of Fort George. On the eastern glacis of the Citadel, at the top of George Street, was the Town Clock, which although it had been the subject of a poem by Joseph Howe, was not as famous as it is today. For years used by the Citadel Hill Guard and then by a succession of resident clock keepers, the Town Clock was associated with the Duke of Kent, Queen Victoria's father, who had instructed the Royal Engineers to prepare plans for a Garrison Clock before he returned to England. Having been constructed in London, the clock arrived at Halifax in H.M.S. *Dart* on June 10, 1801, and was finally placed in the newly completed building on October 20, 1803.<sup>6</sup>

1. RECORDER Nov. 14, 1871 p. 2 col. 2.

2. *Idem.*, Jan. 2, 1872 p. 2. This extension was finally made in 1949.

3. p. 92a Hutchinson's *N. S. Directory* 1866-67.

4. Letter from "Vox Populi", Richmond, dated 19th. April, 1871 in *BRITISH COLONIST*, April 22, 1871 p. 2 col. 4.

5. RECORDER Jan. 6, 1872 p. 2 col. 1; April 26, 1867 p. 3 col. 1. Adv.

6. "Occasional", RECORDER Oct. 5, 1929 p. 1 col. 7.

The Citadel was often a very noisy place for just below the main entrance was the semi-circular Saluting Battery where a gun was fired each day at noon and at half-past nine in the evening to remind the citizens that this was a garrison city and to regulate their time-pieces. When vessels bearing flags of all the nations rode at anchor in Halifax Harbor, and when Halifax was a naval station where many foreign war-ships called, and when each foreign warship had to salute the Citadel, the British flagship and each other mutually, and each salute was duly returned, it was no wonder that the Citadel and the Harbor echoed to the reverberations of cannon. On July 10, 1871 for instance, the saluting business was described as "very brisk."<sup>1</sup>

At 8 o'clock this morning 21 guns were fired from the Citadel. This salute was in response to the salute fired on Saturday by the Austrian war-ship *Novaro*. The military authorities at the Citadel, on Saturday, it is said, failed to comply with the regulations, by not firing gun for gun with the *Novaro*, having only returned 11 guns to 21 by the latter. Explanations were called for and the matter was arranged satisfactorily. At 9 o'clock this morning the American Flagship *Constellation* saluted the Citadel with 21 guns, which was promptly returned by the latter. The *Constellation* then saluted the flag of Vice-Admiral Fanshawe, with 15 guns, which was returned, with an equal number from the *Royal Alfred*. The *Novaro* then saluted the Admiral with 15 guns, duly acknowledged by the latter.

That autumn there was tremendous agitation in the press because the concussion of the signal gun at Fort George had broken glass along Barrack Street, particularly the windows of the Barrack Street Mission. Edward Jost, one the city's philanthropic citizens, had erected the Mission House in 1869 at a cost of £3,000 for the poor of that district, and it is still used as a Day Nursery.<sup>2</sup>

Facing the Citadel along Barrack Street were rows of wooden tenements which appeared unchanged, in spite of fires like the one on Christmas night in 1867 when four houses were destroyed, three lives lost and little children stood shivering in the snowbanks on the glacis.<sup>3</sup> In the next two decades many new buildings were erected there until Barrack Street ceased to be "a collection of old wooden buildings, the resort of the depraved."<sup>4</sup> By 1890 the following brick structures had appeared along South Brunswick Street—the Halifax Academy at the corner of Sackville Street, the Halifax Dispensary, the Engine House on the corner of George Street, which was considered "the best public building

1. July 10, 1871 p. 2 col. 6.

2. COLONIST Dec. 28, 1869 p. 3 col. 1; Dec. 30, p. 3 col. 1—description of opening.

3. *Idem.*, Dec. 27, 1867 p. 2 col. 2.

4. p. 47 McAlpine's *Halifax Directory* 1871-2.



owned by the City," when it was erected in 1871,<sup>1</sup> the Mission House, and Robert Taylor's Shoe Factory on the corner of Brunswick and Duke streets.<sup>2</sup>

The Halifax Visiting Dispensary had been started in a small house on Granville Street by Dr. John Sterling and Dr. William Grigor, and had been reorganized in 1857 when Dr. Frederick Morris, greatly beloved and esteemed by all, had taken charge. Supported by private subscriptions and a civic grant, it treated about five thousand patients each year who would have had to go to the Poor House or a charity ward in the hospital, and its work is now carried on by the Dalhousie Health Clinic.<sup>3</sup>

Haligonians were proud of the appearance of their city "as one of the cleanest, best-drained, and most handsomely-situated dominions in the Queen's British North American possessions."<sup>4</sup> Although the situation of Halifax was one of great beauty its citizens had failed to fulfill the promise of nature. At the time of Confederation public and private buildings were still predominantly of wood. Nearly everyone agreed that improvements were never made until the flimsy wooden buildings had been swept away in some conflagration like the Granville Street fire of 1859. This and similar fires caused the erection of handsome stone and brick buildings in the business district on Hollis and Granville streets, although many wooden structures remained on Granville, Prince, George, Duke and Barrington. For instance, when Hare's Building and two blocks on Hollis street and Bedford Row had been burnt on January 12, 1861,—a night of such intense cold that the pumps had frozen and the firemen had frequent recourse to whiskey for warmth—the Nova Scotian government had purchased the site.<sup>5</sup> The government had contracted for the erection of a handsome commodious New Provincial Building to accommodate the Post Office, Customs' House and Railway department. This new Provincial Building, now known as the old Post Office, was still under construction in 1867. After difficulties with the original contractor it was finally completed in April 1868 by John Brookfield for a total of \$189,080.<sup>6</sup>

1. p. 18 *Annual Report of the several Departments of the City Government of Halifax, N. S. for the Municipal Year 1871-2* (Hfx. Printed by William Macnab 1873) hereinafter *Annual Report ... City of Halifax*. This replaced the Engine House on the Grand Parade.

2. pp. 68-72 *Halifax Hotel Guide* 1890.

3. PANS ASSEMBLY PETITIONS Misc. B 1830-31 Petition of John Sterling 25th. Nov. 1830; pp. 70-2 *Halifax Hotel Guide* 1890. Opposite Dispensary stood the Temperance Reform Club Building, originally Waterloo Tavern, occupied about 1888 by the Salvation Army.

4. RECORDER Aug. 16, 1867 p. 2 col. 2.

5. *Idem.*, Jan. 19, 1861 p. 2 col. 4-6.

6. COLONIST Feb. 9, 1871 p. 2 col. 3-4; pp. 8-9 Scott, J. S.—"The Foundation and Structure of a Building Business" in *Port & Province* Sept. 1937.

The Government House, Admiralty House, Province House and the Court House are some of the public buildings still standing which Haligonians urged strangers to visit in 1867. The plain, stone Government House on Pleasant Street combined dignity with beauty. Since the cornerstone had been laid in 1800 it has been the residence of all Nova Scotia's governors since Sir John Wentworth, and the scene of political consultations, levees, dinners and dances.<sup>1</sup>

Work on the residence for the Admiral of the North American station had begun in 1814 in a field between the Naval Cemetery on Lockman Street and Gottingen Street with funds from both the Imperial government and the Legislature of Nova Scotia. The stone Admiralty House faced Gottingen Street in the midst of a beautiful residential section.<sup>2</sup>

In the middle of the square designated as the Lower Parade and situated in the centre of the business district, the Province House stood solidly as it does today, in simple dignity of Georgian architecture, a little dingier than when it had been completed in 1819 on the site of the old Government House. Tourists lingered within to view the Council Chamber with the portraits of the kings and queens of England and of distinguished sons of Nova Scotia; the Assembly Room where the laws are debated; and the Legislative Library with Palladian windows lighting the crowded shelves and the twisting stairways—a room which had witnessed the trial of Joseph Howe for libel and the trial of the Saladin pirates.<sup>3</sup>

Overlooking Spring Garden Road and the Poor House Burying Ground, now Grafton Park, was the County Court House, a large and imposing structure of freestone with a foundation of granite, without the wings which have been added in the twentieth century. Erected in the Governor's Field about 1860 by George Laing, the Province had paid one third of the cost of the building and Halifax County two-thirds.<sup>4</sup>

1. Martell, J. S.—*The Romance of Government House*, Halifax, N. S. King's Printer, 1939.

2. RECORDER June 11, 1814 p. 4 col. 2; p. 153 Scrapbook of Nova Scotia (in PANS Scrapbook collection); PANS Vol. 304 doc. 87.

3. MacMechan, A.—"Province House" in *The Book of Ultima Thule* (McClelland & Stewart.)

4. RECORDER Oct. 9, 1858 p. 2 col. 6—tender for Court House awarded to George Laing, late of "Albert Quarries", N. B. for sum of £8,952. A McKinlay, Chairman of Commissioners for the erection of the Court House reported in *Journal and Proceedings of the House of Assembly of Nova Scotia* for 1860 on p. 681 of appendix that the work is still in progress and not continuing as rapidly as terms of contract required. Total cost probably be £11,500. Messrs. Thomas of Toronto were the architects.



Other public buildings at the time of Confederation which have since disappeared were the long red brick Wellington Barracks just beyond Admiralty House, the Cogswell Street Military Hospital, Dalhousie College and the City Hall. The Station Hospital for sick soldiers was commenced in 1867 to replace the old General Hospital on the Citadel glaxis, formerly the town house of the Duke of Kent, which had been destroyed by fire in 1866. Its erection had been strongly opposed by the residents of Brunswick Street because they claimed it would depreciate the value of property and because it would not be healthy to have it near the thickly settled parts of the city. The substantial brick and mastic structure, then standing in the Garrison field and surrounded by trees, was completed in 1869 by John Brookfield for £31,972. After serving during two World Wars the old Cogswell Street Hospital was torn down during the summer of 1948 to make way for stores and apartments.<sup>1</sup>

Dalhousie College, constructed of freestone, occupied the northern end of the Grand Parade, where the City Hall stands today. Since the cornerstone had been laid by Lord Dalhousie in May 1820 the building had sheltered a museum, a debating club, mechanics' institute, a post office, an infant school, and a pastry cook's establishment as well as professors and students.<sup>2</sup> One guide book referred to the college as a "dingy, unsightly edifice" although its southern face was "rather handsome."<sup>3</sup>

From the incorporation of Halifax in 1841 until the new City Hall was built on the site of the first Dalhousie College on the Grand Parade, the red brick Court House was used as a City Hall and Police Station. This building, situated in the triangle between Bedford Row, Upper Water Street and George Street, now a parking lot, had been erected about 1810 for a Court House and Sessions House for Halifax County. Part of the Court House was used for the Merchants' Exchange and Reading Room, and another part for dinner parties.<sup>4</sup> After the incorporation of the city it was altered to provide offices for the civic officials, the ball room being retained as the Council Chamber.<sup>5</sup>

1. RECORDER Feb. 16, 1867 p. 2 col. 6; COLONIST March 14, 1868 p. 2 col. 4; Sept. 18, 1869 p. 3 col. 1; RECORDER Sept. 9, 1870 p. 2 col. 5.

2. pp. 36-7 MacMechan, A.—*The Book of Ultima Thule*.

3. pp. 8-9 *Business Directory of the City of Halifax* for 1858-9 Halifax: Richard P. Nugent 1858.

4. pp. 251-6 *Annual Reports...City of Halifax* 1885-6; NOVASCOTIAN July 15, 1841; Notes by Harry Piers in copy of Hopkins ATLAS in PANS.

5. COMMERCIAL NEWS (official publication of the Board of Trade for Halifax, N. S.) March 1935 p. 2 col. 3. Court House demolished in Nov. 1892 according to Piers and brick used in brewery on north Robie Street.

Everywhere steeples proclaimed that Halifax was rapidly attaining the status of a "city of churches" with its twenty-five places of worship.<sup>1</sup> These churches were located in the business district and in the midst of the residential section along Brunswick and Gottingen streets and only one church, St. Luke's on Morris Street, heralded the expansion of population to the south end. Among the churches of 1867 which are still standing today are St. Paul's, St. Matthew's, St. Mary's, St. George's, Brunswick Street and the old Dutch Church. About twelve thousand people were Roman Catholics and eight thousand attended the Church of England while four thousand belonged to the Presbyterian Church, twenty-four hundred to the Methodist, two thousand to the Baptist and a few adhered to such beliefs as Adventist, Lutheran and Universalist.<sup>2</sup>

The oldest church in Halifax was St. Paul's Anglican Church, the oldest Protestant Church in Canada, and the only building still standing in the city dating to the founding in 1749. St. Paul's faced the plain grey stone Dalhousie College from the southern end of the Grand Parade. As they do today tourists spent a quiet hour or two in this church marvelling at the solid construction of oak and pine which was brought from Massachusetts, admiring the Queen Anne communion service of massive silver, wandering among the pews deciphering the monuments of governors, judges, sailors, soldiers and politicians, studying the hatchments of Charles Lawrence, Charles Morris and Richard Bulkeley, and perhaps catching the whisper of ghosts from a past which seemed very close in the dim light.<sup>3</sup>

North of the Government House, where it still stands today, was St. Matthew's Church. Then the most important church in Halifax belonging to the Presbyterians, it was also said to be the most elegant ecclesiastical structure in the city with its spire rising one hundred feet above Pleasant Street. The pulpit and the rose window contributed to this elegance.<sup>4</sup> When the original Mather's Church on the corner of Prince and Hollis streets, where the Eastern Trust Company is now, had been burned in 1857 the congregation had purchased part of Bishop Binney's garden between the Government House and Robert Noble's for £2,200 and had hired Peters and Blaiklock to construct

1. p. 92 Hutchinson's *N. S. Directory* 1866-7 gives 23 churches, and St. John's Presbyterian and St. Joseph's opened in 1867.

2. *Census of Canada* 1870-71. Only 14 stated that they had no religion.

3. pp. 157-172 "Old St. Paul's" MacMechan, A.—*The Book of Ultima Thule*.

4. pp. 82-3 *Halifax Hotel Guide* 1890.

their new church.<sup>1</sup> The minister at St. Matthew's from 1863 to 1877 was Rev. George Munro Grant who later was to become principal of Queen's University at Kingston. He was distinguished as an eloquent preacher and, as the author of "Ocean to Ocean", an account of his adventures across the Prairies with Sir Sandford Fleming, he was to open the eyes of Canadians to their magnificent heritage in the West.

On the opposite side of Pleasant Street many of the early settlers of Halifax and soldiers and sailors of many wars slumbered peacefully in St. Paul's Cemetery in the heart of this old town by the sea. Standing conspicuously within the gates of the Cemetery was the Sebastopol monument, restored in 1947 to the beauty of its original red sandstone. This arch bearing aloft the massive stone lion etched against the sky had been erected in 1860 by the citizens in memory of two Haligonians who fell in the Crimean War, Captain William Parker and Major Augustus Welsford.<sup>2</sup>

Also facing St. Paul's Cemetery stood St. Mary's Roman Catholic Cathedral on its present site on Spring Garden Road, the foundation stone having been laid by Bishop Edmund Burke in June 1820. The square brown freestone had not yet been replaced by the magnificent facade and the slender spire that has become so familiar in the Halifax skyline.<sup>3</sup> Under the guidance of Archbishop Thomas L. Connolly subscriptions were collected in 1868 and 1869 to complete the facade and steeple and to make St. Mary's "a credit to religion, an ornament to the city, and a monument to tell future generations of the zeal of the Catholic people of Halifax of the present day."<sup>4</sup>

At the corner of Barrington street and Spring Garden Road stood the plain wooden two and a half story glebe house of St. Mary's, built about 1802, where Lawrence Doyle had been living when he entertained Bishop Plessis. This glebe house was the residence of the Archbishop until the Butler property on Dresden Row, now the Dresden

1. NOVASCOTIAN Feb. 2, 1857 p. 2 col. 4.

2. Eaton, A. W. H.—*Chapters in the History of Halifax* pp. 38-9 Chapter XIII "Halifax Defences". The sculptor of the lion was George Laing.

3. p. 45 *Report of the Provincial Museum of Nova Scotia 1931-2*; pp. 3-11 *The Catholic Reference Book and Parish Register*; p. 88 *Report of the Canadian Catholic Historical Association 1943-44*. Archbishop Connolly asks for permission from the War Office to use granite from quarries at North West Arm for facade and steeple of St. Mary's.

4. COLONIST April 13, 1869 p. 2 col. 3—reprinted from the *Reporter*. Work on the Cathedral was begun in April 1869; Nov. 24, 1868 p. 2 col. 6; Dec. 20, p. 2 col. 3—In 3 weeks over \$11,200 has been subscribed by Catholics in Halifax towards the Cathedral. Archbishop Connolly has contracted for 5 pillars of polished Aberdeen granite to be used in St. Mary's. The spire was not finished until 1876.



Arms, became the Archbishop's Palace about 1890.<sup>1</sup> To the north was St. Mary's Convent which had been built about 1840 to serve as St. Mary's Parochial School, and there in 1849 the Sisters of Charity had established the first Roman Catholic Orphanage which remained there until removed to St. Joseph's Orphanage in September 1873.<sup>2</sup>

St. Luke's Anglican Cathedral stood on the corner of Morris and Church streets on the present site of the Westminster Apartments. This was a wooden building in Gothic style. It had been built by friends of the pious and well beloved Rev. William Cogswell, and opened for worship on May 14, 1848 as a chapel of ease to St. Paul's. St. Luke's had become a separate parish in 1858 and a cathedral in 1865, its rector, Rev. William Bullock, becoming Dean until his death in 1874. Although the Cathedral was enlarged by a commodious chancel with a beautiful stained glass window, many thought it was neither large enough nor sufficiently impressive for the Anglican Cathedral.<sup>3</sup>

At the northwest corner of Brunswick and Cogswell streets, where Trinity Church is today, stood the plain wooden Garrison Chapel.<sup>4</sup> It had been erected by the Imperial Government, the cornerstone being laid on October 25, 1844 by Sir Jeremiah Dickson. Thither every Sunday morning from 1846 to 1905 marched the soldiers in their scarlet uniforms from the Wellington Barracks, Artillery Park and the Citadel, while strangers and citizens alike gathered to watch the spectacle and enjoy the music of the bands. Those who attended a service at the Garrison Church found inspiration in the firm responses of the soldiers and their hearty singing, accompanied by the band, and in the short sermon which ended promptly with the firing of the noon gun.

On its present site stood the Brunswick Street Methodist Church which was attended by a large number of influential families. Since its dedication on September 14, 1834 it had been steadily enlarged and renovated, a new front and tower being completed in 1860. Because of its central location it was often utilized for mass religious and patriotic

1. St. Mary's Glebe was demolished in 1891 and replaced by the present brick building. CHRONICLE April 27, 1891; PANS Photo Collection; McAlpine's *Directory of Halifax* 1889-90 James Butler 103 Dresden Row; 1890-91 Rev. Cornelius O'Brien, 103 Dresden Row.

2. pp. 45-6 *Report of Provincial Museum* 1931-32.

3. p. 54 *Halifax Guide Book* 1878; *Halifax Herald* May 17, 1898 p. 3 col. 5; a pamphlet by Dean Crawford on "History of St. Luke's Parish 1858 to 1894." Directories of Halifax. St. Luke's was destroyed by fire Dec. 14, 1905. The brick St. Luke's Hall, now St. George's Orthodox Greek Church, was built in 1862 to be used as a Sunday School and a Parochial Day School, and in 1875 was renovated for use as a Church Hall.

4. The Garrison Chapel was burned in 1928. Eaton, A. W. H.—*Chapters in the History of Halifax* Chapter III "Social Life of Halifax After the Revolution" pp. 833-4; MORNING POST Oct. 28, 1844 p. 2 col. 5; p. 3 col. 2. There is a picture of the Garrison Chapel about 1890 with annotations by Harry Piers hanging in the Halifax Room of PANS.

meetings.<sup>1</sup> There the Rev. William Morley Punshon, popular British preacher and lecturer, conducted the Sunday services for a congregation of over two thousand.<sup>2</sup> Chairs had to be placed in the aisles when Rev. Antonio Arrighi gave a lecture on Italy. He thrilled his audience by an animated account of his experience as a drummer boy in Garibaldi's army and his five years' imprisonment for that offence, and concluded by singing Garibaldi's war song.<sup>3</sup>

Standing in the centre of a large square lot on the north-west corner of Brunswick and Cornwallis streets was a round wooden building towering above the nearby structures and bearing aloft a second dome with its surmounting cupola and a weathervane of a comet with a fiery tail. This was St. George's Anglican Church, familiarly called the Round Church. Its splendid proportions and stately appearance were enhanced by a grove of trees thick enough to shelter without hiding it. The cornerstone had been laid by Governor Sir. John Wentworth on April 10th., 1800 and here the beloved Rev. Richard F. Uniacke was rector from 1825 until his death in June 1870. St. George's was one of the most interesting buildings in Halifax architecturally, being Byzantine in style like St. Sophia in Constantinople, and the only circular church in America.<sup>4</sup> Strangers who were amazed by its unusual shape were either told that it owed its shape to the Duke of Kent's predilection for round buildings or that since the Devil lurks in corners the old Germans in the congregation had resolved to give the "old boy" no hiding place.<sup>5</sup> Visitors were charmed by its quaint interior, the mural tablets along its walls, and the odd arrangement of the pews because the original church had been a circle with the pulpit in the centre and the pews arranged in the arcs of circles around it.

At the corner of Gerrish and Brunswick streets was the first St. George's Church, more often called the Old Dutch Church. This plain little wooden building standing within a stone wall which enclosed a small graveyard had been converted into a church in 1756 by a few German families, who had remained in Halifax after the removal of

1. pp. 17-21 Johnson, D. W.—*History of Methodism in Eastern British America*. . . Tribune Printing Co., Ltd., Sackville, N. B. n.d.
2. RECORDER June 29, 1872 p. 2 col. 5; July 1, p. 3 col. 1—He also spoke to large audiences on "Daniel in Babylon" and "Men of the Mayflower."
3. *Idem.*, Sept. 18, 1872 p. 2 col. 3.
4. Story, D. A.—"Old St. George's Church, Halifax, N. S." and accompanying photos in N. S. Historical Society Collection of unpublished papers in PANS.
5. pp. 73-4 *Halifax Hotel Guide* 1890. Until 1882 when the church was enlarged by a box-like vestry and a square porch the circular shape was more apparent than today. RECORDER July 7, 1882 p. 3 col. 2; Sept. 5, p. 2 col. 3.

their fellow countrymen to Lunenburg in 1753 and were living along the country lanes they called Gottingen Street and Brunswick Street. They gathered regularly at the little church, then situated in a small clearing in the woods, to listen to their schoolmaster read a sermon and some prayers in German or to hear Rev. John Brenyton from St. Paul's preach to them in their own language. In 1867 the congregation had been settled for many years in their new Round Church and the Dutch Church was used occasionally for services in German or as a school-house.<sup>1</sup> It was often called the "Chickencock church" after the weathervane perched on the steeple.

At the time of Confederation the inhabitants of Halifax had faith in the future greatness of their city. It was the fourth city in the Dominion, and the centre of the importing trade for the Maritimes and Newfoundland. As always in wartime, it had flourished during the conflict between the Northern and Southern States and it remained a British military and naval base. Looking at its magnificent harbor, and its wharves crowded with shipping, few dared to believe that the golden age of wood, wind and sail was drawing to a close. For Halifax had prospered in the era of the sailing ship when to live by the sea was to dwell on the highway of the world.

Although some gloomy forebodings had arisen because of the opposition to the union of British North America and the loss of American markets since the abrogation of the Reciprocity Treaty and because the Cunard steamers ceased calling at Halifax at the end of December 1867 due to lack of freight, the people of Halifax were confidently awaiting the day when the Intercolonial Railway would be completed and Halifax would become its terminus and a manufacturing centre, and the wealth of the interior of the new Dominion of Canada would pour into the city to be transported to the rest of the world.<sup>2</sup> Visitors as well as citizens expressed their belief that the capital of Nova Scotia was "destined to have and to hold a commanding position on this North American continent, commercially, and in a military and naval point of view."<sup>3</sup>

1. Partridge, Francis D. D.—"Notes on the Early History of St. George's Church, Halifax" in *Collections of N. S. Historical Society* Vol. 6. In 1890 the Dutch Church was being used as a schoolhouse p. 76 *Halifax Hotel Guide* 1890. Once a year Rev. Charles Crossman, a retired Lutheran minister living in Lunenburg, came to Halifax to preach in German at the Little Dutch Church and to administer communion to the German speaking residents of Halifax who lived mostly in the north end. *RECORDER* Oct. 18, 1880 p. 2 col. 2.

2. pp. 391-409 Blakeley, Phyllis R.—"Halifax At the Time of Confederation" *Dalhousie Review* Vol 27 No. 4.

3. *RECORDER* Oct. 18, 1867 p. 2 col. 4—letter from "Memento", a visitor in Halifax, reprinted from *Boston Pilot*.



## CHAPTER II

**The Army and Navy in Halifax**

Throughout the nineteenth century Halifax remained a Garrison Town and a Naval Station. In 1870 the Imperial troops were withdrawn from the rest of Canada, and the headquarters of the Commander-in-Chief in British North America transferred to Halifax, Sir Charles Hastings Doyle, Lieutenant-Governor of Nova Scotia, being the Commander. Founded in 1749 as a British base against French power in North America, Halifax continued as a base for Imperial power and as always, it flourished in war and declined in peace. The defences of Halifax had been of the utmost importance to the British Empire during the imminence of conflict with the United States during the Civil War, particularly in the crisis over the *Trent* when thousands of Imperial troops were landed at Halifax in the winter of 1862 and conveyed several hundred miles in sleighs through New Brunswick to reach the posts in Canada.<sup>1</sup>

Stationed at Halifax were one or two Imperial regiments, and detachments of the Royal Artillery, Royal Engineers, Ordnance, Commissariat, Pay and Medical Corps.<sup>2</sup> The number of ships on the North American and West Indian station varied from ten to twenty, averaging twelve for the period from 1867 to 1900.<sup>3</sup> Vice Admiral Sir George Rodney Mundy, K.C.B., had eighteen ships in his command in 1868, some of which were paddle ships and many wooden corvettes and frigates. The largest ship in Admiral Mundy's command was the flagship *Royal Alfred* of 18 guns, an armour plated screw ship of 4068 tons and 800 horsepower which had been visited on Natal Day in 1867 by a thousand Haligonians who accepted the Admiral's invitation to pay their first visit to an iron clad. In 1899 Vice Admiral Sir John A. Fisher, K.C.B., later First Lord of the Admiralty, had only twelve ships. These iron cruisers and destroyers had so increased in size, range, and speed that they were far more powerful than Mundy's fleet. The flagship, the 14 gun twin screw Battleship *Renown* of 12,350 tons had 12,000 horsepower, and six other ships exceeded 2000 tons and 4,500 horsepower.<sup>4</sup>

1. In the first week of January 1862 there were 5,000 troops in Halifax waiting to be transported to St. John, N. B. pp. 56-7 "Trent Affair" Vol. 16 of N. S. Historical Society *Collections*; recollections of a St. John Alderman, J. McG. Grant in *RECORDER* Nov. 24, 1882 p. 2 col. 3.

2. From 1867 to 1884 there were two Imperial regiments at Halifax, and after 1884 only one infantry regiment.

3. *Belcher's Farmers' Almanac* from 1867 to 1900. Published by C. H. Belcher, Halifax, N. S.

4. *Idem.*, 1899.

Most of the business men in Halifax heaved a sigh of relief when they were assured that Halifax would remain a Military and Naval base. The large amount of supplies required by the Garrison, and by the ships of the North Atlantic fleet which were at Halifax from May to October each year, were a very welcome source of profit to the merchants of the city and to the farmers in the surrounding areas. When a Flying Squadron of six ships of the British Navy reached Halifax from Bermuda in July 1873 and were paid here before sailing to Gibraltar and England it was estimated that the squadron spent \$225,000 in the city.<sup>1</sup> Hordes of Man-Of-War sailors crowded into the Post Office to send money home to England and the following story of the difficulties with English currency is related in the *Acadian Recorder*:

The sailors in port cannot be made to realize the fact that they should lose 13 cents on each sovereign that they may be necessitated to change. It is to them a mystery which any amount of explanation does not satisfactorily solve; and store-keepers all over town have exhausted themselves in the effort. On Friday last one of the many Jack-tars who have bought money orders home, was receiving a dollar change at the office in the new Province Building, when the clerk handed him three Canadian quarters and an English shilling, at the same time adding a cent, with the remark, "This makes up the quarter, the English shilling is worth only 24 cents." The sailor looked at it a moment, and then indignantly exclaimed, with a profane remark or two which are here omitted, "Do you mean to tell me one of your—old Canadian coins is worth more than an English one?" accompanying the words by shying the coin across the table; and leaving the employees to squabble over its possession, he departed.<sup>2</sup>

Two sailors of H.M.S. *Doris* utilized their shore leave to desert by taking a carpet bag and filling it with religious tracts and distributing them to everyone on the Windsor and Annapolis Railway on the way to St. John. The passengers and officials taking them for innocent civilians, they escaped to the United States, "borrowing the livery of Heaven to serve the Devil in."<sup>3</sup> Frequently the sailors became involved in brawls ashore. In the 1870ies a sailor from one of the Men-o-War in the harbor was thrown from an upper window of a tavern on Brunswick Street and seriously injured. The next day the ship's crew tore out the entire front of the building with grappling irons.<sup>4</sup>

The Naval Yard and the Imperial Dockyard, established in 1757, stretched along the waterfront for half a mile south of the North Street

1. RECORDER July 7, 1873 p. 2 col. 4; July 19, p. 2 col. 6.

2. July 14, 1873 p. 2 col. 6.

3. *Idem.*, July 7, p. 2 col. 4.

4. E. A. Saunders in *The Commercial News* March 1935 p. 3 col. 2.

Station.<sup>1</sup> The Dockyard, which had once been the headquarters for great aquatic contests and regattas, was opened to the public only on special occasions.<sup>2</sup> Inside were fine residences with beautiful gardens, machine shops, carpenter stores and sail lofts all employing a number of men, while anchored offshore were the men-of-war of the North Atlantic Squadron. While the pay of both sailors and soldiers was small a large portion of it found its way into the little shops in the north end.

Sailors joyfully related the tale about the man who lived in the Dockyard who took great pride in his field of cabbages. One night he was awakened by a noise. Looking out the window he saw several cows munching his cabbages, and immediately rushed out of the house in his night shirt to chase away the intruders. "The two sentries stationed near by seeing the white-robed figure flitting about the field became frightened, concluding it to be a ghost, and called out the guard. The guard with fixed and glistening bayonets and trembling hearts, advanced upon the cow chaser, who till that moment had been so intent upon his job that he was unconscious of the alarm that he had created." The ghost story was soon dispelled, the cows driven out, and the owner of the cabbages returned to his room thoroughly drenched and disgusted.<sup>3</sup>

Vast sums were spent on the defences of Halifax, much of which found its way into the pockets of the merchants and mechanics of the city. From 1862 to 1870 the sum of £173,298 had been spent by the Imperial Government on the reconstruction and enlargement of such forts as Ogilvie, Clarence, Charlotte, Prince of Wales' Tower and York Redoubt, and on the erection of Fort Cambridge at Point Pleasant and Ives Point Battery on McNab's Island.<sup>4</sup> Fort George, or the "Citadel", had been completely altered and improved from 1828 to 1861 at a cost of £233,882, eighty percent of which had been expended in Halifax. The inhabitants of the city considered Fort George one of the finest forts in America, and took great pride in the fact that this Star Fort had been commenced by the Duke of Kent, father of their Sovereign, Queen Victoria, while he had been stationed at Halifax in command of the forces. Few realized that though this enormous bastion of the Empire dominated the town and the harbor it was already out of date, and as guns became more powerful and ranges increased it was being

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1. p. 52 *Knox-Historical Journal of the Campaigns in North America* Vol. 1 (Publication of the Champlain Society, Toronto.)

2. p. 98 *Halifax Hotel Guide* 1890.

3. RECORDER Sept. 3, 1873 p. 2 col. 6.

4. Piers, Harry—*The Evolution of the Halifax Fortress 1749-1928* edited by G. M. Self with the assistance of Phyllis Blakeley, Halifax, N. S. The Public Archives of Nova Scotia 1947. Chapters III & IV.



rapidly superseded by Forts Clarence, McNab, Cambridge and York Redoubt. The introduction of the long breech-loading guns after 1878, and further improvements in ordnance caused thousands of pounds to be spent upon improvements and alterations on York Redoubt, Fort Charlotte, Ives Point, Fort Ogilvie, and upon the erection of Fort McNab and Fort Hugonin on McNab's Island overlooking the mouth of the harbor. Much of the work on these forts was undertaken by John Brookfield. The construction of the Glacis and Pavilion Barracks, the Cogswell Street Hospital, Cambridge Library and various magazines added to the military activity.

Besides brightening the streets with scarlet and blue uniforms the large number of soldiers and sailors gave Halifax a certain cosmopolitan air and contributed much to social gayeties. Visitors from England commented on the striking similarity of Halifax in appearance and social life to the small garrison towns in England. Many people were delighted that Halifax was an English garrison town and insisted that because it was a military centre and a naval base this had "elevated and refined the tone of Halifax society; whilst the large sums of money annually expended here by the British Government had materially enriched and extended the business of the place."<sup>1</sup>

Another side of the picture was the large number of taverns catering to the appetites of the soldiers and sailors, the drunkenness on the streets, and the brothels concentrated on Barrack and Albemarle streets.<sup>2</sup>

The troops stationed here are absolutely useless either to us or to the mother country; this is bad enough, but still worse, they are in nearly every way a positive injury to our city and our citizens. Of the moral injury done by them it is not necessary to say much. Let any one look for the lowest dram-shops, the most disreputable houses in the city and he will find them in the vicinity of the different barracks. There are streets in this city that no man retaining his self-respect would enter at night, yet they are always thronged with soldiers.<sup>3</sup>

Thus many condemned Halifax to be like other garrison towns, a school of idleness and immorality. When an English lady, Mrs. Elizabeth Hunt-Morgan, came to Halifax in 1874 to do mission work among the soldiers and sailors she had great difficulty in renting a house for a "Soldiers' and Sailors' Home". The landlords were cordial until they discovered her purpose, they were still willing to contribute money to

1. RECORDER Dec. 30, 1870 p. 2 editorial.

2. *Idem.*, May 13, 1870 p. 2 editorial.

3. *Idem.*, Feb. 4, editorial.

further her religious work, but they refused to rent their houses. The prevailing attitude was that "it always injures a property for soldiers to be seen on it."<sup>1</sup> Finally Mrs. Morgan secured a house at 35 North Park Street where the home opened on December 21, 1874 with reading and coffee rooms.

Sometimes soldiers caused much damage to property owned by civilians. An outstanding instance of this occurred about ten o'clock on Friday evening, August 27th., 1880 when the crash of breaking glass attracted passersbys on Hollis Street. Two soldiers of the 97th. Regiment named Samuel White and Richard Foster had taken off their belts and twisting them with the buckles out began breaking the plate glass windows in the shops on the block between Sackville and Prince streets. Panes of glass were smashed in the offices of Farquhar, Forrest & Co., and W. L. Lowell & Co., both brokers, and in the stores of Godkin, merchant tailor, Freeman Elliott's Gentlemen's Furnishing shop, and W. G. Ross, jeweller. The large pane of glass in M. F. Eager's Drug Store which was valued at two hundred dollars was broken. Mr. Eager who was in his store sallied out with a stick to defend his property. A policeman arriving simultaneously the soldiers were arrested without resistance, although when first interfered with by a doctor one of them had attacked and struck at him with his belt. In a few minutes fifteen hundred dollars worth of glass had been destroyed.<sup>2</sup> It was later revealed that the soldiers were "defaulters" confined to barracks, who had slipped out when the corporal of the guard was busy at the gate of Citadel Hill,<sup>3</sup> and that this was a desperate attempt to obtain dismissal from the regiment.<sup>4</sup>

The people in Halifax were furious at this "Hollis Street Outrage", the more so as there had been considerable trouble with other men belonging to the 97th. on account of drunkenness, stealing, and fighting in town. "The outrage is one of the most villainous that has occurred in Halifax for a long time" stated the *Morning Herald*, "and the loss to the parties whose windows have been broken suggests the enquiry 'Who is to pay for it?' We certainly think that, under the circumstances, the military authorities should make the damage good, for they are undoubtedly to blame for allowing such desperadoes to go out at large on our streets."<sup>5</sup>

1. pp. 20-1, 62 Mrs. Hunt-Morgan-Cutlass and Bayonet or the Story of the "Soldiers' & Sailors' Home" at Halifax, N. S. Christian Messenger Office, Halifax, N. S. 1875.

2. HERALD August 28, 1880 p. 3 col. 2

3. *Idem.*, Aug. 31, p. 3 col. 1.

4. RECORDER Aug. 28, 1880 p. 2 col. 2

5. Aug. 28, 1880 p. 3 col. 2.

Both Foster and White pleaded guilty before Magistrate Henry Pryor. Although they offered drunkenness for their defence they were committed for trial to the Supreme Court.<sup>1</sup> There they pleaded guilty to four charges of malicious injury and were sentenced by Chief Justice Sir William Young to the Penitentiary for a term of eight years.<sup>2</sup> Another soldier of the 97th. Regiment, Henry Mayhew, was sentenced at court martial to ninety six weeks hard labor for breaking glass in the Waverley House. This meant the prisoner was confined at Melville Island and each day had four hours "shot exercise",<sup>3</sup> four hours of "heavy pack drill", and four or six hours picking oakum. Mayhew was also fined £1 sterling and ordered to pay fifty dollars to replace the glass broken in the porch, this sum being stopped from his pay at the rate of one penny per day.<sup>4</sup> Such sentences should have appeased the wrath of property owners in Halifax.

The editor of the *Acadian Recorder* insisted that although the large sums of money spent by the British Government benefited the merchants of Halifax yet on the whole the city had been more injured than helped by being a garrison town. One evil to which he referred was that the polish of good society and the expensive habits of the officers, most of whom had the independent fortune to support their tastes, were rapidly acquired by members of Halifax society who could not afford such luxuries and ruined themselves by trying to live beyond their means.<sup>5</sup> He declared that though the officers were gentlemen they were "drones living on the labors of others" and showed "the luxury of having 'nothing to do' in such attractive colors that the minds of our youth become so warped that they cannot appreciate the dignity of labor."<sup>6</sup>

Another evil, which frequently aroused the ire of the press, was the large amount of property owned in Halifax by the Imperial authorities, all of which was tax free. For instance, "half the water frontage of the city, its whole proper centre from Chapel Hill to Brehem's Lane" belonged to Her Majesty for the Ordnance, Dockyard and Hospital.<sup>7</sup> The property owned by the British Government in the centre of town was characterized as a "cankermouth eating literally at the heart of the city.

1. *Idem.*, Sept. 1, p 3 col. 1.

2. PANS LEGAL PAPERS: "Supreme Court Criminal Book 1860-1888" Oct. 11, & 16, 1880.

3. "Shot exercise" was lifting a 12 lb. shot off a stool and carrying it 35 yards and replacing it on the stool, and then lifting it again.

4. HERALD October 16, 1880 p. 1 col. 8; Oct. 11, p. 3 col. 2.

5. RECORDER Dec. 30, 1870 editorial.

6. *Idem.*, Feb. 4, p. 2.

7. *Idem.*, Dec. 30.



Take Sackville street, within a stone's throw of the city's centre, and we have an eighth of a square mile of government property, and joining directly northwards with another section of half a mile on the western side of Barrack street,<sup>1</sup> extending in depth nearly the same area."<sup>2</sup> Of what use was it to extend the city and open new streets when all who lived beyond a quarter of a mile from its centre had to pass by dreary unimproved acres of ground and miles of stone and wooden fences owned by the military?

The greatest evil of all was that Halifax business men had become accustomed to living on Imperial contracts and had lost the ability to strike out in a self-reliant and enterprising way into a business independent of Imperial money.<sup>3</sup> This attitude of merely sitting still and raking in money from the Imperial treasury seems to have prevailed in Halifax business circles and probably contributed to the failure of Halifax merchants to meet the competition of Upper Canadian industry after Confederation. "Unfortunately for Halifax, in years gone by, our seniors accumulated their fortune sitting in their offices and dictating to trembling customers the quantity of merchandise they might purchase,"<sup>4</sup> stated "Skribler". Although this method of doing business disappeared after Confederation one citizen who styled himself "Non-Mercator" admitted "It is true we do not help ourselves in Halifax; we are ever ready to place the blame for our failure in growth and commercial development upon other shoulders."<sup>5</sup>

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1. Not until 1872 was Barrack St., from Buckingham to Sackville St., renamed Brunswick street and an unsuccessful attempt made to extend it south through Imperial property to Spring Garden Road.

2. RECORDER Feb. 2, 1870 p. 2 col. 2-3.

3. *Idem.*, Dec. 30 editorial.

4. *Idem.*, Dec. 13, 1882 p. 2 col. 3.

5. *Idem.*, Dec. 15, p. 2 col. 2.

## CHAPTER III

**Business in Halifax**

In the nineteenth century Halifax was a commercial centre depending more upon the profits of shipping, the purchases of the Army and Navy, and upon government business resulting from its position as capital of the Province than upon industries. In the 1860's and 1870's Halifax harbour resembled a forest of spars with hundreds of vessels from all over the world floating on its surface. Although steam ships carried passengers and mails Nova Scotia was still in the age of wooden ships and iron men. Indeed, it has been estimated that there was more than a ton of shipping owned in Nova Scotia for each man, woman and child in the province.<sup>1</sup> Shipbuilding was a great and flourishing industry with large quantities of supplies needed for constructing vessels and outfitting them being purchased from firms in Halifax.

At the time of Confederation the railway ran only to Windsor and Pictou, and not until 1876 was the Intercolonial completed giving Halifax direct rail communication with all the major cities on the continent. Large areas of Nova Scotia and New Brunswick continued to be isolated and were dependent on sailing vessels to carry their produce to market and to bring back supplies. Freight to inland districts had to be done with wagons drawn by horses or oxen over rough roads. Fishwick's Express, which had been started in 1856 by F. W. Fishwick, an energetic young Englishman, transported goods to all parts of the Maritimes and Quebec. He used coastal ships such as the *M. A. Starr* or the railroad and then forwarded goods to their destination by heavy wagons. Once when a ship from England was unable to reach Newcastle, N. B. because of ice in the Gulf, fifty tons of her cargo were expressed overland by Fishwick to Newcastle via Truro and the forests of New Brunswick.

The wharves along Halifax harbor were piled high with sugar, molasses, rum and fruit from the West Indies; manufactured articles of all kinds from England; fish, lumber, coal and agricultural produce from Cape Breton, Prince Edward Island and New Brunswick. Water Street in the 1870ies was much busier than it is today for there were fourteen firms in the West India trade alone each having their own sailing vessels and employing many men. Along the unpaved street, often

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1. p. 77 *Halifax and Its Business* Published by G. A. White, Halifax: N. S. Printing Co. 1876.

2. *Idem.*, p. 43.

in mud up to the hubs of the wheels, might have been seen "rick-a-dicks",<sup>1</sup> loaded with barrels of flour and fish, boxcars filled with oranges and coconuts, potatoes from the Island, and wicker chairs and tables and bird cages from Madeira to be sold at auction.<sup>2</sup>

This West India trade was largely dependent on the demand for salt fish from Nova Scotia and return cargoes of sugar which were transhipped to Montreal. Lumber and potatoes and other vegetables were sometimes shipped to the West Indies and molasses, coffee, rum, salt and fruit were brought back to Halifax. In 1876 the four most prominent West India firms were Robert Boak and Son who employed three swift brigantines, Bremner and Hart, John Taylor and Company, and Augustus W. West who used eight vessels for his trade. John Taylor and Company employed five brigs to export dried and pickled fish to the West Indies and imported sugar, molasses, coffee, salt and fruit.<sup>3</sup> Pickford and Black were ship chandlers in 1876, and R. B. Mackintosh was the only wholesale sugar merchant. The depression of the 1870ies and the closing of all sugar refineries in Canada dealt a severe blow to the West India trade and diverted sugar supplies to New York and Boston because of the American bounty on sugar.<sup>4</sup> Not until the 1890ies did the Hon. W. A. Black and others make strenuous efforts to increase the West India trade with Canada and incidentally obtain outward freight of flour and manufactured goods for the Pickford and Black steamships from Halifax and St. John.<sup>5</sup> Robert Pickford and W. A. Black, ship chandlers, had entered the West India trade in 1888, and in 1889 had one shipping and trading service to Cuba and Jamaica, and another to Bermuda, British West Indies and Demerara which for forty years was to be the most important West Indies trading and shipping agency in Halifax.<sup>6</sup>

Until 1865 Halifax had been the importing centre from which Prince Edward Island, Newfoundland, New Brunswick, and the Bermudas drew large amounts of supplies. By 1870 the merchants in most of the small towns throughout the Maritimes were importing directly from Europe, the States and the West Indies and Ontario, confining the

1. A long truck wagon with shafts at one end and wheels in the centre.

2. *The Commercial News* (Halifax Board of Trade) Nov. 1934 p. 1 col. 1.

3. pp. 161-165 *Halifax and Its Business*.

4. From 1879 to 1884 several hundred men were employed each winter unloading raw sugar from vessels and loading it in railway cars at Richmond for shipment to Moncton and Montreal. From Nov. 9, 1883 to April 22, 1884 35 vessels discharged 26,021,005 pounds of sugar at Richmond, 22 of these from Brazil. *HERALD* May 16, 1884 p. 1 col. 6.

5. p. 21 *MARITIME MERCHANT* Sept. 13, 1934 Vol. XLIII No. 6.

6. pp. 36-38 *Port and Province* October 1935.



transactions of the mercantile houses of Halifax to the city.<sup>1</sup> This trend became more pronounced as the century advanced.

The failures among dry goods firms in Halifax in the 1870ies and 1880ies and the general stagnation in the trade was due to this tendency of country storekeepers to import directly from England and not from wholesalers in Halifax, and also to competition from "Upper Canada". The Halifax dry goods merchants had bought large stocks from "drummers" from Ontario on the understanding that their customers in other parts of the Province should not be "drummed", but the salesmen had sold in small lots to country merchants at the same price they had given to wholesalers in Halifax.<sup>2</sup>

Some dry goods firms in Halifax were both wholesalers and retailers such as W. & C. Silver, Smith Brothers, Peter Grant & Company, and S. Howard and Son, the first firm in the Maritimes to employ commercial travellers. Anderson, Billing & Co., Duffus & Co., W. Murdoch, T. & E. Kenny, who also had a branch in London, and Doull & Miller, became wholesalers exclusively. All these firms imported large amounts of goods from England each spring and fall. In 1899 there were six wholesale dry goods houses in the city, one of which was the oldest in Canada. This was Kenny & Company which had been established in 1827 as T. & E. Kenny. The other firms were Smith Bros., J. & M. Murphy, W. C. Silver, A. B. Boak & Co., and Wellner, Moore and Partridge. The firm of Burns and Murray had ceased business recently when Mr. Burns had retired because of failing health, after making a fortune in the wholesale dry goods trade. These Halifax jobbing houses were withstanding "Upper Canadian" competition by having salesmen on the road, by selling in small shipments, by encouraging cash payments, and by being careful not to allow the country merchant to overstock.<sup>3</sup>

Besides importing from England some dry goods firms had their own manufacturing establishments. Doull & Miller employed one hundred and forty in their clothing factory on Hollis Street and T. & E. Kenny twenty-five hands in their factory on Granville Street in 1876. Clayton & Sons had begun in 1869 on a very small scale as tailors, and not until the 1890ies did this firm become one of the city's leading industries with the familiar red brick offices, salesrooms, factory and

1. *Recorder* August 16, 1870 p. 2 col. 4.

2. pp. 122-125 *Halifax and Its Business*.

3. p. 39 "Halifax as a Dry Goods Centre" *Industrial Advocate* Halifax Canada Oct. 1899 Special Supplement.

warehouses occupying a block at the corner of Jacob and Barrington streets where a staff of three or four hundred was engaged in the manufacture of clothing which was sold throughout Canada.<sup>1</sup> In 1899 Clayton's was the best equipped clothing factory in Canada and the largest in the Dominion to be assembled under one roof.<sup>2</sup>

By 1880 the custom of importing heavy stocks from Britain and elsewhere twice a year, each spring and autumn, had been well nigh abandoned, for the facilities for ordering by telegraph and importing by steamship and railroad made it no longer necessary for merchants to keep heavy stocks on hand. Many goods formerly imported from abroad were manufactured in the Dominion and were obtained in small quantities when required. Cargoes of West India goods which were formerly stored in warehouses in Halifax merely passed through the city on their way to Montreal or the States. This meant further losses to Halifax as a wholesale centre for the Maritimes, and the small quantities of stock on hand caused a marked decrease in the value of city assessments, contributing to the financial difficulties of the civic government.<sup>3</sup> From 1875 to 1880 there was a decline of nearly five and a half million dollars in the total amount of property assessed which amounted to only \$14,468,520 in 1880. This caused city tax rates to increase sharply from \$1.03 in 1872-73 on an assessment of a little over eighteen millions to \$1.45 in 1890 on less than twenty two millions, then thought to be "a very heavy tax." City taxes were considered so high by tax payers in the 1890ies that it was believed that high taxes had an adverse effect upon business and made Halifax "a dear place to live in."<sup>4</sup>

Halifax gradually lost its commercial pre-eminence and much of its large shipping trade in the 1870ies and 1880ies because of the extension of railways, the end of the age of sail, pressure of competition from industries and ports in Quebec and Ontario, and because of the lack of initiative among many of her merchants. In 1873 the editor of the *Acadian Recorder* refused to believe that the world wide depression then prevailing was to blame for the "hard times" in the city and declared that merchants in Halifax had failed to make an opportunity of Confederation to send agents and commercial travellers to New Brunswick,

1. *Recorder* May 25, 1897 p. 3 col. 2; June 22, p. 3 col. 2; pp. 48-9 "The City of Halifax", Halifax, N. S. 1909 I. J. Isaacs compiler.
2. pp. 50-1 "Clayton & Sons' Model Establishment" *Industrial Advocate* Oct. 1899 supplement.
3. p. 13 *Annual Report*. . . City of Halifax 1879-80.
4. *Chronicle* March 21, 1891 p. 2 editorial.

Quebec and Ontario to obtain more customers for their imports and manufactures. Instead they had allowed enterprising firms from the rest of Canada to capture most of the trade of Nova Scotia.

It would almost seem as if the merchants of this city expected people to come and *toady* to them in order to get the goods they wish to sell. . . . Halifax ought to be *the* emporium of this Dominion for the West Indian, South American and Mediterranean trade. We fear that the majority of our merchants more than half incline to think that it really is so;—that it has an eternal monopoly of this trade. . . . As a general rule, they have not been trying to drive their business, as people in the other Provinces are doing, and as the Confederation Act certainly has provided a field for all in Canada to do. They sit down in their counting houses at ease, waiting for customers to come and look *them* up. That is not the style of business which succeeds these times, either in Nova Scotia or anywhere else. If—say a Toronto—dealer wants West India produce and has to go abroad to rummage for it, all the difference he can see between going to Halifax and going to the West Indies, is that he may gain a little by dealing with the West Indies direct.<sup>1</sup>

A striking example of this slowness of many Halifax merchants to adapt themselves to changing methods to meet competition was that in 1875 the wholesale grocery firm of Bauld, Gibson and Company had no commercial travellers. The senior partners absolutely refused to make such an innovation although they were rapidly losing their "loyal customers" whose profitable accounts were being picked off by salesmen from other firms. They were positively horrified to think that the firm should send salesmen to ask any of its customers to buy from them. Finally Henry G. Bauld, the junior partner, obtained permission to visit the retailers who regularly came to Halifax twice a year. On the first trip these country merchants bought spring and summer supplies and on the second trip fall and winter goods, on terms of four months with interest at seven percent if not settled when due. Many of these staples were shipped by small coasting vessels to ports remote from the railway. These retailers usually forwarded to their wholesaler in Halifax the fish, butter, hides, furs, and other produce they received in exchange for selling their merchandize to the farmers and fishermen, which was sold and credited to them. Accounts were settled twice a year, and there was never any dunning. Mr. Bauld proved to be so successful in increasing orders that he soon persuaded his partners to engage regular travellers.<sup>2</sup>

There was a variety of currency in circulation in Halifax. Several hundred different kinds of money were afloat in the community when

1. *Recorder* Oct. 8, 1873 p. 2 editorial.

2. pp. 17, 42, 44-5 *Maritime Merchant* April 25, 1935 recollections of Henry G. Bauld.



the Dominion Currency Act for the assimilation of the provincial currencies into a common one for all Canada was enforced in 1871.

Each of the Banks has notes of several denominations in circulation, and the Dominion has 25c., 50., \$1.00, \$2.00, and all numbers of dollar bills flooding the community. Then in coin we have Dimes, half-Dimes, English 3d., 4d., 6d., 1s., 2s., and 2s6d., and Canadian 5c., 10c., 20c., 25c., and 50c., pieces,—all these are in regular circulation.<sup>1</sup>

There was some resentment at the substitution of Canadian currency for Nova Scotian currency at the rate of seventy-three cents for seventy-five cents as the following incident illustrates:

The winners of the \$5 prizes during the competition (at the Bedford Rifle Range) were paid on the spot. One of the country volunteers who had been a successful competitor to the extent of a V, asked the question as to whether the money was to be paid in Nova Scotian or Canadian currency, when Colonel Laurie, who was sitting by, playfully remarked that the Anti-confederates were to receive the old, and the Confeds the new coin. "Well, look here, Colonel", said the man, "it would take more than all the money in the d--d Dominion treasury to turn me a Confederate—give me the old money!" A reply which was of course unexpected, but appropriate to the occasion. The incident created some amusement.<sup>2</sup>

In 1882 Haligonians were trying to make "our good old city the grain outlet for the Dominion" and the Winter Port of Canada. They were protesting against the high freight rates to Halifax and complaining that the fortnightly steamship service was so slow and expensive that it was far quicker and cheaper to ship goods for Halifax to Boston and Quebec and tranship to Nova Scotia by rail. "Skribler" blamed the lethargy of the citizens of Halifax and the political differences among them for making them submit quietly to excessive freight rates when the wealth of the city and of the province had been derived from shipping profits, and for allowing St. John to build a steamship line to transport the freight of the Annapolis Valley via the Windsor and Annapolis Railway when Halifax capitalists could have started a steamship line of their own.<sup>3</sup> "Gladius" also censured the want of enterprise and the lack of self-reliance among the inhabitants and declared that the plans for making Halifax into the Winter Port of the Dominion, erecting a Graving Dock, and establishing direct steam communication with Great Britain would result only in a lot of talk and public meetings which accomplished nothing. He said that it

1. *Recorder* July 15, 1871 p. 2 col. 5; extracts from Dominion Currency Act in July 13, p. 3 col. 2; July 31, p. 2 col. 6.

2. *Idem.*, July 15, p. 2 col. 5.

3. "Skribler" *Idem.*, Dec. 13, 1882 p. 2 col. 3; "Non-Mercator" Dec. 15, p. 2 col. 2.

is undeniable that we have one of the finest harbors in the world—a situation unsurpassed in America for healthy physical development; the nearest port on the American seaboard to the English markets, and money by the million. . . . Yet with all these favorable adjuncts, we are practically a dead city, however uncongenial it may sound in the ears of our citizens. We have no other shoulders but our own upon which to fasten the results of our false economy. . . . The atmosphere is so pregnant with fogginess that it causes financial depression all around us.<sup>1</sup>

He advised hard work and Yankee ingenuity to accomplish these projects.

This pessimistic attitude prevailed while the depression of the 1880ies lasted. The port facilities were steadily improved. In May 1887 work was begun by the Halifax Graving Dock Company hewing and blasting the graving dock from the solid granite near the foot of Young Street. This Dry Dock was opened on September 20, 1889. That Friday evening hundreds of Haligonians journeyed to the North End to see H.M.S. *Canada* looking like a small steamer in the great basin of the dock. Under the brilliance of the electric lights the crowd watched the green water receding until the bilge keels and the bottom of the ship emerged, and the dock was pumped completely dry.<sup>2</sup> This Dry Dock was capable of receiving the largest ships in the Canadian trade, and for some time it was the largest Dry Dock on the Atlantic seaboard of North America. It was used chiefly for repairs and accommodated such ships as the British flagship *Blake*, the French liner *La Champagne*, and the big battleship *Indiana* of the American Navy. The President of the Company, S. M. Brookfield, had hoped to construct steel ships.<sup>3</sup>

A Grain Elevator had been built in 1882 at the foot of Cornwallis Street on Water Street by the Dominion Government at a cost of \$100,000. The contractors, Mackintosh and McInnes, used 700,000 feet of lumber for the towering wooden structure. It was destroyed by fire in 1895, and rebuilt in 1898-1899 by M. E. Keefe on the west side of Upper Water Street with modern equipment and a capacity of 600,000 bushels.<sup>4</sup> In the winter of 1891-2 a large quantity of grain was shipped via Halifax by the Donaldson line but the vexatious delays in the railway transportation over the I. C. R. caused the abandonment of the shipments, which continued to be exported through Portland.<sup>5</sup>

1. *Idem.*, Dec. 21, p. 2 col. 3-4.

2. *Recorder* Sept. 21, 1889 p. 3 col. 4.

3. p. 11 *Port and Province* March 1937; p. 31, Sept. 1937; *Chronicle* March 2, 1899 p. 1 col. 3-4 *Herald* July 27, 1897 p. 6 col. 5; *Statutes of N. S.* 1886 cap. 121, 122; 1889 cap. 72—City Council given power to grant \$5,500 annually for 20 years to the Dry Dock. Dimensions of Dry Dock were 600 feet by 89½ feet with depth of water on sills of 30 feet.

4. *Recorder* Feb. 27, 1895 p. 3 col. 4-6; *Chronicle* March 3, 1899 p. 3 col. 5; *Carre-Pictures of the City of Halifax*; notes by H. Piers on p. 22 of Hopkins' *Atlas of Halifax*.

5. *Chronicle* March 3, 1899 p. 3—statement by Dr. Benjamin Russell, M.P.

The railway track continued southward past the North Street Station along Upper Water Street to the Deep Water Terminus of the Intercolonial Railway which had been built by the Dominion Government. Work on the Terminus had commenced in June 1877, and had been completed by contractor James G. Kennedy in February 1880 after an expenditure of \$174,000.<sup>1</sup> In the next two decades the piers and docks were repaired and enlarged until the wharves stretched along Upper Water Street south of the Dockyard between Gerrish and Cornwallis Streets, having cost over half a million dollars.<sup>2</sup> Twelve ocean steamers could load simultaneously in 1899 at the Deep Water Terminus which had excellent facilities for shipping goods arriving on the Intercolonial.<sup>3</sup> The stevedores of Halifax excelled in quick and safe loading which enhanced the advantages of Halifax as a port.<sup>4</sup>

Through the Deep Water Terminals came thousands of immigrants in the 1880ies and 1890ies on their way to "Upper Canada" and the far west. Those that attracted the most attention were the Doukhobors who arrived in January 1899 on board the *Lake Huron*. "Singing psalms of thanksgiving to Almighty God, over two thousand souls freed from Russian tyranny and oppression sailed into Halifax harbor and under the folds of the British flag" commented the *Morning Chronicle*.<sup>5</sup> Haligonians crowded around to see the Doukhobors and were impressed by their healthy appearance and by their picturesque costumes for "the men and boys wore goat skin coats and caps, while the women wore skirts of bright red or blue, heavy black jackets and colored shawls as head dress." The Doukhobors were warmly welcomed, and in his speech J. T. Bulmer praised them for their brave stand in refusing to bear arms and for becoming exiles from their native land for the sake of principles. In 1899 the West was still sparsely populated, every effort was being made by the Dominion Government to encourage immigration regardless of race and creed, and it was not realized that the qualities which made the Doukhobors persecuted in Russia would make them unpopular in Canada.

In the 1890ies optimism returned with better business conditions. The amount of freight handled by the Intercolonial at Halifax doubled, and in the last six months of 1898 about 1,600 carloads of such articles as deals, pulp, shooks, eggs, butter, flour, bacon, cheese, grain, leather

1. p. 237 *Dominion Annual Register* for 1880-81 Montreal: John Lovell & Son 1882.

2. Notes by Harry Piers in Hopkins' *Atlas of Halifax*.

3. p. 98 *Halifax Hotel Guide* 1890.

4. *Chronicle* March 3, 1899 p. 3.

5. *Idem.*, January 21, 1899 p. 1.



and canned goods were shipped to Great Britain. Four hundred and twenty-one cars of flour, corn, pork, hay, fish, potatoes and shingles were shipped to the West Indies and five thousand tons of pulp and ten thousand standard of deals for Britain brought into the Deep Water Terminus by coasting schooners.<sup>1</sup> All Haligonians were proud of this record. For the year ending June 30th., 1898 there were 934 vessels inward bound into Halifax Harbor carrying 629,416 tons, and 1,005 vessels outward bound carrying 610,162 tons.<sup>2</sup>

During the month of January 1899 forty-one ocean steamers arrived in Halifax from transatlantic and West Indian ports. This figure did not include the cable steamers, the Plant Line, or the Dominion Coal Company's fleet of carriers from Louisburg. In 1899 the Furness-Withy Company, Dominion Line, Allan Line, Manchester, Beaver, and Hamburg-American Lines offered ample connections with European ports.<sup>3</sup> The Furness-Withy Company maintained the largest fleet running from Halifax and transported large cargoes of lobsters, deals, coal, flour, spirits, and three-quarters of a million dollars worth of apples to London and Liverpool. In the autumn of 1898 every Liverpool steamer of the Furness line carried eight thousand barrels of apples in her hold.<sup>4</sup> The Red Cross Line ran from New York to Newfoundland via Halifax, and the Plant Line from Halifax to Boston. The Pickford and Black fleet ran to Bermuda, Havana, and Jamaica, carrying large quantities of fish, potatoes, flour and farm produce to the West Indies, and bringing in return pimento, ginger, coffee, bitterwood, logwood and rum.<sup>5</sup>

With a revival of export trade in Canada in 1898, and a boom in the whole Dominion, with the Board of Trade of Halifax making vigorous efforts to secure part of this western freight, with Halifax's great shipping facilities, favorable freight rates, the fine Dry Dock, modern Grain Elevator and railway terminals it was confidently expected that Halifax would at last fulfill its destiny as "The National Port."

All that Halifax claims is a fair share of the export trade, and when the difficulties of railway transportation are removed and the policy of Canadian trade for Canadian ports is consummated, Halifax, as the Atlantic terminus of the national highway, must necessarily be the outlet for an enormous traffic from the wheat fields and manufacturing centres of Canada to the markets of the Old World.<sup>6</sup>

1. *Idem.*, January 18, 1899 p. 1 col. 5-6; Jan. 10, p. 1 col. 3.

2. p. 8 *Industrial Advocate* Oct. 1899.

3. *Chronicle* March 3, 1899 p. 3 col. 3.

4. p. 55 *Industrial Advocate* Oct. 1899 Special Supplement.

5. p. 16, 48 *Halifax, The Capital of N. S. Canada* 1909 I. J. Isaacs, compiler.

6. *Chronicle* March 3, 1899 p. 3 col. 6.

The importance of commerce did not mean that the inhabitants of Halifax relied solely upon commerce and shipping for earning a living. There were numerous factories in Halifax from 1867 to 1900 producing furniture, pianos, clothing, boots and shoes, hats and caps, rope, gunpowder, paper, skates, railway scabbards and ties, spikes, nails, tools, paint, steam engines and machinery, tobacco, biscuits, wooden ware, brooms, brushes, soap and candles.<sup>1</sup>

Gordon & Keith and A. Stephen and Sons, later the Nova Scotia Furnishing Company, produced furniture and wooden ware of excellent quality. Pianos were made by Brockley and Company and by Williams and Leverman. Thomas and Alfred Brockley had been trained in London with Messrs. Broadwood and had been making pianos in Halifax since 1858, importing the keys and action from Chickering's and Steinway's. In 1870 Brockley's had sold a splendid seven octave piano with Italian walnut woodwork to Dr. W. N. Wickwire for \$360.<sup>2</sup> William Leverman had learned his trade from H. & J. Philips who had come to Halifax from Hamburg with pianos to sell and who had started their manufacture in the Province, Sir John Harvey purchasing the first piano ever made in Nova Scotia. Both firms specialized in the popular cottage or upright pianos.

Large and productive boot and shoe factories were operated by Robert Taylor and by George S. Yates & Company. Until Confederation most of the boots and shoes used in Nova Scotia had been imported from the United States and England. In 1868 Robert Taylor had commenced making boots and shoes in his shop on Granville Street hiring forty shoemakers to do the work by hand. This was the first shoe factory in the Province and at first used little machinery. In 1871 Mr. Taylor was able to move to his large substantial four story brick factory on Brunswick Street at the corner of Duke Street where he employed over one hundred and forty people to operate machinery to manufacture three thousand pairs of shoes a week in two hundred and thirty styles for sale in the Maritimes, Newfoundland, and St. Pierre.<sup>3</sup> In March 1880 this Company established a Benefit Association to care for sick members with eighty-six members who contributed three or five cents weekly according to wage scales. When the members were ill they were paid \$1.50 or \$3.00 weekly for eight weeks, and half the amount for five weeks longer.<sup>4</sup> Most of the men employed in the fac-

1. pp. 77-105, 150-168 *Halifax and Its Business*.

2. *Recorder* Sept. 19, 1870 p. 2 col. 5.

3. pp. 82-3 *Halifax and Its Business*; p. 38 *Industrial Advocate* Oct. 1899 Supplement.

4. *Recorder* Dec. 27, 1882 p. 3 col. 2.

tory in 1882 earned \$2.00 or \$4.00 per week. By 1890 the Shoe Factory of Robert Taylor and Company had been extended from Brunswick Street to Albemarle with light airy rooms and machinery costing \$16,000 in a brick structure five stories high with 28,000 feet of floor space. The property was valued at \$70,000, and the new building had been constructed by Samuel Marshall. Over one hundred and eighty hands, fifty of them women, were employed in producing four thousand five hundred pairs of boots and shoes a week.<sup>1</sup>

George S. Yates began the Nova Scotia Boot and Shoe Factory in a fine four story brick building on Upper Water Street. There one hundred and twenty-five operatives were employed in producing one hundred and sixty styles. Most of the goods made in this factory were sold in Mr. Yates' retail shop on George Street, but were also offered for sale in Bermuda and the West Indies.<sup>2</sup>

For a few years the Nova Scotia Iron Works at Freshwater gave employment to over one hundred men. There were several foundries, and steam and gas fitting establishments such as Macdonald & Company, Watson & Myers, and J. E. Wilson, and Hillis and Son who also manufactured stoves, providing work for seventy or eighty in the factory at Richmond. James Dempster's planing mill and sash factory at the North End furnished steady employment for over thirty men, and supplied the wood for Robert Taylor's Trunk factory on the Lockman Street Extension which had been established in 1871. There were brush making factories and also match factories, mills operated by S. A. White and Company for grinding wheat, corn and salt, and by R. J. Matheson at Mill Cove, Dartmouth, and Gunn & Company's milling business at Richmond.<sup>3</sup> Then there were four breweries that produced ale and porter for home and abroad, the best known being the "Nova Scotia Brewery" long associated with the name of Alexander Keith, and "The Army and Navy Brewery" which had been started by John Oland who came from England about 1866. There were tobacco factories in the city such as the extensive Mayflower Tobacco Works on Cornwallis Street and the Nova Scotia Tobacco Works on Maitland Street where John Campbell employed fifty workers.<sup>4</sup> In 1868 the tobacco factories

1. *Idem.*, Feb. 26, 1890 p. 2 col. 4; Halifax Boot and Shoe Manufacturing Co., Ltd. was incorporated in 1887. *Statutes of N. S.* 1887 cap. 111. This building is now used by J. & M. Murphy to manufacture clothing.

2. pp. 81-2 *Halifax and Its Business.*

3. *Halifax and Its Business passim.*; *Chronicle* Feb. 1, 1899 p. 1; pp. 18, 25, 42 *Industrial Advocate* Oct. 1899. Messrs. Cunningham & Curren succeeded S. A. White in 1882. In 1899 their mill was situated in stone building at head of new Furness Wharf, employed 30 hands to handle 250,000 barrels of breadstuffs a year, of which they manufactured about 80,000 barrels.

4. *Recorder* Feb. 24, 1872 p. 2 col. 5.



at Halifax produced about 543,000 pounds. Besides selling importations from Europe such skilled craftsmen as Julius Cornelius, J. B. Bennett, Robert H. Cogswell and M. S. Brown made their own jewellery, silver and watches. The firm of M. S. Brown finally amalgamated with Henry Birks and Sons in 1919.<sup>1</sup>

An industry which has lost its importance with the departure of the horse and buggy days is carriage manufacture. This trade was first established and developed in Halifax in 1859 by J. M. DeWolfe who made it independent of foreign importations. About 1870 DeWolfe's business had grown to such an extent that he removed to three large three-story frame buildings at the corner of Robie and West Streets, employing about thirty men in the manufacture of fifty different kinds of carriages such as phaetons, light buggies, T carts, Concord wagons, sleighs, barouches, broughams and landaus.<sup>2</sup> In 1882 M. E. Keefe completed a new three story brick building for DeWolfe's Carriage Factory measuring eighty by forty feet on West Street with a blacksmith's shop, engine room and workshops for planing and matching woods.<sup>3</sup>

At Dartmouth was the Starr Manufacturing Company established in 1864 to manufacture John Forbes' "Acme Skate" which gained a world wide reputation. Although in 1876 almost 100,000 pairs of skates were produced annually for sale in Canada, United States and Great Britain, the factory also manufactured hardware, nails, bolts, railroad spikes, railway tracks, iron roofing, shovels and bridges.<sup>4</sup>

The Dartmouth Ropeworks had been established in 1868 by William Stairs Son and Morrow, itself a hardware and ship chandlery firm which had been founded in 1810 by William Stairs, and having endured many vicissitudes and changing conditions is still doing business in Halifax.<sup>5</sup> In 1883 one hundred and twenty hands were employed at the Ropeworks and \$30,000 was paid in wages. The firm manufactured three hundred tons of reaper twine which was sold to Ontario merchants for the reaping machines to be used in the West, as well as making all other kinds of rope.<sup>6</sup> In 1899 the Ropeworks were operated by the Consumers' Cordage Company, limited, and had expanded to thirteen

1. p. 28 George, A. Robert—*The House of Birks*, a history of Henry Birks and Sons, Montreal, 1946

2. pp. 89-90 *Halifax and Its Business*; "Catalogue of Carriages made by J. M. DeWolfe", illustrated. (In Akins' Library in PANS).

3. *Recorder* July 26, 1882 p. 3 col. 3.

4. pp. 101-2 *Halifax and Its Business*; pp. 52-3 *Industrial Advocate* Oct. 1899.

5. p. 99 *Halifax and Its Business*; "The House of Wm. Stairs Sons & Morrow Ltd. 1810-1935" by J. S. Scott reprinted from pp. 15-28 of *Port and Province* Oct. 1935.

6. *Herald* Jan. 1, 1884 p. 1 col. 3.

buildings rambling over ten acres of ground. Between two hundred and fifty and three hundred hands were employed at the Ropeworks who lived nearby in neat cottages surrounded by little patches of flower gardens. The factory was running night and day doing a large business in England selling cordage and binder twines, and manufacturing fine manila trawl twines for the fisheries in the North Sea.<sup>1</sup>

Another growing industry at Dartmouth was J. P. Mott's soap and spice works which provided employment for twenty five or thirty in the 1880ies.<sup>2</sup> In 1899 the numerous factories and storehouses occupied 31,500 square feet on the five acres of waterside property at Dartmouth Cove. There were ample shipping facilities by rail and water for the spices and chocolate products which were sold all over Canada. The firm had resident agents in Montreal, Toronto, Winnipeg, and Vancouver where large stocks were kept on hand. Several kinds of laundry, bath and toilet soaps were manufactured for sale in the Maritimes. The business had expanded rapidly after J. Walter Allison had joined the firm in 1876 and had travelled in the Maritimes, Quebec, Ontario and Western Canada to establish connections and markets.<sup>3</sup>

Franklin H. Baker, an American who was also proprietor and editor of the Halifax "Mayflower", a literary newspaper, operated eleven lobster canning factories in Nova Scotia in the 1870ies employing hundreds of fishermen and mechanics at Halifax, Sambro, Ship Harbor, St. Margaret's Bay, Turn's Bay, Lunenburg, L'Ardoise, Forchu, Liverpool and Port Mouton, and paying them in cash, not goods, contrary to the usual custom. This industry flourished because lobsters were then plentiful and cheap off the coast of Nova Scotia, and the value of such an industry

can scarcely be over-estimated to a Province like Nova Scotia from whose shores so many emigrate for want of just the employment this business supplies. To the country itself this utilizing of lobsters, which but so recently were useless from the little demand for them—and considered a nuisance by the fishermen in whose trawls and nets they became entangled, and which they often destroyed—is of immense benefit, circulating in remote districts the bills of the Halifax banks, and bringing into the country from abroad foreign gold.<sup>4</sup>

In 1898 in spite of a decline in the number of lobsters these crustaceans came to Halifax by rail and water from all parts of the Nova Scotian

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1. pp. 30-1 *Industrial Advocate* Oct 1899 Supplement.

2. *Herald op. cit.*; p. 36-7 *Industrial Advocate* Oct. 1899.

3. Since the death of Mr. J. P. Mott in 1890, Mr. Allison had been manager of the firm. p. 37 *Industrial Advocate* Oct. 1899.

4. 96 *Halifax and Its Business*; p. 75 McAlpine's *Halifax Directory* 1876-77.

shore, from New Brunswick, Prince Edward Island and Newfoundland to be shipped to the States, Great Britain, Europe and the West Indies. 162,223 cases,<sup>1</sup> valued at \$1,500,000, were shipped from Halifax in 1898. Great Britain was the largest customer taking 106,973 cases, and France was second with 33,382.<sup>2</sup>

In building new factories, in alterations to old ones, and in the construction of new houses as the city steadily expanded north and south many men found employment in the building trades. Wages for carpenters were often low because hard times forced bookkeepers, shoemakers, barbers and blacksmiths to work as carpenters. Many contractors preferred to hire "a botch" for one dollar a day rather than pay two dollars for a good workman. Even when building operations were particularly lively in the summer of 1877 with new houses at Richmond, Islesville, and on Almon and Agricola streets and on Quinpool Road, the highest wages for carpenters were \$1.25 to \$1.50 "a miserably small sum to offer a good house-carpenter for a day's work; and even at that rate fair to good workmen find it difficult to obtain employment." There were protests against the large number of laborers from other parts of the Province who came to Halifax to compete with Haligonians for work in the building trade and there were many complaints that

every spring the city is actually overrun by rural rosters, with limited knowledge, who work for almost nothing, and 'live on nothing and find themselves'; and who, after the summer is past, hie themselves back to their homes with the savings of the season—money that should be spent in the city among our tradesmen.<sup>3</sup>

In the North End, that part of the city lying north of Cornwallis Street, many buildings were erected in the decade between 1885 to 1895.<sup>4</sup> A number of fields were divided into building lots, where many of the purchasers built dwellings. These extra taxes helped to swell the city revenues. The large Woodill field lying between Windsor and Robie streets, south of North Street, was marked out into streets and lots sold, and in due time dwellings were erected on Willow Street extension, Charles Street extension and on North Street itself. Along Robie Street from Cunard Street to Kempt Road fine large costly residences were constructed while older dwellings were improved by new owners and a few stores erected. On Kempt Road and West Young Street half a dozen houses had been built near Henderson and Potts' Paint Factory.

1. A case of lobsters was a box containing 48 one pound cans.

2. p. 33 *Industrial Advocate* Oct. 1899 Supplement.

3. *Recorder* June 4, 1877 p. 2. col. 1-2.

4. *Evening Mail* Feb. 28, 1896 p. 1 and 8.



On Gottingen Street the number of imposing residences increased. The broad fields and gardens of the prosperous merchants who had lived in the North End in the early nineteenth century in their spacious residences on such estates as the Black Estate, Bel-Air, and Bloomfield, home of Hon. Hugh Bell,<sup>1</sup> had disappeared by 1896 to be replaced by rows of houses lining Belle-Aire Terrace, Ontario, Bloomfield, Bilby and Macara streets.

Farther north on East Young Street, Russell, Kaye, Union, Veith and other streets in the vicinity of Fort Needham some dwellings were erected and Alderman Mosher made valuable improvements to the Jennings property. On the Governor's Farm, the Glebe lands and Duffus Street on such streets as Roome, Kenny and Ross a number of buildings were put up and several others enlarged and improved. From 1891 to 1895 over forty dwellings were built in the district between West Young Street and Lady Hammond Road which included the Nicholson settlement and portions of the Veith and Walker estates. Longard road already ran through this district and Agricola Street was to be extended northward. This area was expanding rapidly in the 1890ies, although most of the houses were very plain and cost only six or seven hundred dollars, only about ten costing as much as \$1,800 which then constructed a comfortable dwelling.

In addition to the houses and stables the number of public buildings erected in the North End between 1880 and 1895 reveals the steady growth of this part of the city. The following structures were constructed viz.—Kaye Street Methodist Church; Church of Disciples, North St; St. Joseph's Temperance Hall, Gottingen St; St. Joseph's Glebe House, Russell St.; St. Patrick's Church and Glebe House, Brunswick St.; St. Patrick's High School for Girls, Brunswick St.; School for the Deaf and Dumb, Gottingen St.; McPherson & Company's Mammoth Store, Gottingen St.; Sugar Refinery, Campbell Road; Cotton Factory, Kempt Road; Dry Dock; Henderson & Potts' Paint Factory, Kempt Road; Iron Foundry on Kempt Road; Hayward's Brewery, Kempt Road.<sup>2</sup> Some of the buildings which were enlarged or improved were St. Mark's Church, Russell St.; Grove Church, Duffus St.; St. Joseph's Church, Gottingen St.; Charles Street Methodist Church; Tabernacle Church, Brunswick St.; Compton Avenue School House; Bloomfield School House; and Dempster's Mills on North George St., now Davidson Street.

1. The Bloomfield property ran from Gottingen Street through to Robie Street and from approximately the present Black Street north to Almon.

2. *Evening Mail* Feb. 28, 1896 p. 8—"North End Progress" by Patros.

There was a boom in the construction trade in 1895 and 1896 when more than sixty builders and contractors enjoyed great prosperity.<sup>1</sup> Over half a million dollars had been expended in 1895 in erecting one hundred and fifty buildings ranging in cost from \$1,200 to \$50,000, averaging \$4,000. The *Halifax Herald* reported that there were a larger number of buildings being constructed than at any time for forty years. Among the structures under construction in 1895 were the brick freight shed for the Intercolonial on Water Street, the brick Institute for the Deaf and Dumb on Gottingen St., Electric Tram Company's sheds at Moren's Wharf; McPherson & Freeman's warehouse on Gottingen St., an addition to the Sisters of Charity building on Brunswick St., and various residences on Morris St., Pleasant, Fenwick, Gottingen, Edward, Creighton, Robie, Brenton, Bloomfield, and Richmond Streets. In 1896 it was planned to enlarge the School for the Blind, J. A. Leaman was to build a large house at the corner of Pleasant and South St., and the demand for small houses to be sold for a low price or for cheap rental would cause the erection of at least one hundred houses.

There were many more industries in Halifax at the time of Confederation than today, but most of them were small and employed fewer than ten workers. Industries were far more local than in our present age of centralization. When scarcity of money made employers curtail production as in 1872, many laborers in the Province adopted the traditional solution of escaping "hard times" by emigrating to the United States. "The greater portion of these are young men and women" from the country who crowded the smaller hotels in Halifax waiting to take passage for Portland on the *Falmouth* reported the *Acadian Recorder* "who say they find it impossible to make a comfortable living at home and go to a foreign country in hopes of doing better."<sup>2</sup>

In the Gay Nineties the pendulum had swung, business was again flourishing in Halifax, and emigration had almost ceased. Although higher wages could be obtained in the States more money had to be spent there to live because of the higher cost of living. Wages were rising and the cost of living was dropping in Halifax.<sup>3</sup> Wages had increased slightly from 1873 to 1898. Workmen were getting more money for fewer hours than twenty-five years ago while living was cheaper. In 1898 the Halifax blacksmith was paid \$1.66 a day, carpenters \$1.68, machinists \$2.00, painters \$1.66, plumbers \$1.74 and bricklayers \$2.50

1. *Herald* Jan. 4, 1896 p. 9.

2. *Recorder* Oct. 8, 1872 p. 2 col. 6

3. *Mail* Jan. 31, 1948 p. 11 col. 1—"Occasional".

a day. The prices of goods had dropped from the 1873 levels with beef twelve cents a pound, coal five dollars a ton and cotton ten cents a yard. Barrels of flour which had cost nine dollars a barrel in 1872-3 were selling for \$4.37 in 1898. Beans had decreased from ten cents a quart to six and a half cents, lard from twelve cents to seven, coal from five fifty a ton to five dollars, while coffee, pork and rice remained unchanged at twenty-five cents a pound for coffee and nine cents a pound for pork.

Halifax was one of the wealthiest Canadian cities in the late nineteenth century. One hundred and thirty rich Haligonians owned property totalling \$12,400,000. in 1898. It was estimated that four men, William Roche, Michael Dwyer, Hon. W. J. Stairs and Senator David McKeen had fortunes of \$400,000 each; T. E. Kenny, \$350,000; Donald Keith, T. A. Ritchie, Jarius Hart, and F. D. Corbett \$250,000 each; and that eleven others had \$150,000 and at least twenty more \$100,000 each.<sup>1</sup> In those days of high interest rates when income taxes were unknown, the possession of \$100,000 meant an income of seven or eight thousand which would then provide a luxurious life, with a magnificent estate, fine horses, and the leisure and means for frequent voyages to England, the favorite holiday of many Haligonians.

A few firms from the nineteenth century have survived in Halifax to represent the hundreds that have disappeared. One of these is W. H. Schwartz & Son which was importing, grinding and packing spices as it does today. This company had been established in 1841, and gradually built up trade by the excellence of its products until the tariff of the National Policy enlarged the market for coffee in Canada. In 1880 additions had to be made to its premises and new machinery was purchased. A packing machine which had been imported from London was used for packing the coffee. This machine, the only one of its kind then in use in Canada, made square parcels in any size from two ounces to five pounds. In the mills on Brunswick Street directly opposite St. Patrick's Chapel were ground white and black pepper, African and Jamaica ginger, cinnamon, cloves, all spice, and many kinds of coffee—Jamaica, Java, Peaberry Java, Mocha, Rio, Lagura, Porto Rico and Sumatra.<sup>2</sup> Other firms still in existence today are Brandram-Henderson, Clayton and Sons, J. & M. Murphy, Hopgood & Sons, Kelly's Limited, John Tobin & Co., A. Hobrecker, Robert Stanford, T. C.

1. *Mail* Feb. 7, 1948 "Occasional" gives the names of the citizens and the amount of their fortunes in 1898. In 1883 there were 93 Nova Scotians worth over \$100,000, 22 of whom had property of over a quarter of a million dollars each. 55 of the 93 were Halifax business and professional men. In Halifax Martin P. Black had a fortune of \$750,000, and T. E. Kenny, John P. Mott, Edward Kenny, Thomas Bayne and Hon. W. J. Stairs half a million. *Herald* Jan. 1, 1884 p. 1 col. 6.

2. *Herald* July 16, 1880 p. 3 col. 2.



Allen, S. Cunard & Co., Gabriel's, Hillis & Sons, J. E. Morse, Thomas J. Egan, Davis & Fraser, A. J. Bell, T. A. S. DeWolfe, Brookfield Construction Company, Crowell Bros.; Wood Bros., Colwell Bros., Snow & Co., Wentzell's and Melvin S. Clarke.

The most notable is Moirs' Limited, manufacturers of biscuits, bread, and confectionery. Founded in 1815 by Benjamin Moir it remained in the family, son succeeding father. W. C. Moir removed to the present site on Argyle, Duke and Grafton streets in the 1860ies and steadily enlarged his factory to make biscuits and confectionery as well as bread.<sup>1</sup> There the firm weathered depressions and severe losses from fires in 1867 and 1891. In the latter year they were carrying on an immense biscuit and cake business all over the Maritime Provinces with travellers working full time in every district. One hundred and fifty men were employed at Moirs in 1891 compared to the fifty working there in 1876.

Before dawn on June 17th., 1891 William Connors, a boatman at the Queen's Wharf, discovered a fire in Moir Son and Company's factory when he was aroused by the sound of crackling wood and the smell of smoke. The fire spread with lightning rapidity through the three buildings in spite of brick walls, iron doors and eighteen streams of water from the fire apparatus. In a few hours the best and most complete bakeries, biscuit and candy manufactory in the Maritimes was reduced to bleak standing walls and a pile of debris at a total loss of \$100,000. Less than \$20,000 insurance was carried because the proprietors had decided that it would be cheaper to risk fire than to pay high rates.<sup>2</sup>

The energetic proprietors promptly rebuilt their premises with the latest machinery and improvements and extended their business until in 1900 it employed about three hundred in manufacturing six hundred varieties of biscuits and candies which were sold not only in the Maritimes but as far west as Edmonton. Moirs was the largest enterprise of its kind east of Montreal. Also 40,000 loaves of bread were baked each week in this establishment.<sup>3</sup>

A number of factories were started in Halifax under the stimulus of the tariff protection of the National Policy, but none fulfilled the hopes of their owners and promoters. One of the most successful was

1. p. 79-80 *Halifax and Its Business*.

2. *Chronicle* June 18, 1891 p. 1 col. 5.

3. pp. 34-5 *Industrial Advocate* Oct. 1899 supplement; pp. 66-7 "Halifax, The capital of Nova Scotia" 1909.

the present firm of Brandram-Henderson which gradually extended its agencies and branches over the whole Dominion. This firm celebrated its diamond jubilee in 1935.<sup>1</sup> It had been started at Five Islands by Joseph R. Henderson and C. H. Potts, who removed to Halifax in 1879 for a larger market and better shipping facilities. After the fire on April 14, 1887 which destroyed their paint factory on the North West Arm, formerly Hosterman's old grist mill, with a loss of \$25,000 to the enterprising partners they decided to move nearer the railway.<sup>2</sup> Accordingly Henderson and Potts purchased about two acres from the Halifax Cotton Factory for \$2,000, and built on a spur of the cotton factory siding on Kempt Road where the factory still operates.<sup>3</sup> By 1899 Henderson and Potts' Paint Factory had expanded to eight buildings with their own can and varnish factories. Besides their own products they manufactured the registered brand of B B White Lead, Zinc, and Colored paints of Brandram Brothers and Company of London, England.<sup>4</sup>

Other industries such as the sugar refineries and the cotton factory failed to capture Dominion wide markets as Haligonians had hoped or to provide the profits expected by their shareholders. In the 1870ies the West India sugars that had been imported by the West India merchants at Halifax began to be replaced by better grades of crushed, granulated and yellow sugars from England, Scotland and the United States. Thus Nova Scotian merchants were compelled to buy refining sugars in the West Indies and to sell them in the United States. The American refiners received a drawback from for the sugar they exported. This policy had closed the Redpath refinery in Montreal, the last sugar refinery in Canada. Adjustments in the Canadian tariff rate on sugar were part of the National Policy of protection to Canadian industry. The Redpath Refinery was reopened and a second refinery soon built in Montreal, both of which made enormous profits.<sup>5</sup>

Large quantities of sugar were shipped through Halifax to refineries in Montreal, Toronto, Hamilton, Brockville, Biantford and London.<sup>6</sup> In 1878 nearly eight million pounds of sugar passed through Halifax to be refined in other parts of Canada, and in 1879 sixteen million pounds. Halifax merchants understood that George Gordon Dustan, who was interested in sugar refineries in Montreal, with the

1. p. 17 *Maritime Merchant* Feb. 28, 1935.

2. *Herald* April 14, 1887 p. 3 col. 1; p. 41 *Report of Provincial Museum* 1935-6.

3. *Herald* April 2, 1907 p. 9 col. 3.

4. pp. 45-6 *Industrial Advocate* Oct. 1899 supplement.

5. *Morning Chronicle* April 19, 1893 p. 5 col. 3—letter from Michael Dwyer.

6. *Herald* Dec. 21, 1880 p. 2 col. 2.

support of an English company intended to build a factory on his property at "Woodside" on the Dartmouth side of the harbor.<sup>1</sup> As Mr. Dustan did not take any action and as the West India Merchants who had expected to add large profitable amounts of raw sugar to their cargoes of molasses and rum discovered that the new tariff did not help the West India trade they decided to erect their own sugar refinery. As many West India merchants in Halifax found themselves in the same position as Daniel Cronan with large stocks of raw sugars on hand that he could not get cost price for from Montreal refiners, the shares of the Nova Scotia Sugar Refinery were subscribed without much difficulty.<sup>2</sup>

The buildings for the Nova Scotia Sugar Refinery were erected by S. M. Brookfield in 1880-1881 at Richmond on the eastern side of Campbell Road between East Young Street and Hanover Street.<sup>3</sup> The Richmond Refinery was a high narrow brick building with many windows, seven stories in front and nine in the rear, which towered far above the surrounding structures, as it was the highest building in Halifax.<sup>4</sup> It was destroyed in the Halifax Explosion of 1917, and its site is now part of the Halifax Shipyards property. Much of the machinery for the refinery was purchased from the Starr Manufacturing Company and transported to Halifax by the ferry *Micmac* on a large wagon drawn by six handsome and powerful horses. One snowy day in December the vehicle slewed along the icy track and nearly slid overboard breaking the railing of the ferry and the cabin at the entrance of the companion way.<sup>5</sup>

Directors and shareholders alike were bitterly disappointed when the refinery made no profit in the first year. This was partly because the refinery at Moncton had been completed first,<sup>6</sup> and because the market was glutted, but also because of the inefficiency and mismanagement on the part of the manager and the secretary.<sup>7</sup>

In those days the average Canadian sweet tooth was supplied from a raw sugar imported from the West Indies, called Muscovado, being sugar boiled in open pans from which the molasses had been drained by

1. In 1873 G. G. Dustan and associates had an act put through the N. S. legislature to incorporate the Halifax Sugar Refining Co. with a capital of \$450,000. 1873 cap. 70.

2. *Statutes of N. S.* 1880 cap. 70—N. S. Sugar Refinery Ltd. was incorporated in 1880 with Thomas A. Ritchie, Michael Dwyer, Robert Boak, James Butler and Edward P. Archbold as directors. \$300,000 of the \$500,000 capital stock had already been subscribed.

3. N. S. Sugar Refinery was at 63-77 Campbell Road, McAlpine's *Halifax Directory* 1881-2, 1885-6 1898.

4. *Recorder* Feb. 5, 1880 p. 3 col. 3; *Herald* Jan. 4, 1896 p. 9—picture of both Richmond and Woodside refineries. Richmond refinery was 160' x 60'.

5. *Herald* Dec. 14, 1880 p. 3 col. 1.

6. *Idem.*, Dec. 9, p. 2 col. 3.

7. *Chronicle* April 19, 1893 p. 8 col. 1.



force. of gravity.<sup>1</sup> A few wealthy families bought loaf sugar from the United States. This sugar came in cones weighing about one hundred and twelve pounds, and was broken off as needed. The Richmond Refinery was modern and complete, equipped with bag filters to mechanically separate impurities from the melted raw sugar juice, with tanks to make the solution white, and centrifugal machines to force the molasses clear of the crystals. The first refined sugar was produced by the Nova Scotia Sugar Refinery Company on April 10, 1881. The white granulated sugar was packed in barrels for delivery to the wholesalers and grocers. The dark syrup was boiled in vacuum pans, dried and packed to sell as yellow sugar. For many years yellow sugar was the most popular grade as it was cheaper, had a fuller flavour, and was similar to the old Muscovado that consumers were used to.

In 1883 under new management the misfortunes of the first year were retrieved when the consumption of sugar in the Dominion increased enormously, and the business of the N. S. Refinery expanded accordingly. This company paid a duty of \$451,127 on raw sugar imported by them in 1883, producing two million dollars worth of refined sugar in spite of being forced to close for a number of weeks because of the shortage of raw materials.<sup>2</sup> This sugar was shipped all over the Dominion finding a ready sale in Western Ontario and Winnipeg. A profit of \$20,000 was made that year and over \$60,000 the next after paying a heavy debt. In the late 1880ies the Company suffered from competition and overproduction of sugar in Canada.

One of the finest sugar refineries on the continent was constructed at Woodside for the Halifax Sugar Refinery Company in 1883 and 1884. Although G. G. Dustan was one of the directors of the company most of the shares were owned by English capitalists, the head office being located in Liverpool, England.<sup>3</sup> Woodside, once the estate of Hon. John E. Fairbanks, was an ideal location for a factory in its nearness to the Halifax market and with excellent shipping facilities by water or by a branch line of the Intercolonial. From May to November in 1883 two hundred men were employed by S. M. Brookfield on the Woodside refinery. One hundred and twenty worked on the fireproof brick and iron main building where 3,500,000 Nova Scotian bricks were used. In addition the contractor built wharves, a cooperage with steam machinery capable of making 1,000 barrels in ten hours, and a reservoir for

1. *Halifax Mail* Dec. 5, 1938 p. 6 col. 3.

2. *Herald* January 1, 1884 p. 1 col. 4.

3. pp. 112-114 Lawson, Mrs. William—*History of The Townships of Dartmouth, Preston and Lawrencetown; Halifax Co., N. S.* edited by Harry Piers. Morton & Co., Halifax, 1893.

twelve million gallons of water. In the three story sugar warehouse, 300 by 250 feet, could be stored 15,000 hogsheads of raw and 30,000 barrels of refined sugar. Over 3,500,000 feet of Nova Scotian spruce and birch had been used in the erection of this warehouse.<sup>1</sup> Nearly a quarter of a million dollars was expended in 1883 for labor and materials, most of which had been obtained in the Province.

The Woodside refinery had sugar ready for market in September 1884, being able to produce 300,000 barrels of sugar per annum. From 1884 until the end of 1886 the Woodside refinery employed several hundred men and proved itself an important cog in the economy of greater Halifax. In December 1886 the refinery closed because of financial difficulties due to competition and overproduction which had also effected the Richmond Refinery. The Woodside refinery was re-opened in 1891.

Finally the Nova Scotia Sugar Refinery, the Halifax Sugar Refinery, and the Moncton Sugar Refinery were amalgamated in the newly formed Acadia Sugar Refining Company which took over the plants at Richmond, Woodside and Moncton at the beginning of August 1893.<sup>2</sup> The Acadia Sugar Refining Company had been incorporated in Great Britain with a capital of £600,000 sterling through the efforts of John F. Stairs, who became President.<sup>3</sup> The shareholders of the N. S. Refinery received about \$1,200,000 stock in the new company; the Halifax refinery \$1,000,000, and the Moncton refinery shareholders about \$600,000. The Acadia Company continued to operate the three plants.<sup>4</sup> The Moncton refinery being destroyed by fire in September 1896, the Woodside refinery burned in February 1912, and the Richmond Refinery wrecked in the 1917 Explosion, the present large modern efficient brick refinery was built at Woodside where it produced Royal Acadia Sugar until closed because of shortages and rationing during World War II.

As early as 1870 a Halifax Cotton Manufacturing Company was projected by such prominent citizens as John Brookfield, John Starr, Joseph H. Northup, Dr. J. F. Avery and William Montgomery, who

1. *Herald* Jan. 1, 1884 p. 1 col. 4.

2. p. 114 footnote Lawson, *op. cit.*; *Herald* July 29, 1893 p. 1 col. 3

3. Mr. Stairs had been unable to obtain incorporation from the province or the dominion. Directors of Acadia Sugar Refinery—J. F. Stairs, Pres.; T. E. Kenny, Wiley Smith, James Thompson, J. L. Harris, J. A. Humphrey and Messrs. Gillis, Brand & Cox (Scotland). Sec'y T. M. Cutler, Office 235 Hollis Street p. 227 Belcher's *Almanac* 1894. J. F. Stairs, T. E. Kenny, Wiley Smith, James Thompson had been Directors of the N. S. Sugar Refinery. T. M. Cutler had been Sec'y of this Company and their head office at 235 Hollis Street became the head office of the new company. p. 216 Belcher's *Almanac* 1893.

4. When the Acadia Sugar Refinery took over the price of sugar had risen nearly a cent in the Maritimes during last 4 months, having increased from \$4.50 to \$5.25 per hundred pounds. The new combination was blamed for the higher price although short crops had caused a great increase in price of raw sugar. *Herald* July 29, 1893 p. 1 col. 3; *Mail* Dec. 5, 1938 p. 6 col. 1.

had been superintendent of an extensive cotton mill for nine years. It was believed that this enterprise would prosper because there were no cotton factories in Nova Scotia and the one in St. John had flourished, and because much cotton was imported into Halifax. Over two million yards of grey cotton alone were brought into the city each year. A cotton factory would also provide "appropriate employment for females in the Province."<sup>1</sup>

These plans did not reach fruition until 1882 when under the direction of experts from England and the United States, S. M. Brookfield erected a large building on twenty-eight and a half acres of land on Kempt Road, then an isolated part of the city.<sup>2</sup> The branch line connecting the cotton factory with the Intercolonial Railway at Richmond then ran through intervals and meadow, fields of ripening crops, and leafy glades and pleasant valleys filled with the music of feathered songsters.<sup>3</sup> In August 1882 there were one hundred and thirty-three shareholders in the Nova Scotia Cotton Manufacturing Company, the majority of whom were Haligonians, owning any number of shares from one single share to the eighty shares of J. Wimburn Laurie. Some of those who possessed shares were Hibbert Binney, Lord Bishop of Nova Scotia, M. P. Black, S. M. Brookfield, Adam Burns, Robert Boak, William Chisholm, Daniel Cronan, Hesslein & Sons, M. E. Keefe, Sandford Fleming, T. E. Kenny, John P. Mott, A. K. MacKinlay, Hon. D. Parker, Hon. L. G. Power, R. B. Seeton, Charles H. Tupper, Hon. William O'Dell, M. B. Daly, J. Taylor Wood and Wood Brothers.<sup>4</sup>

Unfortunately when the Nova Scotia Cotton Factory was opened at Easter in 1883 the cotton trade in Canada was in the midst of a depression and the price of grey cotton was steadily dropping. On March 26, 1883 the first cotton was put through the machines and on April 14th. the first cloth came from the looms. To obtain skilled labor eighty operatives had been accepted from nearly one thousand applications from Lancashire, England, and their passage paid to Halifax by the N. S. Cotton Manufacturing Company.<sup>5</sup> In August 1883 of the one hundred and ninety-four workers employed sixty-three were from England whose passages had been paid, seven were from England and the

1. Prospectus of Halifax Cotton Manufacturing Company dated March 14, 1870.

2. pp. 43-44 *Halifax Hotel Guide* 1890.

3. *Recorder* July 26, 1882 p. 2 col 2; City of Halifax paid N. S. Cotton Man. Co. \$9,000 to assist in cost of water pipes and in construction of siding *N. S. Statutes* 1885 cap. 50.

4. *Recorder* Aug. 2, 1882 p. 2. col. 2;

5. *Herald* Aug. 2, 1883—annual meeting of N. S. Cotton Co. p. 1 col. 5-6.



United States, and one hundred and twenty-four from the city, twenty-two of the Lancashire workers having broken their agreements and left Halifax. Under the management of W. Stevenson eight thousand of the fifteen thousand spindles and one hundred and eighty of the three hundred and fifty-six looms were working in "a mill which in point of efficiency, is not surpassed in America."<sup>1</sup>

Although the shareholders received no dividends for the first year of operation, in January 1884 two hundred and eighty looms out of three hundred and fifty-six were running using fifty bales of raw cotton per week and making about seventy thousand yards of cloth weekly. The cotton factory produced over three million yards of cloth, much of which was purchased by local merchants, though orders had been received from Toronto, Montreal, Quebec, St. John and Newfoundland. Sixty thousand dollars was paid in wages to two hundred and seventy operatives during 1883. The *Morning Herald* commented that

such a large additional circulation of money cannot fail to benefit the city and especially the north end. It is quite a lively sight to see the factory hands turn out at 12 o'clock for dinner. There is quite a crowd of them and a very cheerful crowd they are. In the neighborhood of the factory a large number of new houses and shops have been erected and the building is still proceeding and we are glad to observe the houses are decidedly of a better description than the shanties of a former time. The shareholders of the mill even if they get no profits for a year, must have more satisfaction in seeing that *their money is producing all this progress, employment, and comfort.*<sup>2</sup>

Two or three thousand citizens visited the Halifax Cotton Factory on May 24th., 1885 as part of Queen Victoria's Birthday celebrations. They wandered around the different floors of the building and were fascinated watching all the interesting operations of cotton manufacture and the amazing dexterity of the cheerful young people who ran the machinery.<sup>3</sup> All were pleasantly surprised at the clean and tidy appearance of the factory which had many windows gay with flowers and plants in pretty contrast to the engines and other machinery. About two hundred and twenty were employed regularly as the factory had many orders ahead. In the two years since opening five million yards of cotton had been sold, but at a profit of one quarter of a cent a yard, which did not provide the large dividends for the shareholders which they had expected.

1. *Idem.*, The Board of Directors were John Doull, Pres; Adam Burns, F. G. Parker, S. M. Brookfield, W. L. Lowell, Thos. E. Kenny, and Jas. J. Bremner.

2. *Herald* Jan. 1, 1884 p. 1 col. 3.

3. *Idem.*, May 27, 1885 p. 3 col. 1.

By 1890 the cotton factory in Halifax, then owned by the Dominion Cotton Mills Company, was the largest cloth manufacturing enterprise in the Maritimes and one of the best equipped mills in Canada with four hundred looms and two thousand spindles, employing three hundred to produce one hundred thousand yards of cloth weekly. This cloth was sold all over the Dominion and in such foreign countries as China. The wages paid appear low by present standards even making allowances for lower prices in 1890, for the payroll amounted to only twelve hundred a week.<sup>1</sup> In 1899 when the cotton factory was endeavouring to obtain the continuance of the exemption from city taxes the manager, Mr. John Taylor, stated that three hundred and eighty four hands were employed and that \$80,000 was distributed annually for salaries, and that better wages were paid in this mill than in any other in Canada or the United States.<sup>2</sup> The average wage in Halifax was eighty cents a day, while in the Southern States it was sixty seven cents and in the Northern States seventy two cents per day. Undoubtedly the cotton factory had been instrumental in building up the northern part of the city. The locality near the factory such as the Merkel property had been divided into building lots and sold to employees of the cotton factory, greatly increasing assessments and thereby increasing city taxes. The merchants of the city had also benefited from the wages paid by the cotton factory. In 1896 much of the land belonging to the cotton factory had been taken for the Exhibition Grounds at Willow Park. The Provincial Exhibition Commission had selected the cotton factory site and nearby properties because it was level and near the railway siding. About thirty acres consisting of thirty-four properties was expropriated at a cost of around \$20,000.<sup>3</sup> The Dominion Cotton Mills, and later the Dominion Textile Company, Ltd., continued in operation until the cotton factory was wrecked in the Halifax Explosion of 1917. One week after the Explosion the property was purchased by William D. Piercey of the Piercey Supply Company who rebuilt the lower story and began manufacturing building supplies there in the spring of 1918.<sup>4</sup>

The severe and bitter disappointment of the investors in the cotton factory and the sugar refinery caused Halifax investors and business men to fight shy of local industries. Though the number of factories in

1. p. 44 *Halifax Hotel Guide* 1890.

2. *Chronicle* Feb. 16, 1899 p. 1.

3. *Mail* August 11, 1896; Oct. 23, 1896.

4. McAlpine's *Halifax Directory*; p. 32 Part II of *Nova Scotia Blue Book and Encyclopedia* Historical Review by Hon. B. Russell. Pub. by Historical Publishers Association (1932) Piercey Supply Co. Ltd. purchased business of James Dempster, Ltd. one of oldest wood working concerns in Maritimes. Needing room for expansion purchased cotton factory site.

Halifax had decreased by 1900 the ones in existence were larger and employed more workers. The editor of *The Bluenose* refused to listen to the slander that Halifax was "slow" and unprogressive in business and that Montreal business firms were ruining the trade of the city.

You have heard how Upper Canadian business houses have been cutting into our trade and threatening to ruin the business of the city? Of course you have. . . . But have you ever heard anyone say that there is in Halifax a dry goods house that carries the war into Africa . . . and takes the ground right from under the feet of Montreal houses? Have you? You have never heard of a Halifax tea house that sells teas in the home territory of Upper Canadian houses, have you? You have never heard how spices and chocolate, biscuits and confectionery, lime juice, rope, clothing, paints, skates, sugar, cottons and many other products of the industry of Halifax and Dartmouth are sold, some of them all over Canada, and some even all over the world, have you? Of course you haven't. It never occurs to people that these things are so. But they are. . . . You may depend upon it, Halifax is prosperous and progressive.<sup>1</sup>

With the rising tide of prosperity in the 1890ies, with money again plentiful, new industries were established or projected in Halifax, for example, the People's Heat and Light Company, a tar paper factory and an Iron Pipe Foundry. Many believed that Halifax was eminently fitted by rail connections, nearness of raw materials, and by the excellence of her port for steel shipbuilding, the pulp industry, and the manufacture of flour.

Hercules helps those who help themselves, and in no way can the people of Halifax do more to attract attention to the unrivalled excellence of Halifax as a shipping port and central point for manufacturing industries than by putting their own shoulders to the wheels of progress; and in no way can they better evince their faith in our industrial and commercial future, than by investing their money in legitimate industries whose success, judging from what has occurred elsewhere, is practically assured from the start.<sup>2</sup>

1. *The Bluenose* Vol. I No. 5. Nov. 3, 1900 p. 4 col. 2.

2. *Chronicle* Feb. 8, 1899 p. 4 editorial; Feb. 16, p. 1.



## CHAPTER IV

## Visits of Royalty.

Outstanding events in the lives of the citizens of Halifax, occasions which left bright memories, were the visits of members of the Royal Family. Then the population had an opportunity to express their loyalty to the British Throne. Haligonians cherished tales of the festivities and levees of King William IV when he was at Halifax as Captain of the *Pegasus* in 1786 and 1787, and related how His Royal Highness had once danced "Country Bumpkin" for nearly an hour. They reminisced about the strict military discipline of the Queen's father, the Duke of Kent, when he was Commander-in-Chief of the forces in British North America in the 1790's, and how he had checked drunkenness and gambling by ordering all the troops to parade every morning at five o'clock, and always attended himself to note any absentees. When off duty the Duke enjoyed society, and his country residence and pleasure grounds at Prince's Lodge were the centre of hospitality.

Sixty years after the departure of the Duke of Kent, his grandson, Albert Edward, Prince of Wales, arrived at Halifax to make a tour of the Canadian Provinces. Day after day the future King Edward VII received addresses and read replies, reviewed volunteer troops, drove through cheering crowds on streets bedecked with bunting, held levees and attended dances and luncheons. Many fair ladies in Halifax remembered their joy at the honor of dancing with the handsome young Prince. The streets and gutters had been swept until there "was not a dead cat, a broken bottle, or an old boot to be seen. Even the dirty pieces of paper, the favorite embellishment of our sidewalks and gutters, especially in the upper streets, had vanished for the nonce."<sup>1</sup> There were so many flags fluttering from the buildings that the city appeared "like one continuous sheet of bunting—three miles long and half a mile broad from Richmond to Freshwater."

The next member of the Royal family to visit this old garrison town by the Atlantic was H. R. H. Prince Arthur, third son of Queen Victoria, afterwards Duke of Connaught, and Governor-General of Canada from 1911 to 1916. As a young lieutenant he was on his way to join his regiment at Montreal. Prince Arthur arrived at Halifax on August 22, 1869 on board the *City of Paris*, the fastest steamer on the Atlantic. On this voyage the ship made a record crossing of six days

1. *Recorder* Aug. 3, 1889 p. 2 col. 3-4.

and seventeen hours from Queenstown. The handsome youth of nineteen, wearing civilian clothes, landed at Seeton's Wharf where he was welcomed by the Governor-General Sir John Young, Sir C. Hastings Doyle, Lieutenant-Governor of Nova Scotia, a guard of honor from the 78th. Highlanders, and a vast concourse of people who gave three hearty cheers as he drove to the Government House with Sir Hastings Doyle. As this was the Sabbath, His Royal Highness attended a special service in the Garrison Chapel. The large crowds which assembled stood in unnatural calm along the streets as the "sacred day would not admit of any demonstration, but as the carriage in which the Prince was seated passed gentlemen raised their hats, and ladies their handkerchiefs, the Prince bowing in acknowledgement."<sup>1</sup>

The next day the inhabitants of Halifax gave a vociferous reception to Prince Arthur unrestrained by the observance of the Sabbath. The Prince was a symbol of their affection and respect for their beloved Queen, and their pride in being part of the Empire. The editor of the *Morning Chronicle* commented that "To us he was the son of the best and best beloved woman who had ever occupied the English Throne. He represented to us the England of our imaginations. . ."<sup>2</sup>

While guns roared in salute from the ships and Citadel and bells pealed merrily in the city Prince Arthur landed at the Dockyard from the flagship *Royal Alfred* on the spot where a marble slab commemorated his elder brother's landing nine years before. After various Addresses of Welcome and an Address from the City of Halifax which was read by City Recorder William Sutherland Q.C. "in a voice so low as to be unintelligible to those quite near" to which the Prince replied in a clear ringing voice, the procession passed through the city past buildings gay with flags. The route was thronged with enthusiastic crowds who cheered loudly while the ladies "waved a sea of handkerchiefs". Nearly every lady remarked to her neighbor how much Prince Arthur looked like his brother the Prince of Wales when he had visited the city in the summer of 1860. At St. Paul's the cavalcade halted while school children sang the National Anthem and then moved on to the Government House. That evening the streets were filled with thousands who lingered till a very late hour to gaze in admiration at the brilliant illumination. The Old and New Province Buildings, the Court House, the

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1. *Morning Chronicle* August 23, 1869 p. 2 col. 1.

2. *Idem.*, August 24, 1869 p. 2 col. 1.

Union Protection Company's Hall and the dry goods stores on Granville Street were outstanding among many marvellously lighted structures.<sup>1</sup>

On Wednesday, August 25th., the Highland Society of Nova Scotia entertained the Prince at the annual Scottish Gathering of the clans. The picnic and sports were at McNab's Island in Halifax Harbor. Early in the morning large numbers of men and women found their way to the scene of "manly exercises and gay festivities" on board the steamer *Micmac* with the regimental band of the 78th. Highlanders playing gay tunes for the joyous crowds. The games were almost finished when the Prince arrived after 1.30 in H.M.S. *Mullet* accompanied by General Doyle and several officers. His Highness had been delayed by the inspection of the fortifications. After watching the sword dance Prince Arthur and a number of ladies and gentlemen were escorted to a small marquee for lunch and "the health of the Queen was drunk with great enthusiasm".<sup>2</sup> Returning to the sports' grounds Prince Arthur watched the Highland fling danced with great skill by George Anderson. Everyone was delighted that the Prince opened the dancing and amid the shouts of the crowd he led off in a reel "with the greatest hilarity and all freedom from restraint."

Those who were fortunate enough to witness the grand combination, in a single dance, of Prince, mechanic, soldier and sailor, were delighted with the *bon hommie* displayed, and appreciated the good sense unalloyed by snobbishness which is so often manifested upon such occasions by those who are supposed to constitute the higher circles of cities such as our own.<sup>3</sup>

Although at five o'clock the Prince and his party embarked on *H. M. S. Mullet* to the sound of wild cheering by the clansmen, the multitude remained in spite of the threatening storm. The lads and lassies kept on dancing under canvas while the rain came rattling down. At last all embarked on the ferry arriving in town "at 7 o'clock, a little wet but none the less jolly at the happy completion of the day's enjoyment."<sup>4</sup>

Before leaving for Charlottetown on Saturday Prince Arthur reviewed on the Common the troops of the garrison and the sailors from the *Royal Alfred* and expressed his satisfaction at the display. With Governor General Sir John Young, Sir Hastings Doyle, and Sir George

1. *Idem.*, p. 2 col. 1-3.

2. *Idem.*, August 26, 1869 p. 2 col. 2.

3. *Idem.*,

4. *Idem.*



E. Cartier he visited the Halifax Club. His Royal Highness was entertained by Admiral Mundy at Admiralty House when the flagship was illuminated in his honor, and by Admiral Baron Mequet of the French warship *Semiramis*.<sup>1</sup> The officers of the Garrison gave a Grand Ball for Prince Arthur when he returned to Halifax on August 31st.<sup>2</sup> Flags, evergreens and gas jets transformed the Province House into a superb setting for the dancing of "fair women and brave men" while thousands assembled around the stone Legislative Building to listen to the music and the hum of dancers within.

For the inhabitants of Halifax the most eventful day of Prince Arthur's stay was the Civic Picnic. The citizens of the capital city entertained His Royal Highness by a Regatta on the harbor and an enormous picnic at Prince's Lodge, where his grandfather had resided when he commanded the troops at Halifax. Wednesday, September 1st., 1869 having been proclaimed a civic holiday the stores were closed, and men, women and children enjoyed themselves. In the morning hundreds gathered to watch the Regatta. There was little excitement and very little betting even over the race between Michael Delaney and William Glazebrook for the Championship of Halifax Harbor which Glazebrook won easily.<sup>3</sup>

Over nine hundred Haligonians journeyed to Prince's Lodge in their own carriages along the roads where bunting fluttered gaily or by special trains or up the harbor and Bedford Basin on board the ferry *Micmac*. About half past three the approach of *H. M. S. Mullet* flying the Royal Standard signalled Prince Arthur's arrival. The Prince and his party were warmly welcomed by the Committee of Management and by the cheers of his mother's loyal subjects. Escorted by the pipers of the 78th. Highlanders they passed through the grounds to the Banquet Pavilion where four hundred prominent citizens enjoyed the honor of dining with His Highness. The Prince made himself still more popular by entering heartily into the enjoyment and joining in the dancing until his departure at six o'clock.

The day closed with a Torchlight Procession in the city. At eighty-three the firing of many colored rockets from the Grand Parade announced the beginning of the parade to the waiting spectators. Heralded by the music of the band the firemen marched through the main streets bearing aloft their torches, followed by steam engines and hose

1. *Idem.*, August 27, p. 3 col. 1; August 28, p. 3 col. 1.

2. *Idem.*, September 1, p. 3 col. 1.

3. *Idem.*, Sept. 2, 1869 p. 2 col. 3-4.

reels decorated by evergreens, flowers and lights. The illumination of the engine houses aroused the admiration of all beholders, and an immense bonfire on the Parade attracted hundreds of children who danced around in the smoke like wild Indians, causing an appalling pandemonium which reminded one eye witness of Dante's *Inferno*.<sup>1</sup> September 1st., 1869 was indeed a day to be long remembered in the annals of Halifax.

The first daughter of the Royal Family to see Canada was Princess Louise, fourth daughter of Queen Victoria, who had married the Marquis of Lorne in 1871 after a royal romance which aroused the imagination of the people of the British Empire. Gaily decorated Halifax extended an enthusiastic welcome to Princess Louise and to the Governor General, the Marquis of Lorne, when they arrived in Halifax on Saturday, November 23rd., 1878.<sup>2</sup> Nova Scotians gave Their Excellencies a royal reception as they were excited because this was the first time that a Royal Princess had ever touched the shores of Canada. People from out of town thronged into the city to see the first Swearing-into-Office of a Governor-General to take place in the Garrison City. Gay parties and dinners for friends and visitors were the order of the day. The Academy of Music was crowded for gala matinees and evening shows. Indeed, on November 25th., "one of the finest houses that ever assembled in this theatre was present last evening—the building was crowded in every part, and hundreds turned away."<sup>3</sup>

Monday, November 25th., dawned as fine and clear as a summer day for the landing of the Governor-General and his Royal Wife. All the stores and offices were closed in obedience to the Lieutenant Governor's proclamation declaring a public holiday. The Vice Regal party had remained on board their ship for the weekend. It had been a wild and stormy crossing for the ship *Sarmatian* on her ten days' voyage to Halifax, and Her Royal Highness, like many another lady, was seasick. About ten thirty the *Sarmatian* began to move up the harbor from George's Island, and as she moved "the thunders of fort and fleet" welcomed her in time honored fashion.

First the fire of the canon leaped out from the Point Pleasant battery; then from the other forts the answering thunders rose, and round about the hills the echoes met and clashed and thundered again as never had been heard in these waters before.<sup>4</sup>

1. *Idem.*, p. 2 col. 4.

2. *Morning Herald* Nov. 25, 1878 p. 2.

3. *Idem.*, Nov. 26, p. 3 col. 2.

4. *Idem.*, Nov. 26, p. 2 col. 1.

The ships of the British Navy made a splendid spectacle with their full clouds of bunting and their yards manned with all the sailors who could crowd them. This was a sight to stir the blood of men who lived by the sea; the still forms of the sailors as they stood on their high perches against the bright sky, making a pageant that had seldom been seen by the hundreds present. At a signal, all the sailors seemed to melt away from the rigging of the vessels, and in a short time there was only the flying bunting and bustling boats.

About half past one the booming of cannon from the *Bellerophon* and the *Black Prince* announced that the Royal party had embarked. A Royal salute of twenty one guns was fired, the yards manned and ringing cheers resounded from vessel to vessel as the barge containing Princess Louise, her brother, Prince Alfred, the Duke of Edinburgh, and the Marquis of Lorne pulled towards shore. The Duke of Edinburgh was the second son of Queen Victoria, and happened to be on the North American station as Captain of H. M. S. *Black Prince*. The Princess was the first to land, being received by His Excellency Admiral Inglefield, who escorted her up the slip to the carriage in waiting. It was at the Admiralty House that Her Highness stayed during her visit to Halifax.

At the Dockyard were gathered representatives of the navy and military, officials and citizens. There was Lieutenant-Governor Sir Adams G. Archibald in the fine uniform of his office, looking to the full the dignity of his position and a credit to Nova Scotia. "There was the pale face of Sir John A. Macdonald, the most attractive figure in all the crowd of notables. . . The Windsor uniform could not conceal the man of genius, and many a glass was levelled at the clear-cut face of the man who had just been placed (again) at the head of Canadian affairs."<sup>1</sup> Indeed, in commenting on the importance of Sir John's visit in Halifax the editor of the *Morning Herald* had remarked that the "Governor-General of Canada reigns, Sir John A. Macdonald rules."<sup>2</sup> At the Dockyard too was Hon. Dr. Charles Tupper, also in Windsor uniform "unmoved and serious as usual as if beyond all this pageant," Chief Justice Sir William Young, "a notable figure in any crowd, a man whom any province in the Empire might be proud", and the Mayor, Stephen Tobin, resplendent in his regalia. After the Marquis had been introduced to Sir John and other distinguished personages, the procession was formed and all "along the line of march through North

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1. *Idem.*,

2. *Idem.*, Nov. 21, 1878 p. 2 editorial.



Brunswick, Jacob, Argyle, Buckingham, Granville, George and Hollis Streets, the royal party was lustily cheered by the thousands of people who thronged the line of march" to Province House.<sup>1</sup>

Everyone was curious to see the young Princess for more than her distinguished husband, she appealed to the popular fancy. Besides being the daughter of the Queen, Princess Louise was said to be very beautiful and everyone wished to form his own opinion of her beauty. The reporters always paid particular attention to Her Royal Highness' costumes, even noting that she wore the same hat on her departure as she had worn on the day she landed. We may be certain that the ladies in the crowd examined her dress with eager eyes.

Her Royal Highness wore a black silk *poult de soir* and satin trimmed with jet; a satin befeater bonnet trimmed with feathers and jet to correspond; a thin lace veil covered her face. Small turquoise earrings, a rich Honiton necklace and a small diamond brooch. She was covered with a handsome South Sea seal skin cloak, and carried in her hand a boquet of flowers presented to her immediately on landing by Miss Mary Archibald, youngest daughter of his Honor the Lieut. Governor.<sup>2</sup>

The Marquis of Lorne wore the Windsor uniform with the Orders of the Thistle, and Knights of St. Michael and St. George. The Duke of Edinburgh wore the full dress of a captain in the Royal Navy with his breast covered with orders and decorations.

For the first time the Governor General of Canada was to take the Oaths of Office in Halifax. The Assembly Chamber was crowded to capacity with those who had sufficient influence or luck to obtain a ticket for the event. Some of the spectators recalled that Nova Scotia had been the first province in the Dominion to achieve both representative and responsible government and thought that it was only right that the ceremony should take place in the Province House with all its historic associations. After what seemed an interminable delay His Excellency, General Sir Patrick L. Macdougall, the Administrator of the Government, entered to occupy the throne. After the members of the Privy Council and the distinguished guests had taken their seats in the small space remaining in the Assembly Chamber, the Marquis of Lorne and Princess Louise entered. In deep silence the crowd watched while Major de Winton<sup>3</sup> handed the Marquis the oaths of office and Judge Ritchie handed him the Bible. With increasing interest and attention they listened while His Excellency took the Oath of Alle-

1. *Idem.*, Nov. 26 p. 2 col. 2.

2. *Idem.*, Nov. 26, p. 2 col. 1.

3. Marquis of Lorne's secretary.

giance. Then the new Governor-General removed to the throne which had been vacated by the Administrator. While Sir John A. Macdonald was introducing the members of his cabinet to the Marquis the merry ringing of church bells and a salute of seventeen guns from the Citadel announced the installation of the new Governor General to the waiting throngs outside.<sup>1</sup> The Vice Regal party dined with Lieutenant Governor Archibald at the Government House, and afterwards Their Excellencies held a Drawing Room there.<sup>2</sup>

The streets were filled with citizens and thousands of strangers who had come to Halifax for the momentous occasion. "Very seldom indeed, if ever, has so many people come into the city from the out-counties, to be present at a public pageant" observed the *Morning Herald*.<sup>3</sup> From early morning till late at night the hotels were bright with lights and decorations and the sidewalks were packed with people gazing at the shops and decorations. The city was gay with flags and bunting. There was a profusion of transparencies of the Thistle and the Mayflower, and of interlocked Louise and Lorne. In the various parts of the town along the route of the procession there were fifteen arches—all very striking and elaborate. The Arch at the Court House on Spring Garden Road, which had been erected by a number of public spirited citizens, S. M. Brookfield and Michael Dwyer among them, evoked admiration by night and day.

The Scottish Societies took an important part in the celebrations. On Saturday evening the pipers of the North British and other Scottish Societies from Prince Edward Island and Antigonish, came from Dartmouth where they were billeted. Accompanied by a large and enthusiastic parade, the pipers marched through the streets playing lively airs and soul stirring martial music ending with "The Campbells are Coming" in honor of the Marquis. "The pouring rain only seemed to increase their ardor, as the strains of their pibrochs resounded through the air."<sup>4</sup>

On Tuesday, November 26th., His Excellency held a Levee in the Legislative Council Chamber of the Province House and received Addresses from the Nova Scotian Government and various societies, and was entertained at a dinner party at Maplewood by General Mac-

1. HERALD Nov. 26, 1878 p. 2 & 3. The ceremony of the Swearing-In of the Marquis of Lorne as Governor General has been preserved in a composite photograph by William Notman. A copy hangs in the hall of the Province House, and another in the Halifax Room of PANS.

2. *Idem.*,

3. *Idem.*, Nov. 26, p. 2 col. 3.

4. *Idem.*, Nov. 25, p. 3 col. 2.

dougall.<sup>1</sup> On the same evening the people of Halifax presented one of the finest illuminations and torchlight processions ever seen in Canada.

From the earliest portion of the night till very late at night, the streets were packed with people, and the bright lights flashed in myriads, and of many colors, upon the faces of the passing crowd. Never was there a more good humored crowd of people. The very spirit of the occasion seemed to have penetrated all classes . . . Along the line of procession the streets were lined with people; the densest crowd being at the corner of Spring Garden Road and Barrington Street.:

It seemed impossible that such large crowds could gather in a city of only 32,000, even if the whole populace had poured onto the streets. In the assemblage were old folks out to see a sight they would never see again, and very young children watching their first public parade. All agreed that the torchlight procession by the firemen was the finest ever seen—even in a city like Halifax, which was famous for its torch-light processions. "Lights and flowers, wreaths and bowers, with children tastefully dressed in a representative Canadian fashion, made the shining engines look doubly beautiful and won loud admiration from the crowds of spectators."

Along the streets all the buildings were decorated and glowed cheerily with lanterns, lamps and gaslights. "Every house and shop— with very few exceptions—along the route of the procession was illuminated in the several ways that the means and taste of their proprietors suggested." The North Street Station was brilliantly illuminated with head lights and lanterns visible all over the city. Scores of Chinese lanterns were strung in rows along the front of the Halifax Hotel which had guests crowded into the brightly lighted windows to see the parade. At John Naylor's Real Estate Agency on Hollis Street there was a V, Crown, and R in gas, and above the centre of these was a transparency of the Prince of Wales' feather and shield bearing the St. George's Cross. On the Bank of Montreal Building was a large gas star. Messrs. Clayton & Sons on Jacob Street, exhibited a transparency with the motto "A Bluenose welcome to Lorne and Louise." The most costly and beautiful display in the city was that of M. S. Brown and Company who

had two L's composed of gold and silver watches, diamonds, pearls, etc. most artistically arranged. . . . Following the great L's were the other letters of "Louise and Lorne" all made out with watches, rings, ornaments in gold, and pearl and

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1. *Idem.*, Nov. 27, p. 2 & p. 3 col. 3.

2. *Idem.*, Nov. 27, p. 3 col. 1-2 for description of the illumination and torchlight procession.



silver, arranged with such exquisite taste, and so effectively lit up and displayed that for two days past the street in front has been crowded with people, and all last night the sidewalk was impassable.<sup>1</sup>

The Vice Regal pair departed on November 27th., which was as fine a day as could be desired by the most ardent Haligonian. A large and enthusiastic crowd milled round the North Street Depot, a glittering scene with the station's gorgeous ornamentation, the bright uniforms of the officers and bebies of splendidly dressed ladies. The arrival of the Marquis of Lorne and Princess Louise at ten-thirty was greeted by loud shouts. They were accompanied by the Duke of Edinburgh who escorted his sister to the car and "affectionately kissed her good-bye." Then Their Excellencies stood on the platform of their railway car bowing at the cheers of the spectators while a salute from the Citadel thundered farewell from Halifax.<sup>2</sup>

Another royal visitor was Queen Victoria's grandson, later King George V, who made several calls at Halifax while serving in the British Navy. On August 1st., 1883 H.M.S. *Canada* arrived at Halifax Harbor on a delightful summer evening after a voyage of twenty nine days from Madeira.<sup>3</sup> One of the seven midshipmen on board was Prince George, the second son of Edward, Prince of Wales. He was under the governorship of Captain Francis Durrant, assisted by Rev. Dr. William Dixon and Naval Instructor John W. Lawless. The *Canada* was a new ship, one of the new "C" class of composite screw corvettes, of 2380 tons, carrying two hundred and seventy-one officers and men and armed with ten breech loading guns with a range of seven miles as well as Gatlings, Nordenfelts, and the latest appliances for torpedo warfare. Named after the Dominion of Canada, Canadians were pleased that her first commission should be on the North American and West Indian Station. Nova Scotians were as interested in the ship as they were in the Royal Midshipman.

There was no public reception as Prince George came merely as a young sailor on shore leave. The HERALD reporter who went on board H. M. S. *Canada* to interview the Queen's grandson found a slight young man of eighteen, with light hair, blue eyes and a very boyish and bashful appearance. He learned that a few minutes after the *Canada* anchored Prince George was busy reading the letters that awaited him. Enclosed in the letters from his parents was a cabinet

1. *Idem.*, Nov. 27, p. 3 col. 1-3.

2. *Idem.*, Nov. 28, p. 2 col. 2.

3. *Idem.*, August 2, 1883 p. 2 col. 2-3.

photograph of his father, destined to be King Edward VII, "which he showed to his comrades with boyish pride and joy."<sup>1</sup> The newspaperman was able to say that the Prince was popular with both officers and men on board the ship. One officer told the reporter that no one made any difference because Prince George happened to be the son of the Prince of Wales, and he said that the Prince was pretty lively and enjoyed a lark as much as any one, and took his turn at the watch and did his duty as well as any other midshipman. The HERALD printed the following interview with the Prince which revealed that the young sailor had already acquired considerable skill in being pleasant and yet at the same time extremely noncommittal:

"You have had a pleasant voyage?" remarked the *Herald* scribe.

"Very pleasant," replied his royal highness.

"How do you like a sailor's life?"

"Splendidly."

"Have you any idea how long you will stay here?"

"No. But I shall, of course, stay as long as the ship stays. How long that will be I cannot tell you."

"Will your father, the Prince of Wales, come to Canada on the occasion of the meeting of the British Association in Montreal?"

"Really, I don't know. I never heard him say anything about it."

"Will you take a trip through Canada while on this station—visit the Marquis of Lorne and Princess Louise at Ottawa?"

"That will depend on the movements of the ship, and on whether I will be able to get leave of absence. I have not made any arrangements yet".<sup>2</sup>

While Prince George was at Halifax as a midshipman on H. M. S. *Canada* he stayed at the MacLean Hotel at Hubbards, Halifax County, on a fishing trip. According to well authenticated family tradition Prince George and a stout elderly gentleman alighted from the stage coach one day about noon and had dinner at MacLean's Hotel along with the other passengers.<sup>3</sup> When the elderly gentleman learned that there was fine trout fishing about a mile and a half away he decided to remain and revealed that he was a naval captain and that his young companion was Prince George. The following morning young Neil MacLean, the innkeeper's son, guided the men to the lake and procured a boat. The strangers soon proved both their good luck and their skill as anglers for in a short time the Captain and the Prince filled their basket. After rowing around the lake they made fast to a boom of logs at the foot of the lake to eat their lunch. Prince George wanted to run

1. HERALD, August 2, 1883 p. 2 col. 2.

2. *Idem.*,

3. *Report of Provincial Museum* p. 41 1934-35.

along the floating logs like lumbermen did. The Royal midshipman slipped on a large floating log and went down between the smaller logs, which kept rolling him under as he struggled in the water. Calamity was averted by the quick action of MacLean who rescued the Prince. Luckily for the future Sailor King, MacLean had had experience in working on logs in a mill pond.

In August 1890 Prince George of Wales again visited Halifax. On this occasion he was commander of H. M. S. *Thrush*, a small warship, manned by seventy-five men, armed with six guns and four Nordenfelts. He was interviewed, without much success, by a reporter of the *Herald* who observed that this grandson of Her Majesty was "a handsome young man, somewhat sunburnt, with light brown whiskers neatly trimmed and closely cut, of medium height and well formed figure."<sup>1</sup> While in port Prince George attended the matches of the Nova Scotia Rifle Association at the Rifle Range, Bedford, N. S. with Admiral George Watson and his wife, Col. J. R. Murray, Lieutenant-Governor Daly, Mrs. Daly and Miss Daly.<sup>2</sup>

The next year the *Thrush* returned in June with H. M. S. *Bellerophon*, *Canada*, and *Pylades*.<sup>3</sup> Halifax society did not long rejoice in the presence of a Prince who enjoyed himself with his friends at informal dinners at the Halifax Club and regimental messes, and by hunting and fishing expeditions.<sup>4</sup> Within a month H. M. S. *Thrush* with her Royal Commander, sailed for England to go out of commission on arrival there.<sup>4</sup> As she went out of the harbor the men on board the *Bellerophon*, *Canada*, and French warship *Marad* all cheered heartily while the band from the flagship sounded forth the sweet strains of "Far Away". "Prince George leaves behind him in Halifax many pleasant impressions and some warm friends".<sup>5</sup>

Many other Governor Generals besides the Marquis of Lorne visited Halifax. The visit of Lord Dufferin in August 1873 was another gala occasion for Halifax. At first Lord Dufferin received a very cold reception because Confederation was still highly unpopular in Nova Scotia and because many Nova Scotians thought that the Governor-General was supporting Sir John A. Macdonald in the Pacific Railway Scandal.<sup>6</sup>

1. HERALD August 2, 1890 p. 3 col. 2.

2. p. 29 Report of Provincial Museum for 1935-36; PANS Photo Collection-Groups shows Lieutenant H. R. H. Prince George at distribution of Prizes at conclusion of N. S. Rifle Association's competitions. Late Harry Piers says this is only photo of H. R. H. while at Halifax. Prince is shown seated in mid distance, wearing his customary mufti suit of blue serge and derby hat.

3. CRITIC June 19, 1891 p. 18 col. 1.

4. RECORDER August 9, 1890 p. 3. col. 5.

5. CRITIC July 17, 1891 p. 18 col. 1.

6. p. 207 Lyall, Alfred—*Life of Lord Dufferin* (Thomas Nelson & Sons London).



Only a year before a correspondent from the *Toronto Mail* who had made a brief stay in Halifax reported that so strong was the dislike of Confederation that

It is considered still by some of the congregation (of St. Paul's Church) a great stretch of Christian charity to pray for the Governor General since Confederation. It is not long since some strong Antis refused to kneel when the prayer was offered for the Governor General, and in order to show their detestation of Confederation, would either stand upright or bolt out of the Church.<sup>1</sup>

Time has soothed such asperity.

Although the Provincial Government were in opposition to the Dominion Parliament, the local members set aside all political differences to welcome Lord and Lady Dufferin, who soon discovered that they had been invited to four balls, three monster picnics, three dinners, a concert, a cricket match and a review. In her *Canadian Journal* Lady Dufferin tells how the Governor-General's Aide-de-camps, who were both professional soldiers, had been looking forward to seeing "real soldiers" again instead of Volunteers, and how the guard of honor from the Imperial army made some mistake, turning up an hour later at the Government House, instead of at the wharf!<sup>2</sup> At the pleasant but rather long dinner with Lt. Governor Sir Adams G. Archibald, Lady Dufferin describes the amusing conclusion to the meal:

Mr. Archibald proposed the Queen's health, and we all stood up to drink it; the band played the National Air, and at the end of the usual eight bars we all prepared to sit down. But no; the band went on—a slight smile passed down the table; eight bars more—the band strikes up another verse; until at last, after several of these unexpected beginnings, the whole of the solemn and stately party broke out into a hearty laugh.<sup>3</sup>

The Vice-Regal party were entertained at a Drawing Room at Government House, by a party at McNab's Island by Lt. Col. Stevens and the officers of the Royal Irish Fusiliers which concluded with Lord Dufferin going lobster spearing off the Island, and by the Royal Halifax Yacht Club. The Governor-General being an enthusiastic yachtsman he made a very pleasant impression by arriving unescorted in his trim yacht, the *Druid*.<sup>4</sup> When dining at the Admiralty House with Admiral and Mrs. Fanshawe the Dufferins met a number of naval men. One of the guests was a midshipman, Prince Louis of Battenburg. Prince

1. Reprinted in *RECORDER* August 20, 1872 p. 2 col. 4.

2. p. 105 Marchioness of Dufferin & Ava—*My Canadian Journal* 1872-1878 New York, D. Appleton & Co. 1891.

3. *Idem.*, pp. 106-7.

4. p. 154 *Canadian Illustrated News* Sept. 6, 1873.

Louis, the grandfather of Prince Philip, Duke of Edinburgh, later became Admiral of the Fleet and was largely responsible for the preparedness of the British Navy in 1914.<sup>1</sup>

At the Spring Garden Theatre there was an Amateur Dramatic Performance of Tom Taylor's "Still Waters Run Deep" and the comedietta "Under the Rose" which Lady Dufferin enjoyed very much and praised the fine acting. The theatre was decorated with flags, bayonets, flowers and the Royal Arms, and "the beauty and fashion of Halifax graced the scene, all in their best attire."<sup>2</sup> The *Acadian Recorder* concluded that "The music discoursed by the string band was unexceptionable, and altogether the performance was one of which Halifax might feel proud, and deserves a better building than the miserable apology for a theatre this city can boast of, what any fifth rate town in the neighboring republic would be heartily ashamed of." The band of the 60th. Rifles played the "Dufferin Galop" especially composed by Bandmaster Raineri and a copy was presented to the Countess of Dufferin who had already received three bouquets which she was carrying in one enormous bunch.<sup>3</sup> After the performance Lady Dufferin "went to supper at the Artillery Barracks, and I believe there was dancing afterwards, but, mercifully, I knew nothing of it, and left before there were any symptoms of such an intention. I was so very tired."<sup>4</sup>

The chief events of the Vice-Regal Visit were the Provincial Ball on Friday, August 8, and the Civic Picnic on Saturday, August 9th., at McNab's Island. The Executive Council and "Sweldom" had decided that a grand ball would be a suitable welcome for the representative of the Queen. The Civic authorities and the citizens demanded a monster civic picnic similar to the one given to Prince Arthur. Both groups held firmly to their opinion which resulted in a ball given by the Government and a picnic by the Mayor and Corporation.

The Province House had undergone a transformation for the Ball which was the wonder and delight of all who attended. Passing through halls and stairways fragrant with flowers from the Horticultural Society's Gardens and by pillars entwined with bunting and evergreens the guests discovered that the Legislative Council Chamber had become a magnificent ballroom which looked breathtakingly beautiful under

1. Dufferin *op. cit.* p. 108; *Illustrated London News* p. 610 Nov. 29, 1947.

2. ACADIAN RECORDER August 12, 1873 p. 2 col. 3.

3. *Idem.*, July 30, 1873 p. 2 col. 2; August 1, p. 2 col. 5-6; August 6, p. 2 col. 7; August 12, p. 2 col. 3, 6.

4. Dufferin, *op. cit.* p. 112.

the bright lights of the gas jets. The iron railings, throne and cushioned seats had vanished, and the walls were hung with white calico relieved by pink stripes surmounted by graceful festoons of tarlatans. Music was provided by the Band of the 87th. Regiment which was playing in temporary quarters which had been added on the south side where the windows had been removed. Refreshments were served in the Legislative Library and supper in the Assembly Room. Thousands jammed all the avenues to the Provincial Building until the arrival of the Governor-General at ten. Many lingered listening to the sweet strains of music for the "beauty of the night was such that it were a sin to stay indoors" and the dancing continued till three o'clock.<sup>1</sup> Lady Dufferin wrote in her *Journal* that there "was plenty of air in the dancing-room and a very good band, and we really enjoyed it very much (you know there are occasionally entertainments which are more duty than pleasure.)"<sup>2</sup>

On a piece of beautifully wooded highland on McNab's Island half a mile from the shore was Woolnough's Pic-nic Grounds with large pavilions for dancing and refreshments. Several thousand Haligonians made the pleasant three mile trip there by the ferries *Micmac* and *Goliah*. Lord Dufferin, accompanied by the Countess, arrived at three o'clock in his own yacht and was heartily welcomed. After a few sociable dances, dinner was announced, and all who had purchased tickets at four dollars a couple sat down to Woolnough's bountiful repast which included plenty of excellent champagne. After the feast came the usual toasts, the Governor-General making a pleasant little speech tendering his thanks for the cordial reception and expressing his pleasure at meeting so many of the people.<sup>3</sup> Nearly everyone remained till dark listening to the band concert, playing baseball, football and quoits, strolling in the woods or dancing quadrilles, reels, polkas and waltzes to the music of Addimore's string band. The *Acadian Recorder* was very proud to note that although the picnic and dinner had been open to any one who cared to purchase a ticket, yet there was no ruffianism, offensive vulgarity or obscenity, and that the citizens could be proud of the impression they had made. "One met only with natural ladies and gentlemen" at the picnic concluded the reporter.

1. RECORDER August 9, 1873 p. 2 col. 4, 5; *Idem.*, August 7, p. 3 col. 3—a ticket for a lady and gentleman cost \$6.00, and a single ticket for a gentleman \$4.00.

2. Dufferin, *op. cit.* p. 110-1.

3. RECORDER August 11, 1873 p. 2 col. 2; p. 132, 135 *Canadian Illustrated News* August 30, 1873 gives an illustration of the picnic showing gentlemen in high silk hats playing quoits and football while young ladies with sweeping skirts and parasols look on, and crowded dancing pavilion is in the background.



That evening Their Excellencies went to the Government House, and were met there by a torchlight procession and by a grand fire engine demonstration, the engines being brilliantly illuminated. They drove slowly through the immense crowd in the town past lighted houses to the Queen's Wharf, where a guard of honor was waiting. The scene at the pier was truly memorable for the torches remained on the wharf until the Dufferins reached the *Druid*.<sup>1</sup>

The entertainment Lady Dufferin enjoyed the most was a ball on board the *Royal Alfred*. The deck had been divided at the mast into a supper and a ball room, and at midnight the partition was removed. The supper tables were arranged between the magnificently decorated funnel and the mainmast,

round which there was a rockery and fernery, in which water trickled and frogs disported themselves. The band sat upon a scaffolding round the mast. The whole was covered in with flags, and all the companions, compasses, wheels, etc., etc., were ornamented with plants. The poop made a second ball-room, also covered, in the shape of a bell-tent, and I had a seat there, and a good view of the ball. Those who preferred Nature could gaze out in the opposite direction upon the moonlit sea. I did not occupy the chair-of-state much, but danced, and enjoyed myself.<sup>2</sup>

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1. Dufferin, *op. cit.* p. 111.

2. *Idem.*, p. 113.

## CHAPTER V

## Public Buildings

The bright faith in the rapid growth of Halifax tarnished in the two decades after Confederation with stagnation in business, the loss of the city's position as importing centre for the Maritimes, and the slow increase in population. In spite of the severe depression the city did expand in area in the 1870's and 1880's, and new suburbs made rapid strides in the 1890's. For instance, north of the Commons where there had been only a few scattered houses in 1867, a thickly populated town with five places of worship had appeared by 1881 in the district between Brunswick Street and Kempt Road.<sup>1</sup> With the erection of the Shipyard and the Sugar Refinery and the steady expansion of the city northward, Richmond became an actual part of Halifax.<sup>2</sup> In the south end where a few years ago farmers had been cutting grass in Smith's fields there was a small town of expensive houses.<sup>3</sup>

The appearance of Halifax changed in the late nineteenth century as the city expanded north and south and as new public buildings replaced those which were burned, discarded or demolished. One of the most striking public buildings between 1867 and 1900 was the New Provincial or Dominion Building. Situated in an extremely convenient position in the midst of the business district near the harbor it faced on George and Hollis streets, Cheapside and Bedford Row. This brown sandstone four story building had been designed by David Sterling in the Italian Renaissance style. From the centre of the pitched roof a cupola rose to a height of one hundred feet and on the south pediment stood a statue of Britannica, twelve feet high. With its elaborate carving, the Dominion Building was the most profusely decorated structure in the city and was reputed to be the finest public building in the Lower Provinces.<sup>4</sup>

After Confederation the Province of Nova Scotia did not require the new Provincial Building because most of the offices that were to occupy it had been transferred to the Dominion of Canada. Because

1. MORNING HERALD Nov. 24, 1881 p. 1 col. 7.

2. Richmond was that part of the city around Fort Needham and Mulgrave Park. In the map in *The Halifax Guide Book* 1878 Richmond is a separate suburb lying between the harbor and Göttingen St., Young St. and Duffus Street. It was called Richmond because vessels brought flour from Richmond, Virginia, to wharves near the present Shipyard. p. 4 Crowdis, Rev. C. J.—“Historical Sketch of United Memorial Congregation.”

3. HERALD Nov. 24, 1881 p. 1 col. 7.

4. p. 41 *Halifax Guide Book* 1878; p. 88 *Halifax Hotel Guide* 1890.

of the strong anti-confederate feeling in Nova Scotia, the Provincial government refused to transfer the structure to the Dominion. Finally, the exchange was arranged in 1871 when Nova Scotia was given \$70,000 for the provincial claim of half the cost of the building and \$10,000 for interest since July 1, 1867.<sup>1</sup> Renamed the Dominion Building it was used by the Canadian government for a Post Office and Customs' House, and it has since become the headquarters of the Royal Canadian Mounted Police.

At the time of Confederation the Post Office was in Dalhousie College on the Grand Parade, paying the college an annual rent of \$800. A new Post Office was urgently needed for Arthur Woodgate, Deputy Post Master General, had complained of the unsatisfactory conditions in 1862 declaring that the premises were "too small and circumscribed; apartments exceedingly dark and damp and badly ventilated; impossible during many dark days in winter to carry on duties even at midday without aid of gas."<sup>2</sup> Owing to the slow completion of the New Provincial Building and the difficulties about its ownership, the Post Office did not move to its new quarters until December 11th., 1871. For many years these post office accommodations were the finest in Canada.<sup>3</sup>

In the new Dominion of Canada the Post Office Inspector for Nova Scotia, Arthur Woodgate, also acted as Postmaster in Halifax. A staff of nineteen—ten clerks, eight letter carriers and a messenger who was also caretaker—served a population of 29,500. Some six hundred pigeon holes were used as P. O. Boxes for the business community. When mail was withdrawn application had to be made at General Delivery and the letters handed to the applicant. As very often there was only one clerk to sell stamps and care for the boxes, registered letters and mail at General Delivery, there were long delays before a person would receive mail from a box.<sup>4</sup> It is no wonder that the few locked drawers were very much in demand. There were no street letter-boxes in 1871, but there were eight stores where stamps could be bought and letters deposited to be collected twice a day.<sup>5</sup>

1. COLONIST Feb. 9, 1871 p. 2 col. 3-4; Feb. 10; RECORDER Nov. 13, 1871 p. 2 col. 3.

2. p. 24 Stephens, John—"A Page of Post Office History", *Port & Province* Sept. 1937.

3. *Halifax Mail* Dec. 11, 1931 p. 3, 6.

4. RECORDER Jan. 5, 1870 p. 3 col. 1—"Scene at Post Office."

5. HALIFAX MAIL Dec. 11, 1931 p. 3, 6 "Post Office Record Unique" gives a list of these stores and mentions that at first the heating in the Post Office was very poor, the offices being heated by grates.



In a large room in the attic of the Post Office was the Provincial Museum. This Museum, which had developed from the collection of the Halifax Mechanics' Institute and from the Nova Scotian exhibit at the Paris Exhibition in 1867, was established in October 1868.<sup>1</sup> After ascending two flights of stairs and entering a door flanked by an array of fossils, visitors encountered the genial curator, Dr. David Honeyman, who had been instrumental in founding the Museum and who devoted himself with all his energy and enthusiasm to improving the collection. Dr. Honeyman was always delighted to show visitors all the treasures of the Museum and to lavish his valuable time in explaining the origin, nature and purpose of each specimen.<sup>2</sup> In a voice which revealed that his birthplace had been in Scotland, Dr. Honeyman pointed out birds, coins, animals, reptiles, shells, Indian relics, curiosities from Japan and China, skulls of pirates, ship models and minerals. The 8 foot pyramid opposite the entrance which represented the 433,754 ounces of gold produced in Nova Scotia until 1889 reminded everyone of the importance of gold mining in the province. Many visitors complained that although the collections of minerals, zoological and botanical specimens were extensive and well arranged they were crowded into too small a space to be seen to the best advantage, a comment tourists repeat about the present Provincial Museum in the Technical College.

The streets surrounding the Post Office teemed with life and activity on market days. The City Market, built in 1851 on the corner of Bedford Row where the Customs' House stands today, was so small that goods were displayed and sold along Bedford Row near George Street and along Cheapside by the Post Office.<sup>3</sup> Strangers in Halifax always visited the Green Market and were fascinated by the sight of the country people selling their produce in the street. One tourist who had stayed in Halifax several times advised the readers of the *Boston Traveller* not to miss "the Saturday morning gathering

#### AT THE 'GREEN MARKET'.

Ere the morning mists have cleared away there may be witnessed on this occasion one of the most motly and picturesque conventions that ever was seen upon a market square. It is a gathering that is certainly unique, for its prototype cannot be found anywhere else in the land. Assembled on the square and along the

1. p. 42 *Halifax Guide Book* 1878; pp. lxxvii-lxxx, cii-civ Piers, Harry—"A Brief Historical Account of the N. S. Institute of Science. . ." *Proceedings of N. S. Institute of Science* Vol. 13. In 1899 the Provincial Museum was removed to the Burns & Murray Building on the site of the present Provincial Annex on Hollis St.
2. RECORDER Aug. 8, 1871 editorial; Carnival Number of Halifax EVENING MAIL 1889 p. 27.
3. Notes by Harry Piers on pp. 10, 11 of Hopkins' ATLAS; and various photos of the market in PANS Photo Collection. The market was held on Wednesday and Saturday mornings.

streets contiguous to it will be found rugged farmers and their stout, good-natured looking wives intrenched behind a perfect fortress of garden truck of every description, from a prize squash to a bunch of marigolds. Some of them have ridden from afar all night in order to be on the ground in season, for while the Halifax merchant is content to have his store open by 8 or 9 o'clock, the countryman expects to have half his stock disposed of by that time.<sup>1</sup>

All tourists were intrigued by the quaintness of this outdoor market and by the picturesque assembly of Acadians, Indians and Negroes. They exclaimed over the "poor Indian" seated quietly in his corner "smoking the pipe of peace, (strong enough to be a pipe of war), and engaged in the work of making baskets and juvenile bows and arrows."<sup>2</sup> New Englanders were amazed at the number of negroes

...if one should visit this market scene he would imagine that all (the colored population of Halifax) had turned out en masse and gone to selling berries on the square; for, surrounded by a bewildering array of baskets filled with berries of every known description, sit enthroned a delegation of colored ladies and gentlemen who preside over their aggregation of luscious fruit and 'yarbs' and roots of miraculous properties, with a dignity that would do honor to an African king or empress.<sup>3</sup>

Jostled by hurrying crowds, visitors wandered along the streets among carts and baskets and stalls admiring the vast heaps of vegetables, berries and flowers for sale. One American, who must have been slightly bored by his stay, remarked that the only time there was a busy scene in Halifax was when the city people came to buy in the market! Ella Fletcher sympathized with the poverty of the sellers when she saw that three pairs of socks and a quarter of lamb, all in one basket, were the entire stock in trade of one Acadian woman while another had only half a bushel of periwinkles.<sup>4</sup>

Miss Fletcher also commented on the low prices, prices far more striking when compared with those of today, and marvelled that a large bunch of exquisitely tinted sweet peas cost the munificent sum of two cents! In August 1877 the market was well supplied with fruit and vegetables when the vegetables were fair in price, but fruit high according to the *Acadian Recorder*.<sup>5</sup> Eggs were twenty cents a dozen, green cucumbers five cents each and peas eight cents a quart, while bush beans were selling slowly at fifteen cents a half peck and potatoes of

1. NOVASCOTIAN Oct. 17, 1885 p. 7 col. 1.

2. *Idem.*,

3. *Idem.*, Most of the negroes lived at Preston.

4. pp. 13-4 Fletcher, Ella Adelia—"England's Canadian Stronghold" reprinted from *Anglo-American Magazine* March 1899.

5. August 4, 1877 p. 3 col. 2.

good quality went off rapidly at seventy cents per bushel. Raspberries sold slowly at ten cents for a small bark or a dollar a bucket for blueberries were plentiful at five cents a quart, and some fine cherries sold quickly for twenty cents a quart.

Unlike the tourists the City Fathers were untouched by the picturesque scene in the Market Square because they were besieged by complaints from the merchants on the streets surrounding the Post Office that the crowds and carts on the sidewalks and roadways interrupted their business. "A Sufferer" declared that every Wednesday and Saturday hay carts were ranged along the curb-stones on Bedford Row from Walsh's corner to Lithgow's building, blocking the traffic and leaving a litter. He grumbled that this was unfair to the merchants who paid heavy taxes and who had built a row of houses that were an ornament to the city.<sup>1</sup> "Besides this, it is pitiful on stormy days to see so many country people, especially women and children, exposed to rain and tempest without shelter of any kind" observed Mayor J. C. Mackintosh.<sup>2</sup> It was impossible to secure the Imperial Fuel Yard, the site of the present Post Office, for a new Market Building. All attempts to find another site suitable for a market were futile, as loaded carts could not climb the steep hills from the ferry at the foot of George Street even as far as the Parade.

Haligonians thought of the Green Market as a fine place to buy good fresh food cheaply, and remembered the Market Square at Christmas time when the air was spicy with the fragrance of evergreens, and there were hundreds of graceful firs covered with powdery snowflakes to be chosen for Christmas trees. They recalled pleasant memories of springtime when the Market was filled with the scent of Mayflowers, "the pure white and red flowers forming a contrast to the dusky vendors, who have been content in this season of plenty, to receive one or two cents for large sized bunches."<sup>3</sup> Then Nova Scotia was truly called the Mayflower province.

Strangers also visited the Fish Market behind the Market Building, situated at the foot of George Street adjoining the Queen's Wharf. There early in the morning when the high tide swept over the fish market slip, and fishing boats danced splashingly at their moorings in the murky haze, one could see a score of men clad from head to foot in

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1. COLONIST Jan. 4, 1868 p. 2 col. 3.

2. pp. lxxv-lxxvi *Annual Report...Halifax* 1884-5.

3. RECORDER Dec. 23, 1882 p. 2 editorial; April 28, 1870 p. 2 col. 4



yellow oilskins which were covered with blood. Laughing and joking they gutted, washed, sorted and packed fine mackerel for exportation to the United States. The fish were placed in large boxes with ice and shavings to keep fresh till sold for the high price of two dollars a dozen.<sup>1</sup>

From an arched gateway on Water Street a gentle incline led into a large damp room with aisles running the length of the building.<sup>2</sup> Displayed on the two rows of stalls were all kinds of salt water fish—dozens of salmon weighing ten or fifteen pounds and selling for fifteen cents a pound, haddock, codfish of all shapes and colors, pollock, mackerel, herrings and lobsters lying under wet seaweed. Only salt water fish could be sold in the Fish Market—smelts, gaspereaux, eels and clams being vended on the curb. The thrifty housewife, with a basket on her arm to carry her own purchase, the regimental messman, stewards from the Dockyard and steamers, a negro from Preston delighted with the bargain of a cod's head, and maids from boarding houses could all be seen buying the fish. Someone would be certain to chuckle over the tale of how a naval captain new to the station who was more familiar with the prices at Billingsgate, once gave his steward a sovereign to buy lobsters for dinner. The man returned with a small boatload of the crustaceans, conveyed in two or three wheelbarrows!<sup>3</sup>

In 1868 there was much dissatisfaction among the fishermen and the public over the Fish Market because it had been leased by four dealers who monopolized the fish business. One citizen had to pay thirty cents for a small codfish, while a fisherman was offered three and a half cents apiece for a load of cod.<sup>4</sup> The discontent rose to such heights that the Mayor had the stalls thrown open for competition, and any fisherman was allowed to draw for a stall on depositing four dollars.<sup>5</sup>

Dissatisfaction increased with the old City Hall opposite the City Market. In 1869 the press was advocating a new City Hall and Police Station for not only was the Police Station in the basement dilapidated but the cramped cells were swarming with vermin.<sup>6</sup> Three years later the editor of the ACADIAN RECORDER was complaining because the City Council was wasting money repairing the wretched old City

1. *Idem.*, Nov. 7, 1872 p. 2 col. 4.

2. p. 94 *Halifax Hotel Guide* 1890.

3. *Idem.*, p. 96.

4. *COLONIST* March 31, 1868 p. 2 col. 2.

5. *Idem.*, April 21, p. 2 col. 4; May 5, p. 2 col. 3—157 fishermen applied for 47 stalls.

6. *Idem.*, Sept. 23, 1869 p. 2 col. 4.

Hall "a circumscribed, uncomfortable, dirty hole, which the representatives of the wealthy City of Halifax should be ashamed to retain longer in its present use."<sup>1</sup> It was high time some drastic action was taken because whenever there was a rainstorm the Council either had to adjourn or sit in solemn conclave with umbrellas over their heads while water poured through the porous roof!<sup>2</sup>

Finally after much thought and deliberation the Council resolved on July 15, 1874 to purchase from Mr. J. R. Jennett a lot extending from Lockman Street to Poplar Grove. A public meeting at the Temperance Hall condemned the site chosen because it was not central enough and suggested that the new City Hall be erected on the south end of the Parade or on the site of the Market House. Mayor John A. Sinclair refused to sign the agreement with Mr. Jennett who sued the city and received damages of two thousand dollars.<sup>3</sup> The Nova Scotian Legislature passed an act enabling the City of Halifax to borrow \$100,000 to erect a City Hall, but prohibited the city from building it on the Parade. The reason for this proviso was that the Governors of Dalhousie College were not disposed to sell their property and that St. Paul's congregation did not want the civic building at the south end where it would shut in the church from the Parade.

The Grand Parade had been reserved when Halifax was laid out in 1749, and there the militia had drilled among the tree stumps. Although the Duke of Kent had the parade ground levelled and walled and a fence erected, the inhabitants had retained their right to walk across it at any time.<sup>4</sup> In the 1870's the Parade had become an eyesore with ugly dangerous walls and a dilapidated wooden railing. City Engineer E. H. Keating made grand plans for extending George Street through the Parade, rebuilding the walls and facing them with granite ashlar surmounted by an iron railing, placing shops beneath the Parade along Barrington Street, and ornamenting the grounds by trees and gardens.<sup>5</sup> These plans remained a dream because both the City Council and Dalhousie College claimed the Grand Parade. The Council refused to spend any of their limited funds on it until they had a clear title, and as Dalhousie did not have the money for improvements the Parade remained a dump with crumbling walls.<sup>6</sup>

1. Feb. 15, 1872 p. 2 editorial.

2. RECORDER Nov. 11, 1871 p. 2 col. 4.

3. pp. 247-8 *Annual Reports... Halifax* 1885-6.

4. pp. 187-8 Akins, T. B.—*History of Halifax*, Collections of N. S. Historical Society Vol. 8.

5. p. 49 *Annual Reports... Halifax* 1872-3.

6. *Idem.*, 1884-5 p. liii-liv.

To complete his design Mr. Keating wished to erect the new City Hall on the north end to replace Dalhousie College. The majority of the citizens wanted the City Hall on the Parade. Repeated attempts were made to obtain this central and commanding site, first by disputing the title of the Governors of the College, and then by purchase. This deadlock was ended in 1886. The Governors were able to accept the city's offer of \$25,000 and a piece of land on the South Common in the rear of the Exhibition Building when Sir William Young generously offered the college \$20,000 for a new building if it were constructed on the site given by the city.<sup>1</sup> Here in the block between Robie and Carleton streets, now called the Forrest Campus, the cornerstone of the new Dalhousie College was laid by Sir William at convocation on April 27, 1887. Students and professors occupied the red brick building with the square tower and slate roof in the autumn although contractor E. A. Milliken had not finished his work.<sup>2</sup> Now known as the Forrest Building which houses the faculties of law, medicine and dentistry, the University has expanded still further west to the Studley Campus which was a farm in the gay nineties.

Once the City had obtained an undisputed title, preparations were made to improve the Grand Parade by replacing the ruinous walls by a heavy iron ballustrade. The citizens began to reveal great pride in the handsome level square with its walks and flower beds which provided a lovely setting for their new civic building.<sup>3</sup> Mayor J. C. Mackintosh even suggested that the name be changed to Victoria Square in honor of Queen Victoria's Jubilee because the name "Grand Parade" was associated with memories of decay and crumbling walls.<sup>4</sup>

In the spring of 1887 E. A. Milliken accepted the contract to construct the new City Hall for the sum of \$69,000. As this tender proved to be too low he had to relinquish the task in 1888 when only part of the basement had been completed. Stones from the Dalhousie College of 1820 had been utilized in the foundation of the new civic building.<sup>5</sup> After the tender of Rhodes, Curry & Company for \$79,450 had been accepted, they began work on September 1, 1889, but were delayed by

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1. EVENING CHRONICLE Oct. 21, 1886 reprinted in *Annual Report*. . . Halifax 1885-6 pp. 247-51.

2. NOVASCOTIAN April 23, 1887 p. 3 col. 1; Harvey, D. C.—*An Introduction to the History of Dalhousie University*, Halifax, Canada, 1938.

3. pp. liii-liv *Annual Report*. . . Halifax 1884-5. These improvements were partly met by Miss Isabella Cogswell's bequest of \$4,000.

4. *Idem.*, 1885-6 p. xlvi.

5. NOVASCOTIAN April 23, 1887 p. 8 col. 4.



the slow arrival of building materials.<sup>1</sup> The building, our present City Hall, was designed by Edward Elliott, and completed at a cost of \$105,000. The three storied structure, with a mansard roof and pointed tower, was much admired by Haligonians. The first story was granite, and the two upper ones of bright freestone from Wallace and River John, with brown freestone trimmings and cornices, although the smoke and sea air of Halifax soon turned it to a uniform black. Layers of grime were removed in the summer of 1948 restoring it to its original beauty in preparation for the Bicentenary.

The City Hall was officially opened on Thursday evening, May 22nd., 1890 when Mayor David McPherson welcomed over one thousand people in the Council Chamber. Both the Parade and the Hall presented a glittering spectacle with rows of coloured lights strung along the Parade and incandescent lights in every room of the civic building. The guests, many of whom were in evening dress, wandered around the building admiring the fine panelling of California red wood, white wood and cherry, and contrasting the spacious offices and library with the dingy quarters in the old Court House. "The Band of the 63rd. Rifles was stationed in the tower on the second story and discoursed a choice programme of music" while ices, chocolate, cake, coffee and other refreshments were liberally supplied in the unfinished third story.<sup>2</sup> Citizens and officials alike were proud of the great contrast between the new and the old City Hall.

Another brilliant assemblage at the City Hall was held on September 11, 1890 to honor the hero of Central Africa, Lt. William Grant Stairs.<sup>3</sup> Then the City Hall was not large enough for those who wished to welcome the hero to his native city. Attired in the uniform of the Royal Engineers and looking every inch a soldier Lt. Stairs listened to the laudatory comments of Acting Mayor J. C. Mackintosh praising his bravery and determination in the face of danger and death as second in command of the Emin Pasha Relief Expedition under H. M. Stanley. For two and a half years this expedition had been in Central Africa without contact with the outside world until it was believed that all had perished, and had wandered 4,500 miles through trackless forest and rugged mountains suffering from disease, forced marches and attacks from savage tribes.<sup>4</sup>

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1. HERALD March 19, 1890 p. 3 col. 2.

2. RECORDER May 23, 1890 p. 3 col. 4.

3. HERALD Sept. 12, 1890 p. 3 col. 2-3.

4. *Idem.*, August 11, p. 2 editorial.

A few days before this civic reception Lt. Stairs had been honoured by an illumination on the North West Arm while he was visiting his parents at Fairfield, now the site of the Archbishop's Palace. This was the first illumination of the Arm. Then this beautiful sheet of water resembled fairyland with the myriads of lights winking from the numerous boats offshore and the bonfires blazing on outlying points. The yachts at anchor along the shore were decorated from stem to stern with Chinese lanterns and lamps, Rod McDonald's *Arrow* having port and starboard lamps close together along the edge of the awning. A regimental band was playing in the grounds of "Thornvale", T. E. Kenny's residence and through the trees the house of Sandford Fleming shone brightly. At "Bircham" Mrs. Robert Morrow had her residence and grounds prettily lighted with a profusion of Chinese lanterns while Hon. A. G. Jones had decorated "Bloomingdale", now the Waegwoltic Club House, with lamps of all colors. From South Street to Jubilee Road all the houses and grounds blazed with lights as their owners paid tribute to this brave and distinguished Haligonian who was to return to Africa to die there of fever.<sup>1</sup>

Granville and Hollis were the two streets where the finest stores were located as well as wholesalers and offices, Barrington Street not having achieved its pre-eminence in this respect. At night the retail shops on Granville Street presented a splendid appearance in the full blaze of gaslight.<sup>2</sup> On the south-west corner of Granville and Prince streets towered the six story Y. M. C. A. Building. The Y. M. C. A. had been constructed in an elaborate Gothic style of brick with granite and freestone facings at a cost of \$36,000 and it attracted the admiration of strangers and citizens alike by its commanding position and elegant design.<sup>3</sup> The Halifax Branch of the Y. M. C. A. which was one of the pioneers in this work when it was formed in December 1853, had arranged for their first Y. M. C. A. Building at a meeting at the Argyle Hall in April 1872. In 1873 the eastern wall had bulged and cracked, and finally the contract had been relet to S. M. Brookfield.<sup>4</sup> For many years the tower with the open circular cupola and gilded vane rising over one hundred feet above the sidewalk was a familiar landmark in the skyline. This site is now occupied by the T. Eaton Company which also demolished the wooden building on the corner of Barrington and

1. pp. 157-9 Regan, J. W.—*Sketches and Traditions of the North-West Arm*; RECORDER, Sept. 4, 1890 p. 3 col. 5.

2. p. 90 *Halifax Hotel Guide* 1890; *Commercial News*, Sept. 1934.

3. p. 18 Allen's *Souvenir Guide*; p. 35 *Maritime Guide for 1875* published by Charles McAlpine, Halifax, 1875; PANS Photo Collection; The Bank of Montreal occupied the ground floor of the building.

4. RECORDER April 13, 1872 p. 2 col. 4; June 19, 1873 p. 2 col. 5; July 2, p. 2 col. 6; July 3, p. 2 col. 6; Aug. 12, p. 2 col. 5.

Prince streets which had been St. Andrew's Church until 1871, and was afterwards remodelled by Alexander Stephen and Son as a furniture store and warehouse.<sup>1</sup>

Also on Granville Street, near Blowers, stood another well known public building, the Orpheus Hall. From 1827 until 1887 it was occupied by the congregation of the Granville Street Baptist Church, the leading Baptist church in the city. For the remainder of the century the structure was used as a concert hall by the Orpheus Club. After undergoing extensive remodelling in 1890 the Orpheus Hall was considered to be one of the finest concert halls in the Dominion and here Professor Charles Porter, organist, choir director, orchestra leader and head of the Halifax Conservatory of Music, directed many magnificent concerts.<sup>2</sup>

At the corner where Granville touched Salter Street rose the lofty dome of the Masonic Temple. This edifice reflected much glory on the Masonic order for it was an imposing brick and mastic structure in the Italian style and contained the finest ballroom and lecture hall in the city. Passersby craned their necks to see the gilded vane with a large eye looking to the east perched on the cupola. Designed by Stirling and Dewar, the Temple had been constructed by S. M. Brookfield for about \$30,000.<sup>3</sup>

Behind the Masonic Temple and facing Barrington Street where the present Masonic Hall is located there was an old wooden building of Colonial design. This was the second Masonic Hall in Halifax which in the 1880ies and 1890ies had become a storehouse or shop, and for some years was occupied by McDonald and Company, Brass Founders. The cornerstone, which may be seen in the present Masonic Hall, had been laid on June 5th., 1800 by the Duke of Kent, Grand Master of the Masons of Lower Canada, in one of the finest ceremonies ever witnessed in Halifax. For many years this Mason's Hall had been the social centre of the town with its political meetings, balls, dinners and gatherings of national societies.<sup>4</sup> Many older Haligonians were fond of recalling how they had enjoyed the dances at the Mason's Hall in the good old days when ladies and gentlemen delighted in dancing and did not

1. *Idem.*, Jan. 17, 1870 p. 2 col. 4—old church sold to A. Stephen for \$12,500.

2. p. 90 *Halifax Hotel Guide* 1890. This structure became the Orpheus Theatre which was demolished in the summer of 1947 to make way for the new Paramount Theatre which was opened in January 1949. *Halifax Mail* August 7, 1947 p. 21; *Halifax Mail-Star*, January 19, 1949 pp. 19-22.

3. p. 43 *Halifax Guide Book* 1878; p. 92 *Halifax Hotel Guide* 1890: information from Mr. R. V. Harris, Sec'y of Masonic Order in Halifax. The walls of the Masonic Temple still remain as part of the present Masonic Building on Barrington, Salter and Granville streets which was erected in 1925.

4. p. 129 Akins, T. B.—*History of Halifax*. Mason's Hall remained standing till 1903.



perform a quadrille with such little gayety that they might have been at a funeral. At these dances the girls were arrayed in hoops and bonnets, and the men appeared to be all collar and cravat with starched white neckties three inches high wound stiffly around the neck two or three times and the collar of the shirt reaching the ears.<sup>1</sup> The rapidly increasing membership of the Masonic Lodges made the facilities of the Mason's Hall absolutely inadequate even with the erection of an addition in the rear in 1850<sup>2</sup> and led to the construction of the Masonic Temple on the corner of Granville and Salter streets behind the old Mason's Hall.

The cornerstone of the new Masonic Temple was laid on August 31, 1875.<sup>3</sup> Although it was a very warm day the people of Halifax gathered along the dusty streets to watch nine hundred Masons bedecked in badges and aprons march to the foundation of the Temple with banners flying and bands playing. On substantial benches in the foundation were assembled the "youth, beauty, and fashion of the city," and the representatives of the Dominion, Provincial and Civic Governments and of the Army and Navy. Others stood on the housetops, all gazing at the Officers of the Grand Lodges who were distinguished by their brilliant regalia and rich jewels, and at the Masons in black clothes, wearing white ties and gloves and flowers, or the white lambskin or leather apron. The crowd watched carefully while Grand Master J. W. Laurie laid cornerstone with Masonic rites and listened to the oration by Rev. Canon Townshend.

The Temple was dedicated on Wednesday afternoon, June 6, 1877, when over one thousand Masons from all parts of the Province marched "with bands playing and banners streaming, and Masonic emblems and designs flashing in the sunlight" in one of the grandest parades ever seen in Halifax. They passed through streets bright with flags, bunting and fluttering streamers to the Temple on Granville Street for the impressive dedication service!<sup>4</sup>

That evening the Bazaar was opened. For several days the citizens flocked to inspect the New Masonic Temple, to buy gifts, flowers and refreshments and to watch the "scramble bags" and to talk with friends while the Band, nearly suffocated with the heat in the gallery,

1. RECORDER Nov. 23, 1882 p. 2 col. 4.

2. Cornerstone of this addition was laid by Grand Master Hon. Alex. Keith on July 19, 1850. RECORDER July 20, 1850 p. 3 col. 4.

3. MORNING CHRONICLE Sept. 1, 1875 p. 1 & 2; RECORDER Aug. 30, 1875 p. 2 col. 2; August 31, p. 2.

4. RECORDER June 6, 1877 p. 3 col. 3.

rendered a superb selection of music.<sup>1</sup> Then they wandered off to visit the Aquarium and the soda water fountain, and to look at the sea serpent's egg. Everyone had a grand time at the telegraph office on the second floor where messages were transmitted "to all parts of the world" and there was lots of fun in sending amusing telegrams to friends and relatives. The Art Gallery was a marked attraction of the Bazaar for an art exhibit was a rarity and Haligonians seldom had the opportunity to view such a large number of paintings. Over three hundred paintings had been borrowed from different parts of the Province, some of which were very valuable for many wealthy Halifax merchants had fine collections. Judging from newspaper accounts the audience was very uncritical of the excellence, or the reverse, of these works of art.<sup>2</sup>

On Barrington Street, at the foot of Spring Garden Road where once stood Horseman's fort which protected Halifax from the Indians, was the Academy of Music. The Academy of Music was built by a company composed of prominent citizens who wanted to provide a large hall for concerts, lectures, plays and outstanding entertainments from Canada, United States and Europe.<sup>3</sup> Designed by A. M. Jackson, an architect of London England, to seat fifteen hundred, the Academy was constructed of brick faced with stucco by S. M. Brookfield and measured sixty feet in front. The Capitol Theatre now occupies the site.<sup>4</sup>

The Academy was opened on Tuesday, January 9, 1877 with a Grand Opening Concert by one hundred and fifty singing members of Halifax Philharmonic Union under the direction of Prof. C. H. Porter assisted by the Rudolfson Quartette of Boston and the Boston Philharmonic Club of Instrumentalists.<sup>5</sup> The large, brilliant and fashionable audience marvelled at the beauties of the interior, admired the handsome frescoed ceiling and gasped at the flood of radiance when the light was turned on in the huge chandelier which seemed to be suspended from heaven. The Academy was lighted by electricity, one of the first public buildings in Halifax to be lighted in this way.<sup>6</sup>

1. *Idem.*, p. 2 col. 2-4; CHRONICLE June 7, 1877 p. 2 col. 2; p. 3 col. 2-5.

2. RECORDER June 5, 1877 p. 2 col. 3; June 6, p. 2 col. 2-4; June 7, p. 2 col. 2; June 8, p. 2 col. 2.

3. STATUTES OF NOVA SCOTIA 1876 cap. 97—to incorporate Halifax Academy of Music with John Doull, John Taylor, Michael Dwyer, W. M. Doull, Jeremiah F. Kenny, William L. Black, William Esson, Adam Burns, Henry Peters, James Hunter and William Slayter as Directors. Capital stock of \$45,000 to be divided into 900 shares of \$50.

4. p. 36 *Report of Provincial Museum 1929*; PANS Photo Collection; PANS Special Collections "Halifax Academy of Music"—list of 143 shareholders, holding total of 931 shares, none owning more than 20. Contains minutes of meetings of shareholders in 1875, 1876, 1877. It cost nearly \$70,000 for the building and site, and \$18,000 for furnishings, leaving deficit of \$20,000 to be raised by sale of more stock.

5. RECORDER Jan. 10, 1877 p. 2 col. 3; HERALD Jan. 10, p. 3 col. 2. The building was filled although it was the most expensive entertainment yet offered in Halifax at \$1.50 for a single reserved seat and 50c. for the gallery, or \$5.00 for 4 reserved seats, 2 each concert.

6. HERALD Jan. 4, 1877 p. 3 col. 3.

Attendance at the theatre became fashionable, as well as popular. Halifax was regularly visited by the best theatrical companies from the United States. Some of the plays presented at the Academy were "Clouds", "Under the Gaslight", "Camilla's Husband" "Streets of New York", "Hamlet", "Richard III" "Magnolia" and "Uncle Tom's Cabin."<sup>1</sup> Many kinds of entertainment were offered at the Academy ranging from grand opera to vaudeville. Interested audiences watched comic opera, ballet, pantomime, minstrels, and hundreds of dramatic stock companies. There were performances of "The Merry Widow", "The Chocolate Soldier", "H. M. S. Pinafore", the Westminster Choir and the Boston Symphony Orchestra. Amateurs from the St. Mary's Dramatic Club, St. Patrick's Minstrels, the men of H. M. S. *Bellerophon*, *Northampton* and *Emerald* and some of the regiments gave various variety and musical programmes and the Halifax Symphony Orchestra under Max Weil presented concerts regularly.

Noted lecturers such as William Jennings Bryan, Henry Ward Beecher and General Booth spoke in the theatre. One speaker was Oscar Wilde, already famous for his poetry and his leadership in the aesthetic movement, who lectured in the Maritimes on his way to the United States in 1882. The *Presbyterian Witness* objected to "the conceited idiot Oscar Wilde" being allowed to lecture in Halifax because a "man who has written as Oscar has, is not a desirable associate in any decent society."<sup>2</sup> However, the *Acadian Recorder* reported that a "large number of the best people of Halifax had their curiosity satisfied last night by a sight of the celebrated aesthete, for never since the opening of the *Academy of Music* was such an audience gathered together, at the same time so large and so fashionable."<sup>3</sup> Although all admired the taste and elegance with which the stage was arranged and admitted that Mr. Wilde's clothing was "immense" and beyond description, all were agreed that the lecture on "The Decorative Art" was dull, difficult to follow, unrelieved by striking phrases or apt examples, and delivered in a monotonous way.

At the time of Confederation Halifax was regularly visited each summer and occasionally in winter, by professional theatrical companies from the United States who acted in the Theatre Royal or the Temperance Hall. The Theatre Royal, Spring Gardens was on Queen Street opposite the City Tourist Bureau. In the 1850's, as Sothorn's

1. Special Souvenir Programme at Closing of Majestic Theatre, Halifax, N. S. June 27, 28, 29, 1929—"The Passing Theatre" by James W. Power, News Editor of *Acadian Recorder* in PANS MSS file under Theatre Programmes.

2. RECORDER Oct. 2, 1882 p. 3 col. 2—reprinted from the *Witness*.

3. *Idem.*, Oct. 10, p. 3 col. 4; p. 2 col. 5; Oct. 9, p. 2 col. 6.



Lyceum, it had been the scene of the triumphs of E. A. Sothern, later famous as Lord Dundreary.<sup>1</sup> In 1858 it had been described as "a gem in its way, built entirely of wood, but very nicely ornamented both inside and out...and although at some distance from the chief part of the City, is rendered quite a place of resort..."<sup>2</sup> Ten years later the Lyceum was dilapidated and shabby, with old dirty worn out scenery, "in fact not fit to present to an audience such as would appreciate the good acting" of the Keller Company playing there in "The School for Scandal", "Rough Diamond", and "Jenny Lind."<sup>3</sup> In the 1870ies it was seldom used for entertainments.

Although the Temperance Hall, situated between Starr Street and Poplar Grove, was too small for the best plays and too far up town it was a decided improvement on the Theatre Royal.<sup>4</sup> It had been designed and built in 1849 of heavy wooden timbers in the Grecian style by Henry G. Hill for the Halifax Temperance Hall Company and until the erection of the Academy of Music most of the entertainments in Halifax were presented there.<sup>5</sup>

In the summer of 1868 "The Greatest Wonders of the Age" could be seen at the Temperance Hall. These four "Ladies and Gentlemen in Miniature"—General Tom Thumb and his wife, Commodore Nutt and Miss Minnie Warren—had just returned from Europe after a three year tour. For a quarter Haligonians could see these dwarfs wearing dresses and suits and diamonds valued at twenty thousand dollars in gold and listen to their songs. The celebrated little people were accompanied by their musical director, a Mr. Richardson of New York, who was described as a young man of genius and a pupil of Lizst, "The best pianist in the world."<sup>6</sup>

Minstrel shows galore came to Halifax in the 1860ies and 1870ies like Buckley's Serenaders, one of the most famous minstrel troupes in the United States, who had played at the Opera House in Boston and St. James Hall, London. They delighted the audiences in Halifax with songs, dancing by the Empire Boys, ventriloquism, jokes and "Music on the Brain" in which S. G. Buckley performed on seven different instruments at one time. This feat was described by the *British Colonist*:

His cap is hung with bells, a drum on his back, with drum stricks attached to the elbows, a Paris Pipe is stuck in his bosom, a cornet in his right hand, bones in his

1. RECORDER April 18, 1857 p. 2 col. 6; Mullane, George—"The Professional Drama of Yesterday in Halifax" unpublished MSS of N. S. Historical Society.
2. p. 10 Nugent's *Business Directory* 1858.
3. CHRONICLE July 1, 1868 p. 2 col. 6.
4. RECORDER June 4, 1870 p. 2 col. 4.
5. *Idem.*, May 17, 1880 p. 3 col. 3.
6. COLONIST August 4, 1868 p. 2 col. 2; p. 3 col. 4.

left, and a triangle at some other part, thus fitted out, he constitutes in himself a full band, giving forth good music, while he dances as he plays.<sup>1</sup>

Part of the show of the world renowned Royal Christy Minstrels was "the rope walking by Harry Leslie from the top of Temperance Hall to the high building South" which was acclaimed as a daring venture, "witnessed by thousands, much to their satisfaction."<sup>2</sup> Indeed, there were many minstrel shows of an inferior quality until Halifax had seen so many negro minstrels that this entertainment was no longer popular.<sup>3</sup>

One minstrel show which was long remembered by many people in the city—and not from any excellence of the acting or music—was the Lloyd Christy Minstrel Show. This show was well advertized and tickets sold. Men, women, and children went to the Temperance Hall and waited with ever growing impatience for the performance to begin. Finally the audience discovered that there was no show, that the Lloyd Christy Minstrels existed only in the imagination of its promoters, and that they had been swindled. The promoters and some of the ticket sellers had skipped out, but some of the swindlers were caught and tried, much to the satisfaction of their disgruntled would-be patrons.<sup>4</sup>

Each winter large audiences attended lectures in Halifax. The Y. M. C. A. sponsored lectures by local speakers such as Rev. George W. Hill, Rector of St. Paul's, Matthew Richey, barrister and Lieutenant-Governor of Nova Scotia from 1883 to 1888 and P. C. Hill, Premier of the province from 1875 to 1878. Various other societies such as the N. S. Institute of Science, the N. S. Historical Society, and the Young Men's Early Closing Association followed the custom of having lectures at their meetings. A number of professional lecturers visited Halifax. In 1873 the Medical Faculty of Dalhousie College sold subscription tickets for a series of lectures and brought Edward Jenkins, the author of "Ginx's Baby" and "Little Hodge", which "are among the best and most universally read books of the day" to talk on the satirists of England.<sup>5</sup> The Y. M. C. A. sponsored a lecture by Elihu Burritt, "the Learned Blacksmith" who had mastered eleven languages.<sup>6</sup>

In 1880 the Temperance Hall was purchased by the Young Men's Literary Association who altered and renovated the building to provide

1. COLONIST May 9, 1868 p. 2 col. 5.

2. RECORDER May 10, 1872 p. 2 col. 5.

3. *Idem.*, Aug. 23, p. 2 col. 6.

4. *Idem.*, Nov. 30, 1871 p. 2 col. 5; Dec. 4, p. 2 col. 6.

5. *Idem.*, Nov. 14, 1873 p. 2 col. 6; Dec. 12, p. 2 col. 6.

6. *Idem.*, Dec. 27, p. 2 col. 5.

reading rooms, billiard room, a gymnasium, and by painting and decorating in bright colors they gave the hall a light, cheerful appearance.<sup>1</sup> On December 8th., 1880 the old Temperance Hall, now renamed the Lyceum, was opened by an amateur dramatic, literary and musical entertainment. The upper part of the Lyceum was rented for political gatherings, minstrel shows, amateur theatricals, vaudeville, and to Zera Semon the magician who seems to have been a forerunner of the now popular "Share the Wealth" programmes for in two weeks he gave away over \$1500 worth of presents to his audiences—gifts varying from gold filled watches to corn brooms.<sup>2</sup> After a decade of ownership the Y. M. L. A. found the building a white elephant with the value depreciating and the upper story unlet for long periods. Only when Zera Semon came to town was the popularity of the Lyceum renewed, and every evening an eager pushing crowd struggled to gain admission to the wonderland of magic.<sup>3</sup> Besides the displays of his marvellous feats of magic Mr. Semon hired different entertainers each week such as H. Price Webber's Boston Comedy Company. Price Webber who was to be connected for over forty years with theatrical ventures and who achieved fame in the United States as a noted actor-manager, had received his first job from Joseph Howe on the *Nova Scotian* when he arrived in Halifax as a friendless lad from England.<sup>4</sup>

On March 15th., 1899 the heavy wooden building was completely destroyed by fire although the Y. M. L. A. were able to save most of their valuable library. The fire had originated in the cellar about six o'clock in the evening, probably near the frozen gas meter which was being thawed. The flames spread rapidly behind the walls and between the floors because the beams were as dry as tinder.<sup>5</sup> In a short time the whole interior was a seething mass, flames shot out from the windows, and the firemen had to work desperately in the cold night to save the surrounding buildings.

At the time of Confederation the poor of Halifax were housed in the old, crowded Workhouse or Bridewell in Spring Gardens. This Bridewell, part of which had been built in 1758, was situated across what is now the western end of Doyle Street.<sup>6</sup> A new Poor Asylum was

1. HERALD Dec. 8, 1880 p. 3 col. 2.

2. RECORDER Sept. 7, 1891 p. 3 col. 3.

3. THE CRITIC: A Maritime Provincial Journal devoted to Commerce, Manufacturing, Mining and Agriculture, Halifax, N. S. Nov. 20, 1891 p. 18 col. 2; Nov. 27, p. 18 col. 2.

4. HERALD Nov. 11, 1909 p. 9 col. 1-2.

5. CHRONICLE March 16, 1899 p. 5 col. 2, p. 8.

6. Notes by Harry Piers in Hopkins' *Atlas*.



begun in 1867 by Henry Peters on the South Common on the site of the present Poor House. This brick and stone structure, standing among the empty fields between Morris Street and South Street, was the highest building in Halifax and the second largest in the province.<sup>1</sup> David Sterling, the architect, had planned it in the form of a Latin cross, having its four wings radiating from a central building five stories high.<sup>2</sup> As it would accommodate twelve hundred it was decided to erect only the central building and south and west wings, to care for six hundred. The sum of \$112,346.00 for the new Poor House proved a heavy burden although two-thirds was borne by the Province and one-third by the City.<sup>3</sup> On its completion in December 1869 the poor were removed from the old Bridewell. The old workhouse and grounds on the northern side of Spring Garden Road between Queen Street and what is now Hastings Street were sold in seventeen lots for \$20,000 by J. D. Nash at an auction on April 6, 1870.<sup>4</sup> The Poor House Burying Ground became Grafton Park.

At midnight on November 7th., 1882 occurred one of the worst fires in the history of Nova Scotia, a fire unequalled in annals of Halifax until the Queen Hotel disaster when the Poor House was destroyed with the loss of thirty-one lives and over \$80,000 worth of property.<sup>5</sup> The firemen discovered on their arrival that the lower part of the main building of the Poor House was burning briskly and with their customary efficiency they soon had ten streams of water directed on the flames.<sup>6</sup> The three hundred and forty-three inmates of the Poor House had been alarmed at the smoke, and some of them were hysterical with terror, but they had been unable to escape because the doors were locked. Old women and children stood at the windows shrieking to be let out and when they saw the firemen they began to break the glass and prepared to jump. One member of the Union Protection Company knocked in the door with a few blows of his axe.

The stairways were crowded and out came a procession of women nursing little infants, old greybearded grandames and feeble old men. All were screaming, and

1. *Citizen* Nov. 7, 1882 p. 2 col. 1; p. 3 col. 2.

2. *NOVASCOTIAN* Jan. 28, 1867 p. 5 col. 3 gives a detailed description of the building; *RECORDER* April 17, 1867 p. 3 col. 1; *CITIZEN* Nov. 7, 1882 says Poor House had 6 stories between basement and roof.

3. *JOURNAL OF THE ASSEMBLY OF N. S.* for 1870 App. 25; *Idem.*, 1883 App. 3 B p. 6.

4. *RECORDER* April 5, 1870 p. 3 col. 7; April 6, p. 2 col. 5 Doyle and Hastings streets were named after General Sir Hastings Doyle, Lt. Governor from 1867 to 1873.

5. *RECORDER* Nov. 7, 1882 p. 2 col. 3-4; *HERALD* Nov. 7, 1882 p. 3 col. 1; Nov. 8, p. 2; *CITIZEN & EVENING CHRONICLE* Nov. 7, p. 2 col. 1; p. 3 col. 2-4.

6. *RECORDER* Nov. 7, 1882 p. 2 col. 3.

as they smelt the fresh air they ejaculated their thanks, and then began calling for this one and that one till all was a babble of confusion. (1) Some were clothed partly or wholly; others enveloped in blankets; more naked. (2)

Some fifty or sixty little children toddled out to safety. As the roaring flames lighted the scene it reminded the bystanders of Dante's Inferno.

Then it became known that in the upper wards of the wing lay many aged and helpless. Immediately police, firemen, clergymen, reporters and spectators rushed into the building to help the blind, halt and lame down the long winding stairs and to carry the bedridden patients.<sup>3</sup> The fire, which the Superintendent of the Asylum and the firemen believed was under control, became more serious. The flames spread to the elevator shaft and in a few minutes the conflagration raged in the top of the building and "burst through the roof with a fierce wild roar, scattering the heavy slates and bricks, pouring the lead in streams of liquid fire down below."<sup>4</sup> It was thought that everyone had escaped although there were no fire escapes, and there was no person to give details.<sup>5</sup> Suddenly the firemen and bystanders learned that in the hospital on the fifth story were forty or fifty patients "most of them very old, infirm, and perfectly helpless." All attempts to raise ladders failed because of the danger from falling bricks, and because they were not long enough. Hundreds of men stood helpless while streams of molten lead and deadly showers of slates and bricks hurled from the roof. Now the fire was burning fiercely in the hospital. THE CITIZEN AND EVENING CHRONICLE described the scene in the following words:

Far above the roar of flames and crack of the bursting slates were heard the cries of the wretched patients in the hospital, who were roasting to death. Most of them, as before stated, were helpless, could not leave their beds...One woman was seen to drag herself to the corner window and forcing her body half out, she seemed about to throw herself down, then drew back and clasped her hands as if in prayer remained at the open casement. The fierce flames wreathed around her head, and body, but she remained motionless till her arms and shoulders were burnt to red glowing embers and the head fell from the charred body. This was the last of the patients seen.<sup>6</sup>

Meanwhile men and women were trying to make the paupers comfortable on straw in the stable. Here could be seen little children, black

1. CITIZEN Nov. 7, 1882 p. 3 col. 2.

2. RECORDER Nov. 7, 1882 p. 2 col. 3

3. CITIZEN Nov. 7, p. 3 col. 2.

4. *Idem.*,

5. RECORDER Nov. 7, p. 2 col. 3.

6. Nov. 7, p. 3 col. 3.

and white, crying or chattering, a sad faced old seaman with both legs gone at the knees and the stumps wrapped in canvas, and old women with pinched wrinkled faces and trembling hands. Bread and tea were served, and one of the workshops fitted with beds for the old women, children and the sick.

The Board of Charities obtained permission from the Dominion Government to use the old Penitentiary at the North West Arm for the temporary accommodation of the inmates of the Poor House. Through the kindness of General Patrick Macdougall it was fitted with stoves, bedding and other supplies. On the afternoon of November 7th. the men were moved to the Penitentiary in omnibuses. The hundreds who had visited the scene of the horrible disaster to see the bare walls and tall turrets standing in relief against the cold grey sky had bestowed charity on a number of paupers.<sup>1</sup> As a result, many of the inhabitants of the Poor House had returned to the ruins in various states of intoxication.

The origin of the fire and the cause of the disaster were thoroughly investigated at the Coroner's Inquest which began on the afternoon of November 10th., and for thirteen days examined thirty-five witnesses—the Superintendent, Medical Officer, watchman, nurses, firemen and members of the Board of Charities. The proceedings were published in the newspapers and even today make grim and heartbreaking reading.<sup>2</sup>

Apparently the fire accidentally started among the bakers' cordwood in the vault under the kitchen or in the kitchen itself spreading through the ceiling to the walls and the elevator and through the elevator shaft to the rest of the building.<sup>3</sup> The fire was discovered about 11.30 on November 6th. when Superintendent William Flemming let in a half-witted fellow who had run away. The Superintendent sent for the engineer, James Dow, who seemed to be a capable man, aroused some of the able-bodied inmates to help him fight the fire, and dispatched a messenger to the Queen Street Engine House. It was one of the chain of mishaps that neither Flemming or the messenger realized that the nearest alarm was Box 5 on Carleton Street, and that an alarm from any other box would cause a delay.<sup>4</sup> Once the Carleton Street alarm was rung, it was answered promptly by the firemen who seem to have worked bravely, skillfully, and efficiently although they

1. *Idem.*,

2. *Recorder*, Nov. 11, p. 2 col. 3; JOURNAL OF ASSEMBLY OF N. S. 1883 App. No. 3 B.

3. *Idem.*, Nov. 23, p. 2 col. 3—"Verdict of Poor's Asylum Inquest".

4. *Citizen*, Nov. 7, p. 3 col. 2 and Flemming's evidence at the Inquest, *RECORDER* Nov. 11th.



were hampered by a lack of ladders. John Ead, Chairman of the Board of Firewards, complained that when the firemen arrived at the Poor House they could find no one to give them information. He insisted that Flemming had been very lax in not telling the firemen the exact position of the fire and not informing them that there were bedridden patients in the hospital. All agreed that if the firemen had known of the patients in the hospital immediately on their arrival they could have saved them.<sup>1</sup>

There was a remarkable lack of comprehension of the gravity of the situation. Though the officials of the Poor House, the Medical Officer Dr. T. B. Almon, and all the members of the Board of Charities knew that helpless patients were in the fifth story of the Asylum and that the only exit was by the stairs, no attempt was ever made to provide fire escapes, to organize a fire fighting brigade or to hold fire drills. Twenty-three women perished like "animals in a coop" because the elevator shaft and its wall of fire raged between the door of their ward and the stairway.<sup>2</sup> Flemming seems to have devoted all his attention to fighting the fire, without the slightest attempt to remove those in his care to safety. He had made no plans for their removal and feared the ill effects of old people being exposed on a cold night.

When the fire broke out the Superintendent had no efficient assistants in the Asylum because the watchman, fireman, and nurses were all inmates who were paid a couple of dollars a month to perform their duties. Most of these assistants were confined to the Poor House because they were hopeless drunkards. The testimony of Mrs. Rachael Cochrane, nurse in the Women's Ward where twenty-three died, is typical. She had been an inmate of the Poor House for twenty-five years and was paid two dollars a month to care for the sick. She had been aroused by the smoke, called Elizabeth Rafuse, the girl who helped her, and saw smoke and sparks coming up the elevator shaft. She turned back, picked up her petticoat and called the women in the ward, and went down three flights where she met Mr. Flemming who urged her to go back to rescue the women. By that time it was impossible to pass the head of the stairs. Only two besides herself had escaped from the ward. Her answers indicate that she thought her responsibility had ended when she woke all the women and told them to get out as fast as possible. On further questioning she admitted that only two could have escaped without help.<sup>3</sup>

1. RECORDER Nov. 18, p. 2 col. 5.

2. *Idem.*, Nov. 8, p. 2 col. 3.

3. *Idem.*, Nov. 15, p. 2 col. 4-5.

The verdict of the Coroner's Jury severely censured the Superintendent and other officials for not informing the firemen of the helpless paupers in the hospital, and blamed the Superintendent and the Board of Public Charities for not providing some means for the removal of the inmates. If Sterling's original plans had been adhered to the basement would have been fireproof and the building could have been saved. Unfortunately the elevator had been extended downward to the kitchen and a grating cut near the bottom of the shaft in the basement.<sup>1</sup> The Jury also reprimanded the Commissioners for conducting the Asylum on "principles of false economy, without proper system and without any effective code of rules. There was no watchman either in the building or on the grounds, nor was there any connection with the city system of fire alarm."<sup>2</sup>

The poor remained in the old Penitentiary, crowded but somewhat altered and improved, until the end of October 1886. The Commissioners had decided to erect a new Poor Asylum on the site of the former one because the outbuildings were still intact. This Asylum, the one still standing on South Street, was designed by Henry Busch and constructed by M. E. Keefe at a total of \$71,713.00 of which \$53,600.00 insurance and interest had been received from the old Asylum. The Board of Public Charities was abolished by statute, and on July 1, 1886 the control of the Poor Asylum was assumed by the City Committee on Charities.<sup>3</sup>

When the management of the Poor Asylum had been transferred to the City, the Province of Nova Scotia had assumed complete control of the Provincial and City Hospital.<sup>4</sup> This hospital had been built in a large field dotted with gravel pits on that part of the South Common bordering on Tower Road and it had been finished in May 1859 for \$38,000. The government of Nova Scotia immediately enlarged and improved the rambling red brick structure to serve the whole province and renamed it the Victoria General Hospital in honor of the Queen.

The oblong wooden building on Tower Road between Morris St. and Spring Garden Road, where All Saints' Cathedral is today, was the first permanent Exhibition Building in Halifax. Used as a Skating Rink in winter, it had square towers on each corner, a mansard roof of red slate color and an octagonal roofed tower in front. The main part

1. *Idem.*, Nov. 14, p. 2 col. 5. Careful investigation of the minutes of the Board of Charities failed to reveal when the grating was cut or on whose authority.

2. *Idem.*, Nov. 23, p. 2 col. 3.

3. JOURNAL OF ASSEMBLY 1884 App. 3 B "New Poor Asylum"; *Annual Reports... Halifax* 1886-7 p. 183.

4. Grant, Marguerite H. L.—*Historical Sketches of Hospitals in Halifax and Dartmouth*; p. 16 *Handbook of Halifax* 1886; p. 300 *Annual Reports... Halifax* 1886-7.

of the building, which was entered from the hall in the front tower, had a clear space 210 feet by 60 feet for the skating rink, and was surrounded by a gallery eleven feet wide. "The building is lighted by day by large windows running from ceiling to floor and so close as to give the appearance of crystal walls" commented the *Nova Scotian*.<sup>1</sup> At night it was lighted with gas burners every three feet in the large iron pipes supported by handsome iron brackets in the shape of flowers. The interior was thought to be "light and handsome", the arched rafters and pillars being a light drab faced with vermillion, and the body of the roof and walls a light blue tint. The outside was painted a light drab with darker facings.

This Exhibition Building was opened for the first time on Tuesday, September 30th., 1879 with addresses by Lieutenant-Governor Hon. Adams G. Archibald, by Colonel J. W. Laurie, and by the Premier, Hon. S. H. Holmes. Visitors approaching from Tower Road by the semi-circular drive could hardly believe that the stupendous structure had been erected in three months even though the contractor, M. E. Keefe, had employed seventy carpenters. The exhibition was a remarkable success. Thousands flocked to view the usual exhibits of fruit, vegetables, dairy produce, fish, minerals, manufactures of metal, leather, and wood, lace and needlework, embroidery, antimacassars, stuffed birds, carriages and pianos and organs, and to contrast the display with the first "Fair" in the Province Building in 1854 when the manufactured goods were crowded into one tent and the farm produce into another.<sup>2</sup>

Entering the large glass panelled door into the spacious hall with its panelled walls, visitors were delighted by the number of rooms in the tower and the articles displayed there. On one floor was an art gallery. The reporter of the *NOVASCOTIAN* praised two oil paintings by Forshaw Day and some water colors by Emil Vossnack and Vice-Admiral Sir E. A. Inglefield. He then remarked that the "other oil paintings are distinguished by their exceeding crudeness, and while no one will quarrel with their owners for thinking them good, we hope their owners will be Christian enough not to abuse critics who have to tell the truth."<sup>3</sup>

Next year the Halifax Exhibition was opened by General Sir Patrick Macdougall on Tuesday afternoon, September 21st. Although there were not as many exhibits as the previous year, the fruits, veget-

1. Sept. 20, 1879 p. 1, p. 2 col. 2.

2. *HERALD* Sept. 25, 1899 p. 1.

3. *NOVASCOTIAN*, Oct. 4, 1879 p. 2.



ables, furniture and a host of articles ranging from heavy portable table machinery to the lightest of gossamer lace were arranged far more effectively.<sup>1</sup> After scanning the exhibits in the Exhibition Building most visitors spent their time on the grounds watching the horsemanship on the track and admiring the dogs, for the Dog Show was the most popular feature of the exhibition.<sup>2</sup>

On Wednesday evening there was a Grand Exhibition Display of Fireworks at the People's Gardens. For an hour and a half the throng poured into the Public Gardens until there was barely room to sit down. The Band of the 97th. Regiment entertained part of the crowd with concert music. In the Skating Rink in the Gardens the Band of the 66th. Princess Louise Fusiliers "kept the old building quivering and shaking and enabling the promenaders to indulge in giddy waltz or calmer manoeuvres of the lancers or quadrilles."<sup>3</sup> Others wandered through the Gardens to admire the torchlights and hundreds of colored lights, and some collected around the side of the garden house to watch H. B. Clarke show lime light pictures with his magic lantern. About five thousand spectators were enthralled by the firework "exhibition of unsurpassing grandeur and magnificence". The wonderful panorama of rockets, maroons, serpents, troubillions, golden rain, fiery whirlwinds, chinese brilliants and crosses was brought to a close by a piece representing the Dominion emblem of Industry in the form of a Beaver.<sup>4</sup>

During exhibition week Halifax was a gay and entertaining city for those from other parts of the Province. Besides the attractions of the Exhibition there was a single scull race on Wednesday afternoon between John Mann and Albert Hamm over the three mile course on Bedford Basin for the prize of one hundred dollars a side which was one of the best contested races of the season.<sup>5</sup> On Saturday afternoon one thousand gathered at the Riding Ground to watch the horseracing, particularly the race for the Citizens' Cup when the best six horses in Nova Scotia were ridden by professional jockeys. The stewards were congratulated for the skill and fairness with which the races were managed because they prevented the drunkenness and quarrels which had ruined racing meets a few years ago. As there was much betting

1. HERALD Sept. 22, 1880 p. 2 col. 1; p. 3 col. 2-4.

2. *Idem.*, Sept. 23, p. 1 col. 6-7; p. 2 & 3; Sept. 24, p. 1.

3. RECORDER Sept. 23, 1880 p. 3 col. 3.

4. *Idem.*, and HERALD Sept. 20, 1880 p. 2 col. 5 Adv. The Commissioners of the Public Gardens arranged this firework display and concert, and the funds remaining from admissions after deduction of labor, lights and bands were used for the Gardens.

5. HERALD Sept. 23, 1880 p. 3.

the Pari Mutuel Box did a thriving business.<sup>1</sup> The ladies could amuse themselves by shopping in stores where fall merchandize was temptingly arranged and by visiting friends and relatives while the gentlemen were at the races. In the evening both ladies and gentlemen could attend the Acadmey of Music where Halifax was enjoying a season of Italian opera.<sup>2</sup>

Exhibitions continued to grow in size and popularity, and in the summer of 1897 the city of Halifax and the Nova Scotian government expended over \$100,000 in erecting a fine group of buildings at Willow Park on property bounded by Almon, Windsor, and Young Streets to house an annual Provincial Exhibition.<sup>3</sup> The main entrance building was on Windsor Street set back thirty feet from an ornamental fence. The rest of the grounds were surrounded by a high wooden fence. The main building, two hundred and twenty-five feet by sixty feet, in what was then a modern style with a central dome rising one hundred and ten feet and with many windows in the wings resembled the old Exhibition Building on Tower Road. The fine old trees around it greatly improved its appearance.<sup>4</sup> Behind the main building was the Grand Stand capable of holding four thousand, with a beautiful lawn sloping to the half mile racing track, equal to the best in the Dominion, and with an amusement platform and two lagoons for high diving, aquatic sports and marine fireworks. Exhibits could not longer be displayed in one building. The contractors rushed to complete the Implements Building, Agricultural and Dairy Building, Transporation Building, Horse and Cattle Barns, Sheep and Swine Pens, Ladies' Building, and a Press and Telephone Building, and to dump the last loads on the speed track. Haligonians remembering this last minute bustle and the chaos the committee faced in arranging the exhibits enjoyed the story Lord Aberdeen told when he was opening the Exhibition Grounds on September 28th., 1897. The Governor-General related that "Not long ago I was passing near this spot when a friend, pointing in a certain

1. *Idem.*, & Sept. 27, p. 3 col. 2.

2. RECORDER Sept. 24, 1880 p. 3 col. 2.

3. The old Exhibition Building on Tower Road was leased as a skating rink at a good profit for the city while the building needed no repairs. In 1899 the block of property between Tower Road, Morris St., Carleton St., and College St. was empty except for the Rink and a city blacksmith shop. As the city tax rate had reached the "danger mark" of \$1.72 it was suggested that all this property should be divided into lots and sold. Permission had been granted by the legislature in 1896 to sell the Exhibition Building and the land connected with it on Tower Road. (STATUTES OF N. S. 1896 cap. 30). It was expected that the block between Summer and Carleton Streets would bring twenty thousand dollars, and that part could be sold as a hotel site, but no immediate action was taken. (CHRONICLE April 14, 1899 p. 3 col. 3). The Exhibition Building was moved to South St. on rollers about 1907, the tower being demolished, and considerably altered it is still used by the Universal Sales. (HERALD April 5, 1907 p. 7 col. 4—Board of Works asking for tenders for removal of old Exhibition Building; City Directories; information from Mr. J. P. Dwyer.)

4. HERALD July 27, 1897 p. 6 col. 1-2; Sept. 28, p. 8 col. 1-2.

direction, remarked: 'There is the exhibition.' I replied: 'I do not see it.' He said: 'You see some lumber in a field and a team moving about.' 'Yes! I replied, I can see that.' 'Well, that is going to be the exhibition.'"<sup>1</sup> This was greeted with shouts of laughter, as Lord Aberdeen congratulated the people on building so many solid structures in such a short space of time, buildings which did not seem so substantial when they were destroyed in the Explosion of 1917.

On the second day ten thousand visitors toured the Miniature City at Willow Park, admired the Main Building, admitted that the live stock exhibits were the best they had ever seen and that the Mechanic Hall was a marvel of mechanical ingenuity and industrial skill, watched the cattle judging and were amused at the side shows. Then they attended the horse races, ate supper in the dining hall in the Grand Stand, and returned to the Grand Stand for the fireworks and the Siege of Sebastopol.<sup>2</sup> On September 30th., Sir Wilfred Laurier, Premier of Canada, was a guest of the Exhibition Commission who entertained him at a luncheon and a levee at Willow Park and by the show at the Grand Stand in the evening.<sup>3</sup> The exhibition became an annual event in Halifax that brought thousands of visitors from all over the province to the best exhibition in Canada with the exception of the one at Toronto. The many elaborate buildings, the large number of exhibits, the grand stand attractions and the horse racing were a marked contrast to the exhibit of 1879.

The Intercolonial Railway Depot, one of the most imposing buildings in Halifax and one of the finest railway stations in Canada, was situated at the foot of North Street in the triangle between Lockman and Upper Water streets. Although it was near the harbor and business district, its beauty was partially hidden by the high ground to the west and its cramped position. This two story North Street Station had been built of pressed brick and granite by Henry Peters of Halifax who surmounted the slated mansard roof by a lofty central tower and dome containing a large electric clock facing the four points of the compass. There were ornamental towers at each corner of the building and a neat iron cresting perched on the towers and roof.<sup>4</sup>

Visitors and citizens complained of the dozens of stone steps ascending the steep hill of North Street. Outside the station cab drivers squabbled for customers. This jealousy among the cabbies sometimes

1. *Idem.*, Sept. 29, 1897 p. 1 col. 6.

2. *Idem.*, Sept. 30, p. 1.

3. *Idem.*, Sept. 29, p. 5; Sept. 30.

4. pp. 9-10 *The Halifax Guide Book* (Illustrated) 1878; RECORDER July 28, 1877 p. 2 col. 3-4.



led to fights which were generally made up without the aid of the law. William Connolly was charged with assault in November 1872 by another cab driver named William Conlon. After investigation it appeared that Connolly had pushed Conlon with his elbow, but he claimed it was an accident. The Stipendiary Magistrate settled the trivial affair by ordering Connolly to pay a fine of one cent and costs—the smallest fine ever recorded in the Police Court!<sup>1</sup>

The first passenger train had arrived in the North Street Station on August 8, 1877 with Premier Alexander McKenzie and his wife, Intercolonial Superintendent C. J. Brydges, and a number of prominent Liberals from Halifax including Provincial Secretary P. C. Hill, A. G. Jones, Dr. Farrell and W. F. McCoy, all riding in Brydges' luxurious "Palace Car."<sup>2</sup> On August 9th. the new station was opened amid the rejoicing of the citizens who were delighted that the Richmond Station had been replaced at last by a structure suitable to the dignity of Halifax. Besides the inconvenience of being four miles from the centre of town, the Richmond Station had been described in 1872 as "not fit for a cow stable, or a wood-shed".<sup>3</sup> After some renovations the old Richmond Station was occupied in 1877 by the Western Counties Railway Company.

To the surprise of Haligonians there was no big public ceremony at the opening of the North Street Station, and no ovation on the arrival of the Prime Minister of Canada. The people of Halifax had wanted this station for many years but it had remained for the Reformers under Alexander McKenzie to accomplish what the "Tories" under Sir John A. Macdonald had promised again and again. Although Prime Minister McKenzie was making a political tour of Nova Scotia he merely made a hasty inspection of the station and then drove away without a word to the assembled crowd with the Minister of Militia, Hon. W. B. Vail. That evening the building was thrown open to the public without fanfare. This failure to capitalize on the situation was typical of McKenzie's lack of popular appeal and of his poor press relations. It is absolutely amazing that the *Morning Herald* which supported the Conservative party printed more details about the station and Mr. McKenzie's visit than the papers supporting the Reformers.

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1. RECORDER Nov. 14, 1872 p. 2 col. 3.

2. *Idem.*, Aug. 9, 1877 p. 3 col. 2; MORNING HERALD Aug. 9, p. 3 col. 2.

3. RECORDER Jan. 6, 1872 p. 2 col. 1.

Although there were many hotels where travellers could stay, a number of them near the station, the best ones were on Hollis Street near the business district and the residential section on south Hollis Street. The Halifax Hotel on the eastern side of Hollis street between Salter and Sackville had become one of the largest and finest hotels in the Dominion of Canada under the ownership of Henry Hesslein, the German who was loved and respected for his many kindnesses and his business acumen. This enterprise had been unsuccessful until Mr. Hesslein had leased it in 1861 and furnished a dozen rooms. Having prospered during the Civil War, he was able to purchase the property in 1868 and steadily enlarge it until the building occupied the width of the block from Hollis Street to Lower Water Street.<sup>1</sup> When his sons Alexander and Lewis were taken into partnership in 1875 the hotel had expanded to one hundred and twenty rooms in a structure four stories in front and five stories in the rear. In the year of Queen Victoria's Golden Jubilee thirty thousand dollars had been expended on improvements to the "Halifax" and new wings added. Patrons were impressed and pleased by the Conservatory with its beautiful promenades and secluded retreats, by the white, gold and cheery trimmings and marble pavement in the lobby, by the massive old fashioned fireplaces, and by the large stained glass window representing "Art" which was placed at the head of the staircase. The main stairway which ran to the rotunda was replaced by a handsome passenger and baggage elevator in June 1897, when the "Halifax" became the first hotel in Nova Scotia to install such a new fangled contraption. Guests marvelled at the novelty of being able to ride up and downstairs in ease and comfort.<sup>2</sup>

The growth of Halifax was reflected in the increase in the number, size and distribution of the churches. As the population shifted north and south along the harbor and westward to outlying suburbs their church life was cared for by missions, by the formation of new churches or by the removal of congregations to new churches nearer the new homes of the people.

Throughout the nineteenth century Brunswick Street continued to be a street of churches. At the south end were the Jost Mission, the Salvation Army, and the Garrison Chapel on the corner of Cogswell Street. Opposite Brunswick Street Church was the handsome Universalist "Church of the Redeemer", now the property of St. Patrick's Church. Designed by J. A. Mitchell and Edward Elliott of Boston in

1. pp. 34-40 *The Halifax Hotel Guide* 1890; pp. 148-9 *Halifax and Its Business* 1876.

2. MORNING CHRONICLE June 10, 1897 p. 5 col. 3 (Tri-weekly).

Lombardi Gothic it had been built of brick with freestone facings on a lot purchased from H. G. Hill in 1873 for \$6,000.<sup>1</sup> Until the opening of this new church on July 31st., 1874 the Universalists had worshipped in a wooden church at the north-east intersection of Hurd's Lane and Starr St., which was conducted as a mission by the Free Baptists from 1874 to 1890, and then used for some years as a Jewish synagogue.<sup>2</sup> Rev. Mr. Sawyer of Boston preached the dedication sermon on August 2, 1874. George H. Ryder, an organ builder of Boston, presided at the shiny chestnut and black walnut organ to the admiration of the audience who marvelled at his skill in managing the sixteen stops and five hundred and twenty-five pipes.

Near St. George's Round Church was the old wooden St. Patrick's Chapel of 1841 with its western square tower and front portico with Ionic columns where for many years the Roman Catholics of the north end had worshipped and which was demolished in 1883. Immediately work was started on the present beautiful and substantial Gothic structure of red pressed brick with trimmings of Nova Scotian granite. Such rapid progress was made under the direction of Henry Peters and G. H. Jost that the cornerstone was laid in August by Archbishop Cornelius O'Brien. Before winter one million bricks had been laid, the walls completed, and the main tower erected without the belfry and spire. The spire was to be surmounted by a latin cross of gold.<sup>3</sup> Thousands of dollars were raised by the liberal subscriptions of the faithful congregation, by bazaars, and by a picnic at Prince's Lodge when Hamm and Conley had a rowing exhibit and there was music and dancing to Gilday's Band and St. Patrick's Brass Band.<sup>4</sup> The church was opened for services on December 27th., 1885.<sup>5</sup>

Beyond the little Dutch Church were St. John's Presbyterian Church which had been opened for worship on July 7, 1867,<sup>6</sup> and the Tabernacle Baptist Church which had been founded in 1874 by the Rev. Joseph F. Avery and eighty-five members from the North Baptist Church on Gottingen Street.<sup>7</sup> The Tabernacle was damaged in the Halifax Explosion of 1917 and became the Belvidere Apartments.

1. RECORDER March 8, 1873 p. 2 col. 5.

2. pp. 85-6 Hattie, R. M.—"Old Time Halifax Churches" *Collections of N. S. Historical Society* Vol. 26; MORNING CHRONICLE Aug. 1, 1874 p. 3 col. 2 (Tri-weekly); RECORDER July 30, 1874 p. 3 col. 2; Aug. 8, p. 2 col. 2.

3. pp. 16-23 *Catholic Reference Book & Parish Register* 1932; p. 48 *Report of Provincial Museum* 1931-2; RECORDER Jan. 17, 1884 p. 3 col. 3; PANS Photo Collection.

4. RECORDER Aug. 28, 1882 p. 3 col. 2.

5. *Idem.*, Dec. 26, 1885 p. 3 col. 4.

6. *Idem.*, July 10, 1867 p. 2 col. 6.

7. Hattie, R. M. *op. cit.* p. 84.



The construction of the new North Baptist Church in the midst of the fine residences on Gottingen Street had begun in 1867. This "handsome edifice" later became the Community Theatre, on the site of the present Vogue Theatre.<sup>1</sup> Nearby on the corner of Gottingen and Falkland some of the negroes attended the Zion Methodist Episcopal Church while others worshipped in the Cornwallis Street Baptist Church.

The Grafton Street Methodist Church was one of the older churches which remained in the central part of the city like St. Paul's, St. Matthew's and St. Mary's where it had been erected in 1852 to supersede "Old Zoar."<sup>2</sup> On Sunday evening, February 23, 1868, the wooden Grafton Street Church was completely destroyed by a fire originating from a defective flue. The low houses opposite escaped destruction because the high, cold, northeast wind carried the flames over them.<sup>3</sup> The congregation suffered a great loss, only partly covered by insurance, but immediately began to collect subscriptions. They engaged David Sterling as architect and George Blaiklock as builder. On the hillock overlooking the Poor House Burying Ground and surrounded by the graves and tombstones of the old Methodist burial ground a new brick Gothic edifice was erected for \$36,000. This new church was dedicated on November 7, 1869 and is still standing as St. David's Presbyterian Church, the Methodists having joined the Robie Street congregation and eventually becoming part of St. Andrew's United Church.<sup>4</sup>

Each denomination accepted a responsibility for serving the religious needs of the people wherever they might be living in the city. At the end of the century Anglicans worshipped in eleven churches, a number having been erected since Confederation. At first members of the Church of England living in Richmond were cared for by St. Mark's on Russell Street, a chapel of ease of St. George's, which became a separate parish in 1881.<sup>5</sup> Those living at Willow Park and at Dutch Village attended St. Matthias on Windsor Street and St. James at the North West Arm. The growing population in the south and west could worship in St. Alban's on Tower Road, a chapel of ease connected with St. Luke's parish from 1888 to 1912, or at St. Stephen's on Robie St.<sup>6</sup>

1. RECORDER Jan. 23, 1867 p. 2 col. 6.

2. p. 22 Johnston, D. W.—*History of Methodism in Eastern British America...*

3. COLONIST Feb. 25, 1868 p. 2 col. 5.

4. *Idem.*, Nov. 9, 1869 p. 2 col. 4.

5. p. 37 *Report of Provincial Museum 1930-31.*

6. Hattie, R. M. *op. cit.* p. 88.

Dissatisfaction mounted because there was no Anglican Cathedral in Halifax, and St. Luke's Church had to be used as a Pro-Cathedral. It was planned to build an Anglican Cathedral in the triangle between Spring Garden and Coburg roads. This Cathedral was never completed but a chapel of ease known as the Bishop's Chapel or St. Stephen's, stood north of the site of the present Bank of Nova Scotia on the corner of Robie and Coburg.<sup>1</sup>

The Baptists grew steadily in numbers and influence until they had five churches in 1900. The Granville Street Baptist Church had early encouraged a few members to accept their letters of dismissal to form the North Baptist Church,<sup>2</sup> and had helped to establish and support the Quinpool Road Mission for the Baptists in that rapidly growing district. In 1890 this mission became the West End Baptist Church.<sup>3</sup> As the congregation of the Granville Street Church became too large for their church they purchased a lot on the north-east corner of Spring Garden Road and Queen Street which had once been the garden of the old Poor House.<sup>4</sup> Here they erected the First Baptist Church of red brick with a tower and slate roof. This edifice was thought to be "one of the handsomest churches in the lower provinces". It was built by John Cawsey and Rhodes, Curry and Company to the design of Mr. Fairweather of St. John for a total cost of \$31,000.<sup>5</sup> The large crowds who attended the dedication service on Sunday, April 10th., 1887 to listen to a sermon by the Rev. A. W. Sawyer, President of Acadia College, and to the music directed by William Ackhurst, found the acoustic properties perfect. Some disliked the amphitheatre arrangement of the pews which inclined gradually towards the pulpit platform with the organ, choir gallery and baptistry behind. The interior was both inviting and elegant with the white walls and ceiling and a double arch of oil finished wood, the rich red Brussels carpet and the pews cushioned with crimson rep, and the Sugg burner of twenty jets supplying nine hundred candle power hanging from the centre of the ceiling. After the burning of the First Baptist Church on Saturday morning, March 21, 1942, the congregation again followed the westward trend of population to a new site on Oxford Street.

1. RECORDER Jan. 17, 1873 p. 2 col. 3; Jan. 21, p. 2 editorial. Cornerstone of projected cathedral laid Aug. 12, 1887 but the fire which destroyed St. Luke's in 1905 caused a change of plans and All Saints' Cathedral was erected on Tower Road.

2. p. 16 King, Edwin David—*One Hundred Years of the First Baptist Church at Halifax*.

3. King, *op. cit.* pp. 32-3.

4. HERALD Sept. 13, 1890 p. 3 col. 2.

5. NOVASCOTIAN April 16, 1887 p. 4 col. 1. The church had a seating capacity for 700.

Besides the new St. Patrick's, two other Catholic churches were erected—St. Joseph's Church and Orphanage on the north of Gottingen Street just beyond Russell St. and St. Agnes' Church at the North West Arm. St. Joseph's was a Gothic structure of brick covered with stucco, without a steeple. It had been opened for worship on November 3, 1867 and was destroyed by the Halifax Explosion.<sup>1</sup> St. Agnes' was erected in the midst of farms and fields on the corner of Chebucto and Mumford roads and was solemnly blessed and opened for services in the summer of 1889. Rev. Michael Driscoll, then chaplain at St. Patrick's Home nearby, was appointed first pastor.<sup>2</sup>

The Methodists supported missions in the outlying districts of the city which became self-supporting churches. At the end of the century there were seven Methodist Churches. In 1867 and 1868 there was a Methodist revival which influenced workers from Brunswick Street to hold services in the north end. With the aid of the congregation of Brunswick Street the Kaye Street Methodist Church was opened for public worship on August 1st., 1869 and a number of members from Brunswick Street who lived in the north end joined the new church. Brunswick Street continued to help Kaye street until it became a separate charge in 1881. This handsome wooden church and its parsonage were utterly demolished in the Explosion of 1917 when the Belgian relief ship *Imo* rammed the French munition ship *Mont Blanc*. Nearly all the homes of the congregation were destroyed and many of the members killed, among them the wife and eldest child of the pastor. Grove Street Presbyterian Church, further north, was also destroyed and many of its people killed and injured. Two hundred and thirty-nine were dead from the two congregations. The remnants of the two decided to unite and the present United Memorial Kaye-Grove Church was built on the site of the Kaye Street Church and dedicated in 1921.<sup>3</sup>

Mission workers from Brunswick Street, under the leadership of Major Theakston, Methodist City Missionary, founded the Charles Street Church. The site was donated by Edward Jost. The church was dedicated on November 5th., 1871. The congregation and Sunday School progressed rapidly as more homes were built on the streets near Robie until in 1881 the Sabbath School numbered five hundred.<sup>4</sup>

1. p. 49 *Report of Provincial Museum* 1931-32.

2. pp. 32-36 *Catholic Reference Book and Parish Register*.

3. Johnston, D. W. *op. cit.* pp. 25-6; "An Historical Sketch of the Congregation of United Memorial Church" compiled by Rev. C. J. Crowdis and R. E. Inglis, K.C.; "A Common Sorrow and A Common Concern" by Rev. C. J. Crowdis.

4. MORNING HERALD Nov. 24, 1881 p. 1 col. 7; Johnston *op. cit.* p. 24.



Major Theakston and mission workers from Brunswick Street also held meetings in a home in Leaheyville in 1871 which led to the establishment of the Beech Street Mission near Oak St. In 1892 the church was moved to the corner of Oxford St. and Quinpool Road where the congregation of Oxford Street United Church still worship today. In 1896 a large wooden church with a tower facing Quinpool Road was erected where the Super Service Station is now located, the old church being used for Sunday School. Known as "The People's Church" it was used for worship until destroyed by fire on February 1st., 1920<sup>1</sup>

The erection of a Methodist Church in the south-western suburbs of the city developed from a Band of Hope and Sunday School led by Major Theakston in 1872 in the kitchen of Mrs. McCurdy who was living in Metzler's Range, Henry Street. At first a room was rented, but with the aid of the Grafton Street Church the Coburg Road Methodist Church was opened on September 27th., 1874 on the site of St. Andrew's Hall. The church expanded with the district. The congregation built a new church on the corner of Robie St. and Coburg Road where the present St. Andrew's United Church stands. On May 13th., 1886 the Robie Street Methodist Church was dedicated in a service by Rev. Ralph Brecken, pastor of Grafton Street.<sup>2</sup>

Several Presbyterian congregations abandoned their churches for new sites nearer the homes of the people. One of these was the Poplar Grove Presbyterian Church on Starr Street which erected a new church on North Park Street in 1883-4,<sup>3</sup> and changed their name to Park Street Presbyterian. After the union of the Presbyterians and Methodists Park Street joined St. John's United Church on Windsor Street and the building was occupied as a Labor Temple until destroyed by fire.<sup>4</sup>

The congregation of St. Andrew's Presbyterian Church had worshipped until April 2nd., 1871 in the Relief Church of 1818 on the corner of Barrington and Prince Streets where Eaton's is today. Although this was the most central location in the city it was becoming more and more removed from the residential area and a lot was secured in the south end on Tobin St. Henry Busch and Elliott designed a

1. Johnston *op. cit.* pp. 26-7; pp. 38-9 Provincial Museum Report 1934-5; PANS Photo Coll.

2. Johnston *op. cit.* pp. 22-4; clipping from "The Wesleyan" June 4, 1924 in PANS MSS file re. Robie St. Methodist by Rev. Harry B. Clark. In 1899 Robie St. Church was fitted with electric lights.

3. p. 46 Report of Museum 1933-34.

4. STATUTES OF N. S. 1885 cap. 102; EVENING CHRONICLE Sept. 4, 1884 Jordan and Fidler began work on the Gothic wooden building on Oct. 10, 1883 and completed it in September of the next year. It was painted light brown with dark brown trimmings, and the spire on the north-west corner reached the height of 147 feet—then one of the highest in the city.

handsome and striking wooden church, a combination of Gothic and early English, with a tapering spire containing the most sonorous bells in the city. Visitors always admired the charming picture produced by the stained glass windows, the lofty oak panelled roof, handsome choir screen, the decorated wheel window in the gallery, and the richly carved walnut pulpit, said to be the finest piece of carved church work in the Lower Provinces.<sup>1</sup> This building, much remodelled, has become the C. H. N. S. Broadcasting Station.

A new Presbyterian Church had been constructed in the south end at the head of Tobin and Queen. The stained glass windows, open timbered roof, fine carvings and elegant structure testified that Fort Massey was owned by one of the wealthiest congregations in the city. This Church had been opened for worship in December 1871.<sup>2</sup> Constructed in brick and mastic by John Brookfield and his son, Samuel, for less than \$40,000, Fort Massey was considered one of the most handsome examples of Gothic architecture in the Dominion and reflected infinite credit on the architects, Stirling and Dewar. Nearby in Holy Cross Cemetery stood the little chapel of Our Lady of Sorrows which had been built in one day in August 1843 under the direction of Bishop Walsh.<sup>3</sup>

The Presbyterians also maintained missions in the fast growing settlements to the north and west which became self supporting churches. By 1900 there were nine Presbyterian churches in Halifax. In 1861 the preaching of Rev. G. M. Grant had inspired members of St. Matthew's Sunday School to open a Sunday School in the railway station at Richmond. Two years later a hall was built at the top of the hill in the Grove and the congregation organized by Rev. Dr. J. Fraser Campbell, later a missionary in India. In 1871 the Grove Presbyterian Church was opened on Duffus Street and enlarged in the 1890ies as the congregation increased. This church was destroyed in 1917 and became part of the United Memorial Kaye-Grove Church.<sup>4</sup>

In the west end the enterprise of Chalmers Presbyterian Church and Fort Massey purchased the Methodist Mission Hall on Coburg Road when the Methodists erected Robie Street Church. In this hall a Presbyterian Sunday School and church services by students from Pinehill were conducted. In the spring of 1894 the congregation decid-

1. COLONIST April 1, 1871 p. 2 col. 4; p. 35 *Halifax Guide Book* 1878.

2. RECORDER Dec. 6, 1871 p. 2 col. 6; *Canadian Illustrated News* May 24, 1873 pp. 322, 325; p. 25 *Halifax Guide Book* 1878.

3. p. 139 Burns, John E.—"Archbishop William Walsh" *Collections of N. S. Historical Society* Vol. 25.

4. Crowdis and Inglis—"An Historical Sketch of the Congregation of United Memorial".

ed to erect a church on the vacant lot adjoining the Hall on the south-east corner of LeMarchant street and Coburg Road. In less than six months John McInnes and Son completed a structure which "is an ornament to the neighborhood, and is one of the cosiest, prettiest and best equipped churches in the city."<sup>1</sup> The south-western suburbs of Halifax were growing rapidly in the 1890ies for "only a year or two ago, it seems, there were but a half-dozen houses in the entire locality. To-day whole streets have been built up and population has increased so fast that there are within a stone's throw of each other the Bishop's chapel, the Robie street Methodist church, and now, handsomest of all, the Coburg road Presbyterian church."<sup>2</sup>

All buildings in Halifax appeared dingy and smoky because of the salt air and soft coal smoke. Although visitors were usually impressed by the stately gray stained Province House and Government House, which age had crowned with dignity, they found the acres of shingled, wooden dwellings belonging to the middle and lower classes dull, drab and depressing. The older houses were picturesque, steeply gabled cottages with quaintly bowed dormer windows. The new residences which were gradually replacing the charming cottages, were atrocious, square, flat-roofed, two storied structures, commonly erected in pairs, and invariably abutting directly on the sidewalk without a door yard or a foot of green turf.<sup>3</sup> Halifax was still a city of wood. Many houses had never been painted. Many others were painted a gray that exactly matched the weather-worn shingles. A casual observer did not notice whether the color scheme had been created by nature or paint. The Indian raids in the early history of Halifax had confined the town within a palisade between the Citadel and the harbor from Spring Garden Road to Buckingham Street with buildings crowded together on narrow lots. This congestion was unfortunate as this district remained the heart of the city and its business section. When Halifax had expanded along the harbor the populace failed to seize the opportunity to buy large lots to surround their residences by pleasant gardens. Thus the houses in the north and south suburbs were erected on small lots, and only on the outskirts were there large dwellings on spacious lots.<sup>4</sup>

1. Work begun in July 1894, completed in November. The buildings and furnishings cost about \$3,800 exclusive of organ, pulpit and land. The pews were manufactured by Gordon & Keith of ash and walnut. Although the seating capacity was 250, about 400 attended the dedication service on Nov. 25, 1894. *EVENING MAIL*, Nov. 26, 1894.

2. *Idem.*

3. p. 10 Fletcher, Ella Adelia—"England's Canadian Stronghold" in *Anglo-American Magazine*, March 1899.

4. *HERALD* March 19, 1898 p. 6 col. 5.



In striking contrast to the many stores and offices there today were the fine residences along Gottingen St. One of the more attractive houses was "Bellevue", the ornate residence of Martin Pinkney Black, which was set in the midst of the block along North St. and Bel-Air Terrace. Originally built about 1821 by Benjamin Etter, the silversmith, its broad acres were covered with hayfields, vegetable gardens lawns and formal flower beds. The fringe of magnificent trees along North and Gottingen to Ontario Street provided shade without obstructing the view of the harbor. Where the Empire Theatre stands today stretched extensive lawns dotted with parterres of flowers and vases of roses, zonales and climbing plants. On fine evenings passersby lingered in their promenade along Gottingen St. to admire the flowers and grass, and the water splashing from the fountain into an artificial pond.<sup>1</sup>

On the opposite side of the street stood "Clairmont", the charming property of Charles H. M. Black, of the hardware firm of Black Brothers, which later became the Home for Aged Men. In 1873 Mr. Black had spent over \$20,000 remodelling and enlarging the old dwelling of Hon. John H. Anderson. He had employed Busch and Elliot as architects and Henry Harris to supervise construction until he had one of the finest residences in the Province. The grounds were beautifully laid out with flowers, walks, a rockery and fountain, and there were many trees on this extensive estate which occupied the block from Gottingen Street to Lorne Terrace and from North Street to Admiralty House.<sup>2</sup>

From 1867 to 1900 that part of Brunswick St. north of Cogwell remained an exclusive district of residences where merchants, professional men and government officials lived in large imposing houses surrounded by pleasant gardens. Formerly merchants had lived over their shops in the business part of town. On Brunswick St. lived Thomas B. Akins, lawyer and first Records' Commissioner of Nova Scotia; business men such as A. J. Bell, W. H. Schwartz, G. M. Smith, W. M. Moir, William Roche, and J. Henderson of the firm of Henderson and Potts; Matthew Richey, Lieutenant-Governor of Nova Scotia from 1883 to 1888; Sir Sandford Fleming, often called the Father of Standard Time, who gave the Dingle to the people of Halifax for a park; and William Cunard, second son of the founder of the Cunard Steamship Line, in a fine house with a ball room in the north wing, which has since become

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1. COLONIST Aug. 10, 1869 p. 2 col. 4.

2. RECORDER Jan. 23, 1873 p. 2 col. 6; p. 37 *Report of Prov. Museum* 1935-6.

the plant of the Halifax Creamery.<sup>1</sup> By 1899 Brunswick Street was being superseded by Young Avenue, Inglis Street and other streets nearby in the south end as a residential section, the proximity of the North and South Barracks and the shallowness of the lots having contributed to its decline in spite of the superb view of the Citadel and the harbor, an abundance of sunlight and air, and the central location.<sup>2</sup>

Typical of this new residential district was South Park Street which still had many vacant lots in the 1890ies. When H. B. Clarke had constructed his beautiful new house in 1895 it was the only dwelling on the east side between Inglis and Rhuland. This two and a half story mansion with a tower had been designed by Elliot and Hopson for \$17,000 for Mr. Clarke, lessee and manager of the Academy of Music and agent of the Maritime Lithograph Company.<sup>3</sup> Nearly opposite beyond Victoria Road, Simon H. Holmes, former Premier of Nova Scotia and Prothonotary for Halifax County from 1882 until his death in 1919, had built a handsome brick house in the same year for \$20,000.

Not all the visitors who recorded their impressions of Halifax were delighted with the quaint seaside town. Those like Charles Dudley Warner who arrived by railway were disillusioned and formed an unfavorable opinion that no tour of its parks and gardens could remove. Although Mr. Warner saw Halifax in the midst of the festivities for the reception of Lord Dufferin in 1873 he found the government buildings "sombre", and the people slow and uninteresting "in this dull garrison town" where no traveller would stay "any longer than he was obliged to." This American visitor remained indifferent although he arose before five o'clock in the morning to stand on the greensward of Citadel Hill to view the "dilapidated rows of brown houses", and the British Navy riding at anchor in the fog. He admitted that Halifax was "a city of great private virtue, and that its banks are sound" but his final opinion was that the "suburbs are not impressive in the night, but they look better than they do in the daytime; and the same might be said of the city itself. Probably there is not anywhere a more rusty, forlorn town, and this in spite of its magnificent situation."<sup>4</sup>

Haligonians appreciated the kindly references made by visitors from abroad to their Public Gardens, their Park and their harbor with-

1. Hopkins' *Atlas* and directories of Halifax; p. 37. *Report of Prov. Museum* 1935-6.

2. *Herald* March 19, 1898 p. 6 col. 5.

3. *HERALD* June 4, 1896 p. 9—has sketches of the houses being built.

4. pp. 70-6 Warner, Charles Dudley—*Baddeck, and That Sort of Thing*. Houghton, Mifflin & Co., Boston & New York 1900.

out realizing that these had been bestowed by nature, not created by the citizens. They were inclined to resent any comments on the dingy and unsightly character of the buildings and any suggestion that the city might be more attractive and cleaner.<sup>1</sup> Others were critical of the leisurely way of life in the capital of Nova Scotia but consoled themselves with the thought that if "there is one thing that will more than any other condone the slow methods and unenterprising customs of the people of Halifax, it is the beautiful nature of the city's environs."<sup>2</sup>

Another American visiting Halifax at the end of the century enjoyed her sojourn in the

dear old somnolent town, with sufficiently foreign aspect to pique your curiosity, and where the ways of doing things are refreshingly un-American. The brain-distracting, nerve destroying noises which have multiplied in such alarming ratio during the last decade. . . have not yet invaded Halifax, commerce and manufactures, though of some importance, do not occupy all the front seats and override the private rights of her citizens; the smoke of her factory chimneys does not pollute the air; her sky-line is not mutilated by arrogant sky-scrappers. . .

All business is done in so quiet and leisurely a fashion that it does not even tire one to see other folk work, and you feel as if you had at last found a land where Time proceeds at a rational pace. . . The public buildings are stately, of a handsome and sincere architecture which, in most cases, age has crowned with a dignity all its own; gray and time-stained, they command your respect and interest, and would be a credit to cities many times the size of Halifax.<sup>3</sup>

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1. HERALD March 19, 1898 p. 6 col. 5; RECORDER Oct. 4, 1882 p. 3 col. 2.

2. NOVASCOTIAN Oct. 17, 1885 p. 7 col. 1—reprinted from the *Boston Traveller*.

3. pp. 9-10 Fletcher, Ella—*England's Canadian Stronghold*".



## CHAPTER VI

## Public Utilities

In no other way of life were such rapid changes made in the nineteenth century as in Transportation and Communication. In Halifax private enterprise was responsible for the inauguration and expansion of street railways, gas and electric lighting, and telephones. At the time of Confederation transportation still depended on horse power or shank's mare. Wagons and "trucks" could be seen jolting along over the cobble stones of Water Street, carrying freight to and from the wharves. All who could owned one or two horses and a carriage of some description, such as a pony phaeton, Victoria, landau, brougham or dog cart. Thus the houses in the south end were built with commodious stables in the rear. The size of the city was sharply limited because a man refused to live far from "down town" when he had to walk to work. Only the wealthier classes could afford a coachman and had the good fortune to live in the suburbs.

In 1872 Haligonians were forcibly reminded by the horse disease epidemic how dependent they were upon these useful animals for locomotion. Although the disease was very mild compared to its ravages in other cities in Canada and the United States where most of the stricken horses had died, in Halifax most of the horses recovered. However, the street cars and omnibuses had to stop their trips for a week, "the mails have to wait at the depot all night, there being no means of transportation", and a baker was observed dragging his own bread wagon along the streets.<sup>1</sup> On November 26th. it was reported that

One effect of the epizoo is that it has become all but impossible to have goods transported from point to point in the city this morning. A dollar a load was in vain offered in Lower Water Street yesterday to any one to take goods to the steamers.<sup>2</sup>

The first street railway in Halifax had been William D. O'Brien's Halifax City Railroad which began on June 11, 1866 with five horse cars running from Richmond Station to Montgomery's Iron Works on Inglis Street, via Campbell Road, Water, Granville, George, Hollis and Morris and Pleasant Streets.<sup>3</sup> The large crowds assembled along Hollis Street watched eagerly as the sound of music approached, two

1. RECORDER Nov. 23, 1872 p. 2 col. 5.

2. *Idem.*, Nov. 26, p. 2 col. 5.

3. Information of Harry Piers on p. 35 *Report of Provincial Museum 1934-5*; PANS Photo Collection; Borden, Stanley—"History of the Halifax Street Railway" Unpublished MSS of N. S. Historical Society.

platform cars with the band of the 4th. Regiment leading the procession, then five elegant passenger cars filled with Lieutenant-Governor Sir Fenwick Williams of Kars and his suite, General Doyle, Dr. Charles Tupper, Judge Jackson, the American consul, and the dignitaries of the city, army, navy and legislature. Mr. O'Brien welcomed his guests to a sumptuous luncheon of wines and delicacies at the Richmond Depot, which had been gaily decorated with evergreens and flags.<sup>1</sup> The horse cars ran every fifteen minutes from six in the morning to ten at night, and in 1867 there was a half hour service to the corner of Spring Garden Road and Robie Street. Tickets were sold in packets of twenty for a dollar, single fares being seven cents for adults and three cents for children. These Horse Railway cars carried both a driver and a conductor, and stopped any place, except on curves, to pick up or let down passengers. A Spring Garden Road Branch was established in 1867, and the service improved in 1874 with larger cars.

There was a very marked hostility towards the Horse Railway. In many places, especially along Spring Garden Road, the rails were several inches above the surface of the street. This caused considerable discomfort to those who had to ride over it, and occasionally the wheels of the vehicle were broken. After every snow storm Mr. O'Brien tried to clear the tracks with a plow. This caused furious protests because bare streets prevented the wealthier citizens from riding in a barouche or sleigh, or poorer ones from driving a cab or truck sled. The truckmen were particularly bitter because they could not haul freight over bare streets, and the snow thrown on the side by the plough made it very difficult to deliver coal or other goods to the doors of the shops. On one occasion the truckmen assembled after dinner at the Grand Parade and proceeded to Water Street, where they spent the afternoon amusing the street loafers by throwing snow back into the tracks to stop the horse cars. The *Acadian Recorder* praised the utility of the street cars and declared that they had "added immensely to the appearance of the city, giving it an air of progress."<sup>2</sup> Mr. O'Brien continued to experience difficulties over using snow plows as irate citizens complained in newspapers and to the Mayor and Aldermen and petitioned the Nova Scotian legislature to forbid the Halifax City Railroad Company to use snow plows and salt, which resulted in Mr. O'Brien putting on sleighs after heavy snowfalls and abandoning his attempts to keep the track clear.<sup>3</sup>

1. p. 397 Blakeley, P. R.—"Halifax at the Time of Confederation" *Dalhousie Review* Vol. 27 No. 4 January 1948.

2. December 23, 1867 p. 2 col. 7.

3. COLONIST Jan. 5, 1869 p. 2 col. 6; RECORDER March 21, 1870 p. 2 col. 6; March 24, p. 2 col. 8; March 25, p. 2 col. 1 editorial.

In 1869 the small horse cars started running from Richmond at 8.10 a.m. and from Freshwater at 8.40 a.m., continuing to run at intervals of seven and a half minutes until 9 o'clock, and every ten minutes the rest of the day. Large cars marked "Train Cars" ran to and from every train and carried trunks without extra charge. The Spring Garden Line ran along Spring Garden Road, Barrington Street, Buckingham, Granville, and Prince streets leaving Spring Gardens on the hour and half hour.<sup>1</sup>

In August 1872 the traffic on the Spring Garden Road line was disrupted by a locomotive. This snorting iron monster frightened the horses who bolted at the sight of it. Mr. O'Brien was extremely angry and he charged Mr. William Montgomery one hundred dollars a day for obstruction and held him responsible for damages.<sup>2</sup> As the Nova Scotia Iron Works had a contract from the Intercolonial Railway to build engines and to deliver them at the round house at Richmond, Mr. Montgomery had adopted the expedient of having the locomotive run through the streets from Freshwater to Richmond. These were the first railway locomotives built in Nova Scotia and were designed by Emil Vossnack, a German who had come to Halifax about 1870 to Montgomery's Iron Works, where he superintended the construction of six railway engines.<sup>3</sup>

Mr. Montgomery had so much trouble with the Horse Railway Company and with City Engineer Keating who feared that the ponderous machines might damage gas and water pipes, that he placed the second engine, weighing over thirty tons, on a platform on runners. This sled was hauled over the snow by five pair of oxen while the locomotive was steadied by one hundred and fifty men with drag ropes. The engine moved easily until it careened over at an angle of thirty degrees in the middle of Lockman Street. It required great exertions of a gang of men to right it for the remainder of the trip to Richmond.<sup>4</sup>

One of the districts where O'Brien's horse cars did not provide transportation was Willow Park, the district around Windsor Street. Col. B. H. Hornsby, an American who had served in the Confederate Army and who had come to Halifax at the close of the Civil War, was

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1. CHRONICLE July 6, 1869 p. 2 col. 7 Adv.—Fares 7½ cents for adults, 4 cents for children Red tickets for main line—16 for \$1; green tickets for Spring Garden line—20 for \$1.

2. RECORDER August 13, 1872 p. 2 col. 6.

3. p. 35 Report of the Provincial Museum 1931-32.

4. RECORDER Jan. 10, 1873 p. 2 col. 5; Jan. 11, p. 2 col. 5; p. 22 Annual Report. . . Halifax 1872-3.



speculating in real estate in the 1870's.<sup>1</sup> To encourage people to live at Willow Park, then far removed from Halifax proper, which he was developing into a choice residential section, he established an omnibus line connecting it with the city.<sup>2</sup> A special 'bus had been ordered in St. John, N. B. Hornsby not being able to make an immediate payment, the residents had paid for it and turned the vehicle over to George Weaver, a tall, burly, red faced man, as proprietor.<sup>3</sup> The omnibus

was painted yellowish, and had particularly well-executed horses' heads on the curving side-panels and on the door-apron which protected the rear steps. The driver sat at the front of the roof, with a foot-strap to keep the door closed, and powerful and very necessary foot-brake; while behind him, in the fare-opening, was a gong with a thong by which passengers could signal when they wanted him to stop. A pair of stout horses drew the heavy vehicle; while when travel was heavy a third or lead-horse, making a "unicorn", was required to ascend steep hills such as Jacob St. with a total weight which must have sometimes amounted to over one and three-quarters tons.<sup>4</sup>

In winter the sleigh-'bus was often overturned in the deep snow drifts near the western end of Almon Street, then called the New Road as it had been recently opened by Col. Bennett Hornsby.<sup>5</sup> The late Harry Piers recounted the following amusing incident about the hazards of winter travel:

On one occasion about 1885 when it (the omnibus) upset just below the hill on Almon Street, Judge Thompson, afterwards the prime-minister of Canada, was inside, on his way home. Young Michael Weaver managed to get the door open and helped the dignified but kindly Judge to get out, covered with snow. Thompson's beaver-hat blew away in the gale, and was lost, but he put his large green-silk brief-bag over his rather thinly-haired head, pulled the draw-strings so as to hold it tightly on, and in this guise ploughed his way through the deep drifts to his home near the top of the hill.<sup>6</sup>

1. p. 38 *Report of the Provincial Museum 1935-6*. There was much land speculation in Halifax in the early 1870ies. John D. Nash, real estate broker, stated that he had sold over a million dollars worth of real estate in the last three years. *Recorder* Sept. 11, 1872 p. 2 col. 3. But in April 1873 real estate was down, large quantities were offered at auction and private sales without tempting purchasers. *Recorder* April 23, 1873 p. 2 col. 5.
2. This line ran from 1873 to 1895.
3. p. 44 *Report of the Provincial Museum 1935-36*.
4. *Idem.*, The fare was eight cents. The bus left Willow Park at 9 a.m. and the Post Office at Cheapside at 10. a.m.; again at 12.30 and 1 p.m.; 2.30 and 3 p.m.; and 5.30 and 6 p.m. The one way passage took just thirty minutes. The loud blowing of a tin horn announced the departure of the bus from Willow Park.
5. RECORDER Jan. 2, 1872 p. 2 col. 3—Hornsby made large improvements on the Willow Park estate he purchased from John King. Has opened a street from Kempt Road to Dutch Village (Almon Street) being 60 feet wide and straight "will no doubt be a great improvement in every respect."
6. p. 45 *Report of Provincial Museum 1935-6*.

Mr. O'Brien stopped his service in May 1876 because the Inter-colonial Railway had torn up his tracks to extend the railway into North Street. The citizens of Halifax again had to rely on horse cabs or their own feet for the horse car railway was not restored until October 21, 1886. Public transportation was not resumed by William O'Brien but by the Halifax Street Railway Company, an American company which also built the St. John Railway in 1887.<sup>1</sup> A large crowd of spectators gathered along the streets to watch the gala opening when eight cars, gaily decorated with British and American flags, arrived at the corner of Barrington and Sackville streets to convey about one hundred and fifty prominent citizens and guests to the Richmond Depot for luncheon, speechmaking and toasts. The cars ran till late at night carrying passengers free of charge from Richmond to Freshwater.<sup>2</sup> The cars, which were handsomely painted and upholstered, ran every fifteen minutes. The fare was five cents, and a transfer could be obtained at the corner of Buckingham and Barrington Street to an omnibus running every quarter hour to the corner of Cunard and Robie streets. The company had improved their service by extending the line along South Park Street from Inglis Street to Spring Garden in 1887, and beginning a northwestern branch in 1889. Although the *Herald* had prophesized that since the Halifax Street Railway Company had carried forty to fifty thousand passengers during Carnival Week they had scooped in enough extra to build and equip the Spring Garden Extension and to increase their dividends,<sup>3</sup> the Company suffered financial difficulties and sold their property to the Nova Scotia Power Company on August 1, 1890.

This new company expanded transportation facilities and completed the northwestern branch from Barrington Street to Robie Street via St. Paul's Hill, Argyle, Buckingham, Brunswick, Cogswell, Gottingen and Cunard streets. When the Gottingen street branch of the street railway was formally opened on Tuesday afternoon, September 1st., 1891, there was great exultation in the hearts of Northenders because now the horse cars would run up the hills instead of leaving them at the foot of the mountain. "Only those who for years have bent their backs to the task of climbing the almost perpendicular ascent to the high places of this hilly city can appreciate the luxury of leaving their burden at the bottom of the hill when they step into the car bound

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1. Borden, Stanley—"History of the Halifax Street Railway"; Act of incorporation of Halifax Street Railway stated that company might use sleighs, removal of snow from tracks must not injure roadway for passage of sleighs. 1884 cap. 62.

2. *Recorder* Oct. 22, 1886 p. 3 col. 3.

3. August 10, 1889 p. 3 col. 3.

for Cunard and Robie Streets."<sup>1</sup> At 3.30 two cars, each drawn by four horses, left the City Hall with members of the Company, Aldermen and a number of citizens for the round trip on the new line. The whole party were entertained at the office of the Company at Richmond where refreshments were served and speeches made by Attorney-General Longley.

The new closed cars were a great improvement on the old ones being much larger and seating thirty comfortably on upholstered benches. The outside was painted yellow and light green. Each car carried a conductor who went through the car collecting the fares, as well as a driver. There was much amusement when Haligonians made a bee line for the front of the car to put their money in the box only to find it missing, and looking sheepishly at the other passengers handed the five cent piece to the conductor who was waiting to register it.<sup>2</sup>

This company also failed to earn adequate returns and discontinued the Hollis Street Branch in 1893 and the northwestern in 1895. On February 21, 1895 there was a terrible fire in the street car stable on Campbell Road when the car shops, most of the stables, a cooperage and eleven of the best cars were destroyed. The seventy horses had been released while the flames were roaring in the interior and had scattered in every direction. The company was forced to carry on their service with the bob-tail cars.<sup>3</sup> At an auction at the Court House on August 30, 1895 both the existing street railway in Halifax and the Halifax Illuminating and Motor Company, which supplied the city with electrical power and had their plant on the east side of Lower Water Street, between Morris and Fawson streets, were purchased by the Halifax Electric Tramway Company, a company in which were interested Henry M. Whitney of Boston, David McKeen, Sydney, and Michael Dwyer, John Y. Payzant and William B. Ross of Halifax.<sup>4</sup>

In September 1895 men were engaged to erect poles and string overhead wires, to build a thirty car barn alongside the Water Street power plant, and to lay a track to connect this barn to the main line on Pleasant Street. The electric street car service began on February 12, 1896, a momentous day, when a dense crowd stood on both sides of Morris Street to watch the first electric car in Halifax on its trial run and to sample the feast in store for them next spring. The car, which

1. THE CRITIC, A Maritime Provincial Journal devoted to Commerce, Manufacturing, Mining, and Agriculture, Halifax, N. S., edited by C. F. Fraser. Sept. 4, 1891 p. 18 col. 2.

2. *Idem.*, Sept. 18, 1891 p. 18 col. 2.

3. HALIFAX MAIL, May 8, 1948 p. 4 col. 6-7 "Occasional".

4. Borden, *op. cit.*; N. S. Statutes 1895 cap. 107.



had been built by Rhodes, Curry & Company of Amherst, N. S., was much admired and was lighted, heated, and propelled by electricity. The exterior was painted a light straw color and Indian red, relieved with black and aluminum leaf decoration. The interior was of quartered oak with bright bronze mountings, Mohair upholstery, and windows of fine plate glass in oak sashes, which could be lowered to make an open summer car. Each car had two motors, with an aggregate of fifty horse power, and could seat twenty-six passengers. The large platform had patent gates on each side to prevent the danger of falling out. The closed cars had even numbers and the open cars odd numbers. Because of the ice on the track the tram was able to run down Pleasant Street and along Inglis Street only as far as Bland Street, and then returned. Mr. B. F. Pearson was congratulated on the realization of his long continued efforts to give the city of Halifax a first class electric street railway and Superintendent R. C. Brown was very pleased with the performance.<sup>1</sup>

These new cars ran only on the Pleasant Street—Spring Garden Road loop until spring when a gang of one hundred and fifty men commenced laying heavier tracks, a task which was completed in July when the trams were running on the Coburg Road route to Walnut Street, on Hollis Street, the northwestern route to Willow Park, and to Mulgrave Park at Richmond, the horse cars having been discontinued after May 31st. As in all the Canadian cities the cars passed on the left and the switches for turnouts were held on the right by a strong spring. The electric cars did not stop every time the bell rang because rapid transportation required fewer stops. Passengers were let on and off only at the regular stopping places. When the Coburg Road branch of the "electric" was opened in May 1896 the hearts of the residents in the southwestern suburbs, especially along Spring Garden Road and Coburg Road, rejoiced as they heard the merry ting-a-ling of the motorman's bell, though they lost no time in complaining that the motormen should slow up and refrain from ringing the bell on Sunday when passing the churches on Robie Street and Coburg Road. The cars took twenty minutes to run from St. Paul's Church to the terminus in the fields just west of Studley Gate.<sup>2</sup>

For a century many plans had been made for spanning Halifax Harbor by a bridge, one project being a bridge of boats from Black

1. EVENING MAIL, Feb. 13, 1896 gives a description of the first trip, the cars, and how the line was built.

2. HALIFAX MAIL, May 8, 1948 p. 4 col. 6-7.

Rock on the Dartmouth side to the Navy Hospital in Halifax.<sup>1</sup> The first bridge was erected in 1884-5. This was a railway bridge for the Intercolonial which crossed the harbor at the Narrows from Richmond to Norris' Cove on the Dartmouth shore. It had been designed by Intercolonial Railway engineer P. S. Archibald in a concave form with the convex towards the Narrows in the hope that this shape would help the bridge to withstand the ice slides each spring. It was six hundred and fifty feet long with supports driven sixty to seventy-five feet in the water and it cost \$113,945. The steel swing in the centre, which could be operated by one man, was designed by John Forbes of the Starr Manufacturing Company of Dartmouth and manufactured by that company. The late Harry Piers claimed that this was the first steel swing bridge to be completely constructed in Canada.<sup>2</sup>

This railway connection with Dartmouth was found very useful for freight, but the passenger service was inconvenient. Indeed, one man told how he missed the train at the Dartmouth station, and was able to drive to the ferry, cross to Halifax and take a cab to the Halifax railway station and catch the same train there because the delay at Richmond was so long before connecting with the main train for Truro.

On Monday evening, September 7, 1891 Halifax experienced a hurricane with the wind reaching the force of over fifty miles an hour. This storm exceeded the severity of Saxby's gale and caused thousands of dollars damage to wharves and shipping in the harbor, washed away part of the ferry wharf at Dartmouth, blew down the chute of the Grain Elevator, and completely knocked the Fish Market and Fish Slip to pieces till even the stones were set adrift! Next morning the Narrows Bridge had vanished! Nothing remained but a few broken timbers and some trestles in shallow water. The bridge had been destroyed in spite of the fact that the sections had been built of piers with "pockets" which held twenty tons ballast. The loss exceeded fifty thousand dollars, not to mention the inconvenience of using lighters to move freight to Dartmouth.<sup>3</sup>

The Town Council of Dartmouth pointed out the danger of building a bridge where the bottom was not firm enough to hold wooden piles, and urged the Federal Government to construct a branch railway from Windsor Junction to Dartmouth. However, as it was cheaper to

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1. p. 97 *Provincial Magazine* Vol. 1 No. II, February 1852.

2. HALIFAX DAILY STAR, June 6, 1928 p. 5 col. 2; PANS Photo Collection.

3. RECORDER, Sept. 8, 1891 p. 3 col. 3; Sept. 9, p. 3 col. 3.

rebuild, the second bridge was undertaken and completed early in 1892 by Mr. Connor of Moncton. This bridge was also wrecked. One Sunday morning the harbor bridge was missing from the draw to the Halifax side and the wreckage was found floating in Bedford Basin. It had collapsed at two o'clock in the morning of July 23rd., 1893. "How flimsy the structure was is shown by the collapse, for it has come down in less than two years with hardly a breath of wind blowing."<sup>1</sup>

The passage of trains over the bridge had gradually loosened the piles until the weakened structure merely floated off the bottom with the high tide. The piles had been fastened by heavy chains to granite boulders placed along the bottom every twenty feet, but they could not have been attached as securely as the engineers had believed. If a passenger train had been on the bridge when it fell there would have been a frightful disaster. The bridge was used daily by two passenger trains and by numerous freights, and frequently a train of cars was shunted on the bridge and left there till room was found on the main track or sidings at the Richmond yard.<sup>2</sup> The destruction of the second bridge discouraged the federal government and the railway authorities from making another attempt. The agitation for the construction of a Harbor Bridge has not yet secured the rebuilding of this important link in transportation between Halifax and Dartmouth and their citizens must still rely on the ferry or drive around Bedford Basin.

We who live in an era of airplane and automobile accidents need not think that there were no accidents in the horse and buggy age. Runaways were frequent. When returning from a sleigh ride "up the road" the horse attached to the sleigh driven by Ensign Callender of the 78th. Highland Regiment started to run away. Mr. Callender made every attempt to stop the animal, but near the Ball Court the reins broke and the gentleman was thrown out of the sleigh. The horse continued his mad dash until he crashed into the window of Mr. Jones' shop, near the corner of Jacob Street, where Miss Keith was thrown out of the sleigh and received some painful cuts about her face and head. Dr. Wickwire was called to dress Miss Keith's wounds and to care for the officer who was only slightly hurt. Another sleigh was upset near the Four Mile House throwing Messrs. Allison Woodill and Richard Lawson into the snow.<sup>3</sup>

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1. *Idem.*, July 24, 1893 p. 3 col. 4.

2. MORNING CHRONICLE, July 24, 1893 p. 5 col. 2.

3. RECORDER, Feb. 15, 1870 p. 2 col. 4.



An unusual accident was reported by the *British Colonist*:

On Tuesday morning as a lad was driving a horse and truck from the south end of the city along Pleasant Street, the animal became restive, and suddenly starting at full speed the boy was thrown off the vehicle. A Mrs. Warner, of Harrietsfields, who was passing along Barrington Street, opposite the Glebe House, seeing the horse coming at full speed took refuge, for safety, in the porch of Mr. John Lithgow's residence. The truck came in contact with the porch, tore it away, and by the collision Mrs. Warner was knocked down, and very seriously injured. She received a severe gash in the forehead, from which the blood flowed very freely, and her chest, back, and one of her thighs were much contused by being crushed by the truck, among the fragments of the porch. The woman was picked up in an exhausted and precarious condition, and conveyed to the City Hospital where she had the benefit of surgical attendance.

The streets and sidewalks of Halifax have undergone a striking transformation since Victoria's reign. Even Pleasant Street appeared like a country road for it was dusty, with earth sidewalks and no gutters or curbstones. Many of the streets were crooked, and the grass and weeds which often grew along the edges of the street retained the dusty papers and other rubbish blown by the wind. Sometimes on the less travelled roadways the wheel track zig-zagged simply because the first cart in the new street happened to take a winding course.<sup>2</sup>

The streets of Halifax were "principally made of broken stones, constantly needing extensive repairs and renewals which they do not always receive", remarked E. H. Keating, the first City Engineer.<sup>3</sup> The usual method of making repairs was to spread on a new layer of stone and to leave it for the traffic to consolidate, ignoring the road until it became almost impassable through ruts and pot holes. Very often "blinding", a binding material of sand and gravel, was spread over the loose stones to be converted into mud by rain or into clouds of dust by a few hours sunshine. Mr. Keating argued that if small gangs of men were sent through the city each spring and autumn to repair the small holes it would save money. For example, although the city had spent nearly forty-three thousand dollars on the Lockman Street Extension exclusive of the right of way, owing to the shameful neglect it needed a thorough renovation after three years.<sup>4</sup>

The chief difficulty in providing good streets in Halifax was that the money voted for the maintenance of streets and sidewalks was not

1. COLONIST, April 8, 1869 p. 2 col. 3.

2. BLUENOSE, Oct. 20, 1900 p. 6 (published by Imperial Publishing Co., Ltd., Halifax, N. S.).

3. p. 59 of Report of E. H. Keating, City Engineer in *Annual Report... City of Halifax* for 1879-80.

4. *Idem.*, also p. 19-20 in Report for 1872-3.

sufficient. Some improvements were made each year—30,000 to 50,000 bushels of macadam were spread over the street surfaces gradually hardening and improving them, gutters were laid, and material carted for grading. Though the steep streets were a blessing in draining the city, the heavy spring and fall torrents rushing down the hills to the harbor played havoc with the macadam, and led to suggestions that the steepest hills be paved with ordinary gutter paving stones. In 1879-80 the grant was twenty-five thousand dollars for over seventy miles of streets, and in 1884-5 it was only seventeen thousand for about ninety miles of streets, roads and lanes. The smallness of the grant was not the only problem. The entire sum was not at the disposal of the Engineer to use where repairs were most urgent. The appropriation had to be divided among the wards regardless of the condition of the streets with the result that the main thoroughfares leading out of the city and the streets in the larger Ward 6 suffered while the small wards could lay curbstones in isolated districts.<sup>1</sup>

Although when the city had been incorporated in 1841 the property owners had been compelled to make a good sidewalk, of wood or otherwise, there were many earth sidewalks in Halifax in the late nineteenth century. The concrete sidewalk well nigh universal in Halifax today is a product of the twentieth century. In the closing decades of the nineteenth century there were many miles of brick or stone sidewalks, chiefly in the business districts, with paving stones laid across the streets at intersections so that pedestrians could safely negotiate the muddy streets. Frequently the brick sidewalks were in bad condition. There were many accidents similar to that of the elderly gentleman who fell on the loose bricks at the corner of Jacob and Lockman streets and had to be carried home.<sup>2</sup> In 1880 much of the brick work on Hollis Street, Bedford Row, and Water Street needed replacing, especially near the Province Building, Post Office and Government House.<sup>3</sup> Though there were sidewalks of Scotch flags imported from Caithness which fell to pieces from the frost and some composition sidewalks of coal tar and gravel, most of the sidewalks, indeed all those in the suburbs including Pleasant Street, were merely topped with gravel or ashes.<sup>4</sup> There were very few wooden sidewalks because they rotted quickly, and in Halifax blocks of granite could be laid as cheaply as wood.<sup>5</sup>

1. *Idem.*, pp. 24-8 1866-7; p. 20, 1872-3; p. 59-63, 1879-80; pp. xxxii-xxxv, 1884-5.

2. *RECORDER*, Sept. 4, 1873 p. 2 col. 7.

3. p. 60 *Annual Report... Halifax* 1879-80; pp. xxxiv-xxxv, 1884-5.

4. *Idem.*, p. 60, 1879-80.

5. *Idem.*, p. 61.

The citizens of Halifax were never satisfied with the condition of the streets and sidewalks. In winter they complained that at every thaw the water ran down the streets like rivers because the drains were blocked with snow and ice, and that the sidewalks were not shovelled. One citizen even declared in exasperation that the "sidewalks of Halifax in winter are kept worse than any city in the Dominion."<sup>1</sup> In summer Haligonians fussed about the dust and the large stones or rocks on the streets and sidewalks which seemed to be scattered broadcast for the purpose of bruising the feet of pedestrians or for supplying ammunition for small boys to break windows. Often grocers and butchers threw rotten apples, sheep heads, and ox-hides in the gutters and sidewalks in front of their stores. Other shopkeepers obstructed the sidewalks with their goods forcing passersby to walk in the middle of the street to avoid the barrels.<sup>2</sup>

The greatest grievance was the dust and mud. Although Pleasant Street was one of the busiest streets the water carts seldom happened that way except just before a shower, causing one citizen to say that "Unpleasant Street" was the "most odiously dusty street in Halifax—and that is saying more than a little."<sup>3</sup> The long skirts worn by the female portion of the population suffered from the muddy state of the streets in spite of the braid sewn to the bottom of the dresses as this letter testified:

DEAR SIR—Allow me, through your columns, to call the attention of the Board of Works to the present undesirable state of the streets, more especially of the crossings—I say the Board of Works because every one else has probably noticed it for themselves; unluckily for myself as I am worn rather long just now I cannot help gathering the superfluous mud around me.

Yours muckily,

A. SKIRT.

The following sarcastic lines are an excellent summary of the most common complaints:

No dust blows through the streets to make you blink,  
(At least not after thirty hours hard rain);  
No pitfalls in the pavements cause you pain:  
The lights about the streets number quite twenty,  
You'll all agree with me that that is plenty.

1. RECORDER, Dec. 15, 1882 p. 3 col. 2; Jan. 6, 1873 p. 2 col. 2.

2. *Idem.*, Oct. 22, 1873 p. 2 col. 5 letter from "A Citizen."

3. THE MIC-MAC June 3, 1893 p. 4 col. 2; p. 5 col. 1 (published in Halifax, N. S. by Charles Phas, only thirteen numbers were issued.)

4. *Idem.*, Vol. 1 No. 8, May 20, 1893 p. 5 col. 2.



No rubbish here offends you on the street,  
The pretty covered ash barrel's a treat.  
Self-interest, of course, is quite unknown  
Amongst our rulers. Spiteful folk alone  
Would hint at its existence: such would say  
That stone made better country roads than clay.  
The decorations of the streets are sweet,  
Especially the posts and wires that meet  
The wandering eye: the crossings are kept clean,  
No mud upon the streets can e'er be seen:  
The open gutters at the corners, too,  
Are all in favor of the rash Jehu:  
But stay! No driving rashly e'er takes place:  
They never drive beyond a walking pace.<sup>1</sup>

At the end of the century the editor of the *Bluenose* was urging that the appearance of the streets be improved by planting trees between the sidewalks and the road, by making the streets sixty or seventy feet wide instead of only fifty, and straightening them, planting a green carpet of grass between the sidewalk and the street, and keeping them free of flying paper and other rubbish.<sup>2</sup>

The lighting of houses and streets by gas or electricity was also undertaken by private enterprise. Although Governor Edward Cornwallis had ordered lamps from Boston to light the streets on the winter nights of 1749-50 when Halifax feared Indian raids, the streets remained dark for the next century, lit only by a few lights placed in front of their homes by some of the citizens.<sup>3</sup> One of the achievements of the Centenary of 1849 was the lighting of the streets of Halifax. On Thursday, November 1st., 1849 eighty gas lamps were lit throughout the city, the City Council having arranged with the Halifax Gas Company to provide this service for £400 per annum. All were pleased with this progress towards improving the city and rejoiced because the passengers on the streets could find their way clearly instead of stumbling along in the dark.<sup>4</sup>

Until the mid 1880's the city continued to be lighted by gaslights mounted on neat, fluted cast iron standards made in Glasgow, Scotland which had been placed in the central part of the town. In many out of the way street corners there were oil lanterns on top of a wooden post for by 1875 there were eighty-one oil lamps in the peninsula and city of

1. *Idem.*, June 17, p. 4 col. 2, p. 5 col. 1.

2. *BLUENOSE* Oct. 20, 1900 p. 6; Oct. 27, p. 6.

3. p. 586 Akins, T. B.—*Selections from the Public Documents of Nova Scotia* 1869.

4. *NOVASCOTIAN* Nov. 5, 1849 p. 355 col. 2; Oct. 22, p. 399 col. 2; *TIMES & COURLIER*, April 24, 1849 p. 3 col. 2.

Halifax costing \$1,600 annually.<sup>1</sup> An attempt had been made to light the Commons and the suburbs of Halifax for the first time on July 5, 1869 when oil lamps were used because they were much cheaper than gas.<sup>2</sup> Each morning and evening the lamp lighter went about in a four wheeled express waggon with his ladder, spouted can of oil, spare wicks, and rags for cleaning the lamp chimneys. Because there were too few lamp lighters many lamps had to be lighted before sunset and extinguished and filled long after dawn.<sup>3</sup>

A marked improvement in lighting the streets took place in the last two decades of the century. In 1885 the streets were lighted by 342 gas lamps and 119 oil lamps costing about \$9,700 with a number of electric lights outside mercantile establishments. In 1886 all but one hundred and eighty-seven gas lamps were replaced by forty-eight electric lights which were very popular both with the police and the people, though the Council had prudently retained all the gas lamps in working order until the new innovation had proved itself.<sup>4</sup> The lighting system was still far from perfect. Mayor J. C. Mackintosh pointed out in 1886 that "for several nights each month the moon is depended on to provide the necessary light, but it frequently happens that in stormy weather, dense darkness prevails" and urged that arrangements be made to light the street lamps when the moon was obscured!<sup>5</sup>

The city contracted for the electricity used in the street lights from the various power companies in Halifax such as the Halifax Gas Light Company, the Halifax Illuminating and Motor Company, the Halifax Electric Light Company, and the Chandler Electrical Company. The electric lights frequently failed as when the wires of the Chandler Company and the Halifax Gas Light Company were crossed on Salter Street near the Masonic Hall, the covering wore off, the wire melted and the electric lighting in Halifax ceased for the evening. The crossing of wires occurred because the poles were not close enough.<sup>6</sup>

In 1889 the average citizen was far from satisfied with the civic lighting judging from the complaints in the press about the "HORRID STREET LIGHTING" and "Darkness of the blackest sort" when St. John and Moncton had good lighting for far less taxes than were paid

1. p. 145 *Annual Report*. . . Halifax 1874-5.

2. CHRONICLE July 6, 1869 p. 2 col. 5.

3. pp. 78-9 *Report of the Provincial Museum of N. S.* 1935-6.

4. p. xli *Annual Report*. . . Halifax 1884-5; p. xxvi 1885-6; On May 1, 1885 the city of Ottawa was lighted with electric light, being second city in Dominion to be so lighted, city of Victoria having been the first. p. 368 DOMINION REGISTER for 1885.

5. p. xxvi *Annual Report* 1885-6.

6. RECORDER Jan. 3, 1888 p. 3 col. 5.

by the people of Halifax.<sup>1</sup> The memo of the electric lights reported out by the police on Wednesday nite and Thursday morning, July 31st. and August 1st., explains why "The Electric Dark" was the principal topic of conversation. Policeman Grant reported eleven lights out all night, Policeman Inglis seven out till ten o'clock, one out from two a.m., Constable Shaw twenty-three out all night from ten o'clock, S. Nickerson six not lit till ten and one not lit till eleven, and others various other lights not lit on their beats so that there were a total of forty-seven out all night and twenty-six out part of the evening!<sup>2</sup>

These complaints finally forced the companies to improve and replace their antiquated equipment. After June 1890 the citizens were able to brag that "Halifax, which was the first city in America. . .to be wholly lighted by electricity, is now one of the best lighted" because of the excellence of the new works of the Halifax Illuminating and Motor Company on Moren's Wharf on Lower Water Street, and because the company had straightened and painted the light poles, perfected the lines, replaced defective lamps and installed additional ones.<sup>3</sup>

The first telephone in Halifax was installed at Summerside, the Dutch Village Road home of Andrew Mackinlay of the publishing firm of A. & W. Mackinlay which also sold books and stationery, in 1877, one year after Alexander Graham Bell's invention received world wide acclaim.<sup>4</sup> The first telephone central office in Nova Scotia was put into operation in Halifax by the Dominion Telegraph Company in December 1879 at their office at 187 & 189 Hollis Street where the Bank of Nova Scotia stands today. The Dominion Telegraph Company had leased from Mr. A Melville Bell, father of the inventor, the right to use the Bell telephone in Nova Scotia and elsewhere in Canada. At first there were only twenty-five subscribers, including the line strung over the rooftops to the Merchants' Exchange and Reading Room at 178 Hollis Street.<sup>5</sup>

There are various references in the newspapers about phoning from Halifax to Truro and Pictou to demonstrate the use of the new invention and to show how it worked. In March 1878 H. S. Poole, Inspector of Mines, lectured in Truro on the invention of the telephone and for

1. *Idem.*, Aug. 2, 1889 p. 2 col. 2 by "No Lover of Darkness."

2. *Idem.*, Aug. 2, p. 3 col. 5.

3. CHRONICLE, June 17, 1890 p. 3 col. 2.

4. Summerside is now the Piercey property. For information about the telephone I am indebted to Messrs. J. P. Martin, W. E. Jefferson, P. Jefferson, and to J. A. MacKinnon especially for his article entitled "Glancing Over Telephone History and Development in Nova Scotia" in *The Monthly Bulletin* of the Maritime Telegraph & Telephone Co., Vol. XLI No. 6, June 1948.

5. HALIFAX MAIL, March 31, 1948 p. 3 col. 7-8; p. 5 col. 8.



practical illustration undertook to hold a conversation with the telegraph operator at the railway station. Emboldened by this success he then communicated with the telegraph office in Halifax. The Halifax operators received and sent messages. Superintendent Alexander T. Hoyt arranged for Lt. Governor Sir Adams G. Archibald and his daughters to listen to the messages coming from Truro, and later songs were sung in Truro and heard in Halifax, the people in Halifax repeating the verses and the Truro listeners declaring they heard distinctly.<sup>1</sup>

In February 1880 the *Acadian Recorder* reported that Bell's Telephone system was in full operation in Halifax and that a large number had "been fitted up in the hotels, public buildings, and business offices and private residences of our leading citizens."<sup>2</sup> On Sunday evening, February 8th., Mr. S. H. Smith, Agent for the Dominion Telegraph Company, invited a number of newspaper men and others "who are not noted for attending church, down to the Dominion office to hear the Sermon" at St. Paul's Church where a telephone had been installed. A number of owners of telephones in various parts of the city also "switched on" to enjoy the novelty of hearing Rev. G. O. Troop preach on the text "Every man his work", without the effort of going to church. Every word spoken by the minister while reading the lessons as well as the responses of the congregation were distinctly audible in the Telegraph office. After the service Mr. and Mrs. Troop and a number of their lady friends called at the office and listened to Prof. Samuel Porter playing fine music on the St. Paul's organ and went away very pleased with the working of the wonderful invention of the telephone!

There was a short period of competition in 1880 when the Western Union Telegraph Company also had a telephone service after acquiring the patents from Thomas A. Edison. The Western Union opened an exchange at 166 Hollis Street, next door to their telegraph office. Early in February 1880 A. G. McDonald and his assistants were busy perfecting telephone lines, stringing new lines along the telegraph poles and rooftops, and fitting up the Doolittle Call and Edison transmitters which prevented a third party from listening to the telephone conversation. The wires were crowding around the office windows of the Western Union on Hollis Street and every day the exchange was being enlarged as new lines were added to the eight main lines already exist-

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1. NOVASCOTIAN, March 16, 1878 p. 3 col. 3.

2. RECORDER, Feb. 9, 1880 p. 2 col. 3.

ing and new subscribers were added on the old lines.<sup>1</sup> The newspaperman not only sought to convince his readers that the telephone was destined to become a great source of comfort and expedience for transacting business and for the enjoyment of domestic and social pleasure but he prophesized that:

Courting will be done by telephone when the weather is inclement and Angelina cannot run down town to see dear George. False alarms, like that caused by the firing of the salute from Citadel Hill an hour before the arrival of the Marquis, can be detected without driving a mile and a half post haste in a hack at double fare. The loving husband can summon the doctor without tramping down town at 2 o'clock on a damp wet morning. And these pleasures are nothing when compared with the enjoyment felt at hearing your tailor ask you mildly two or three times a day to settle that little bill. The marketing can be done; . . . If Brown says he is going to a Club his wife can quietly order a cab by telephone and follow him, or call for Mrs. P. to come over for a little gossip. . . future debates of our Local Legislature will be taken and registered in character in all their full eloquence, and beauty of diction; with full rounded periods and correct grammatical expression displaying the power of comprehension and depth of thought inherent in that body.<sup>2</sup>

Although many readers of the *RECORDER* in 1880 doubtless considered this a wild flight of imagination, time has vindicated the reporter.

The competition between the rival companies did not last long for the Bell Telephone Company of Canada took over all the telephone systems owned and operated in Nova Scotia from the Dominion Telegraph Company and the Western Union during 1881.<sup>3</sup> The Bell Tele-

1. *RECORDER*, Feb. 6, 1880 p. 2 col. 3 gives a detailed description of exactly how the Exchange works and lists the following lines:

No. 1—from office to North West Arm. This had connections at the residences of Mr. Barnes, H. F. Worrall, A. K. McKinlay, B. W. Chipman, J. W. Hutt and Henderson & Potts' paint works. At the town end were McKinlay's Stationery store, Granville St.; Chipman Bros. Hardware store, Sackville St.; Mr. Worrall's office and J. W. Hutt's office, both on Hollis Street.

No. 2—from Robinson's Stables on Spring Garden Road to Wellington Barracks, which has just been opened and will be beneficial to the North End generally, as well as increasing Mr. Robinson's business.

No. 3—from Halifax Hotel to Western Union Office.

No. 4—from Post Office Inspector's Office to his residence, and also connected with the Exchange.

No. 5—from C. R. Barry's Express Office, Hollis St. through the Exchange to Richmond. On this line were Richmond Depot offices; North Street Depot; W. & A. Railway Office; Messrs. Cunard & Co., Messrs. A. G. Jones & Co. and Messrs. F. D. Corbett & Co.

No. 6—connects Halifax Club House with exchange.

No. 7—connects residences of A. G. Jones Esq. and G. C. Francklyn, Esq. with each other and exchange.

No. 8—connects Provincial Secretary's office with Hon. S. H. Holmes' residence and Government House and also with the Exchange.

Each party could converse with another on the same line by simply giving the necessary number of rings on bell, but when a person on one line wished to speak with a person on another line, the connection had to be made by the operator at the Exchange.

2. *Idem.*

3. *STATUTES OF NOVA SCOTIA* 1882 cap. 59—confers powers on Bell Telephone Company of Canada. Within city of Halifax no wires or poles could be put up without supervision of City Council or some official appointed by them. If efficient means were devised for carrying and arranging wires underground the Company had to place the wires underground on receiving twelve months notice in writing from the City Engineer.

phone Company in its turn was taken over by the newly formed Nova Scotia Telephone Company on February 1st., 1888.<sup>1</sup>

The telephone slowly made its way into more homes in Halifax. A list of subscribers published in May 1880 showed seventy-seven telephones in service in Halifax, Dartmouth, Bedford and Waverley. In 1888 there were four hundred telephones in Halifax alone, but these were nearly all in stores, offices, and civic or provincial departments. The few private subscribers seem to have been professional men, especially doctors, or business men who had phones both at the office and at home. A telephone directory of seventy-two pages, almost half the pages being devoted to advertisements, contained not only the telephone users in Halifax but the names and numbers in large print of all the subscribers in the province.<sup>2</sup>

The City of Halifax itself owned the water supply for the city. Hundreds of thousands of dollars were expended throughout these years in the extension of the water system and the replacement of the sewerage system. Since September 1848 the people of Halifax had had the privilege of buying water from the Halifax Water Company instead of using wells. This Company had been purchased by the city in 1861 for the sum of £56,000. Only about one quarter of the number of families on the line of the pipes were obtaining their supplies directly from service pipes to their homes, the remainder getting their water from free domestic hydrants paid for by the city. Once the city owned the water system it levied a general assesment to provide funds to maintain the water supply, and all citizens along the pipes applied for service pipes to their properties.<sup>3</sup> Until 1872 the water works were administered by three paid water commissioners. Thenceforth the water system was controlled by the Board of Works, consisting of six aldermen, one from each ward, which had charge of the water works, streets, sewers, city property and health inspection.<sup>4</sup> The water supply was steadily improved until in 1885 there were sixty miles of pipes along the streets, three hundred and twenty-seven fire hydrants, and seven hundred and fifty thousand dollars had been spent to obtain a daily supply

1. *Idem.*, 1887 cap. 100 incorporated N. S. Telephone Company with directors drawn from all parts of the province, B. F. Pearson, D. MacPherson, W. C. Delaney, and William F. McCoy being from Halifax.

2. PANS *Directry of N. S. Telephone Company*, October 1888 contains these instructions "Always Ring When Through Talking", "Operators will not respond during a thunder storm", "Ladies are employed as Operators, we ask for them courteous treatment". The Directory for the Halifax City and Dartmouth Exchanges in 1903 had 1505 subscribers.

3. pp. 72-118 Johnson, H. W.—"Halifax Water Supply" in Vol. 12 of *N. S. Institute of Science* publications.

4. p. xxvii *Annual Report... Halifax* 1884-5.



of seven million gallons—one hundred and seventy gallons per day for every man, woman and child in the city.<sup>1</sup> Yet in spite of the ample supply of water, wells still existed in 1885 “and some people are so obstinate to persist in their use even after there is every reason to believe them contaminated, and when a comparatively pure supply of corporation water is at hand.”<sup>2</sup>

In the winter there were many complaints from both the upper parts of the city and the north end that there was no water in the pipes. In January 1872 “A Sufferer” who lived in the South End wrote that every night after six o’clock until noon the next day he was without water although he paid heavily for its use and he asked what would happen if his house caught fire? The reason for this low water pressure was the reckless waste of water.<sup>3</sup> Our ancestors must have been hardier than we for in that era furnaces were not universal. In many houses, particularly those built before it was customary to have running water, unless the water was left running in the pipes in cold weather it froze and burst the pipes. There were no civic laws controlling the installation of plumbing with the result that there were over eight hundred taps in rough wooden porches, yards and other places exposed to the cold. “In the majority of buildings in the city the pipes are so placed that the water must inevitably freeze in them unless allowed to run freely during cold weather,” remarked Engineer Keating.<sup>4</sup> The only action the city could take to prevent such waste and to increase the pressure was to send Inspectors from house to house to turn off the water at the main wherever it was found running to waste.

A service which the taxpayers of Halifax now take for granted is the Fire Department which is paid and equipped by the City. During the nineteenth century Halifax clung stubbornly to her volunteer Fire Department though towards the end of the century there were occasional complaints that trained firemen could direct the efforts of the volunteers far better than a Board of Firewards composed of Aldermen who might be good grocers or good judges of horses or building material and still know nothing about handling firemen or the best method of extinguishing a fire.<sup>5</sup> Mayor J. C. Mackintosh reported in 1885 that “Halifax is old fashioned enough to prefer her extremely effective Fire Department composed of volunteers, to a paid department as now

1. *Idem.*, p. xxvii-xxxii.

2. *Idem.*, xxxviii.

3. RECORDER, Jan. 11, 1872 p. 2 col. 2-3; Jan. 26, p. 2 col. 3.

4. p. 57 *Annual Report... Halifax 1879-80*.

5. HERALD Aug. 25, 1890 p. 2 col. 3; Aug. 23, p. 3 col. 2.

exists in most other cities. So long as such splendid bodies of men as those forming the Union Engine Company, Union Protection Company and the Union Axe and Ladder Company are ready and willing at a moment's notice to combat the devouring element, the citizens of Halifax should feel profoundly grateful to these faithful and brave men for their self denying and arduous services for the common good."<sup>1</sup> That Halifax had the good fortune to escape such disasters as the great St. John fire of 1877 which burned over sixteen hundred houses, left fifteen thousand homeless and destroyed over thirty million dollars worth of property, was largely due to the efficiency and skill of the volunteer firemen and to their promptness in answering alarms.<sup>2</sup> These volunteer firemen spent much of their spare time caring for the fire equipment, but found their reward in civic service, in the companionship of the companies, and in the social activities of the sleigh drives, torchlight processions and balls when dressed in the Company uniform of black pants and red shirts they were familiar to all citizens.<sup>3</sup>

The fire equipment was steadily improved though it was primitive according to our standards. In 1867 whoever discovered a fire ran to the nearest Engine House to give the alarm, the keeper rang the bell, and the firemen, all volunteers, rushed to the engine house to haul the hand pumps to the scene of the fire. The City Council provided additional equipment throughout the years, rubber hose, ladders, new engine houses, reels, a third Steam Engine, "The Chebucto" in 1872 and a fourth in 1888 to aid the two steam engines purchased in the United States in 1861 by Mayor Caldwell and Alderman Hill.<sup>4</sup> After discussing the matter since 1867 the installation of a fire alarm telegraph with alarm boxes throughout the city was begun in 1873.<sup>5</sup> This improvement did not prove as satisfactory as had been expected, but by 1879 the fire alarm telegraph was in first class condition, the worn wires having been renewed, reported M. J. Power, who was resigning as Chairman of the Board of Firewards after a term of five years.<sup>6</sup>

In April 1889 the fire equipment owned by the City consisted of four Steam Fire Engines, one Hand Fire Engine, eight Hose Carriages and Sleighs, two Ladder Trucks and Sleighs, 9,950 feet of rubber and cotton hose, forty axes, two Bangor Extension ladders and other mis-

1. p. xlii *Annual Reports... City of Halifax* 1884-5.

2. Hannay, James—*History of New Brunswick* Vol. II pp. 326-328 St. John, N. B. (A. Bowes, 1909); p. 110 *Annual Report... Halifax* 1876-77.

3. RECORDER May 12, 1870 p. 2 col. 4.

4. p. 148 *Annual Report... Halifax* 1874-5; p. 79, 1888-9; RECORDER, Feb. 9, 1861 p. 3. col. 2.

5. RECORDER Oct 30, 1873 p. 2 col. 2.

6. *Idem...* Oct. 22, 1879 p 2 col. 3.

cellaneous equipment such as wrenches and lanterns. This was stored in eight Engine Houses—Central Engine House on Brunswick Street which had been built in 1871, Queen Street built in 1877, Market Building, Spring Garden Road Engine House, the one at Islesville built in 1883, the one on Quinpool Road and the Ladder House on Grafton Street.<sup>1</sup>

The skill and hard work of the firemen combined with good fortune saved Halifax from disaster in a number of fires. At 8.30 on Sunday morning, May 11, 1873, a fire was discovered between the walls of the International Hotel on Hollis Street. The hundred boarders escaped without difficulty although they lost their clothes and valuables. All agreed that if the fire had reached the staircase sooner many would certainly have burned to death because there were no fire escapes, and if the brick walls had not remained standing, all the gallant efforts of the firemen would not have confined the fire to the Hotel, because a few feet south stood Jennings' barn full of hay and Graves' cooper shop crowded with dry wood and oil barrels. Once these wooden buildings had caught fire most of the city lying between Hollis and Water streets would have suffered destruction.<sup>2</sup> The hotel was rebuilt and after it was acquired by A. B. Sheraton in 1886 it was renamed the Queen Hotel.<sup>3</sup>

When the firemen were called to the Halifax Infants' Home on March 7, 1884 they found that the building had caught fire from sulphur left burning in the attic to kill the bugs.<sup>4</sup> They were hampered by poor water pressure and by the fumes from the brimstone which prevented them from getting into the attic to extinguish the flames. Although the home was very badly gutted, all the babies were carried to safety and sheltered in neighboring houses on Tower Road. If this fire had been at night there would have been much loss of life.

Another disaster was averted with the aid of the firemen when the Grain Elevator and Deep Water Terminus were burned in 1895. At nine o'clock on the morning of February 27th. there had been an explosion in the waiting room of the main shed on the wharf at the Deep Water Terminus. The explosion was followed immediately by a burst of flames. Those employed at the freight and immigration sheds had to flee for their lives. The whole fire department answered the alarm and

1. pp. 81-2 *Annual Report* 1888-9.

2. RECORDER May 12, 1873 p. 2 col. 3-4.

3. p. 54 *Halifax, the Capital of Nova Scotia. Its Advantages and Interests* 1909.

4. HERALD March 8, 1884 p. 2 col. 3; MAIL March 1, 1947 "Occasional."



one young fireman, Harry Burton, was seriously injured trying to cut down the elevator chute. Flames rushed up the enormous wooden structure until suddenly the spectators were terrified by the explosion of compressed air which blew out the roof and hurled timbers and flames through the air. Soon only the smouldering ruins remained with a few firemen on guard. The loss was estimated at half a million dollars, and many Halifax firms lost goods in the freight sheds. Although the nearby houses on Upper Water Street were scorched and live coals were carried as far as Cornwallis Street and Proctor's Lane, the fact that the roofs were covered with snow and that there was only a light breeze prevented half of Halifax from destruction.<sup>1</sup>

At the time of Confederation the Police Force of Halifax consisted of a City Marshall, his deputy, six sergeants, and thirty constables for a population of 28,000. This force seems to have been adequate because most of the civilians were law abiding and the army and navy had their own patrols to care for their personnel although there were complaints that a policeman was never seen in the suburbs. Residents living in the vicinity wanted additional constables stationed near Wellington Barracks, Quinpool Road and in the north end. As there were only twelve men on duty in the daytime and eighteen at night from 8 p.m. to 8 a.m. this meant that three men patrolled each ward with fifty-seven miles of streets to guard. It is no wonder that there was an occasional disturbance when no constable was nearby.<sup>2</sup> The salaries were not large by present standards—the City Marshall received \$800 per annum, the Deputy Marshall \$560, Sergeants \$400 and Constables \$360—the cost of the police force being a little over \$16,000 each year.<sup>3</sup>

In October 1864 the old Night Watch of Halifax had been replaced by a modern Police Department when the Day and Night Watches were amalgamated and enlarged, placed under one head, and divided into six divisions of five men each under a sergeant.<sup>4</sup> Before the incorporation of the city there were only three constables for Halifax. This number was increased to eight after 1841. For a decade before 1864 there were two constables for each of the six wards. The night watchmen wore tall heaver hats and ordinary heavy clothing and carried an iron rattle to summon help. They came on duty at 8 p.m. and called out the hours during the night in loud voices like this "Ward two, ten o'clock, all well!"<sup>5</sup>

1. RECORDER Feb. 27, 1895 p. 3, col. 4-6.

2. *Idem.*, Nov. 18, 1867 p. 2, col. 4.

3. pp. 13, 48-9 *Annual Report* 1866-7.

4. *Idem.*, App. No. 9 pp. 67ff 1863-4.

5. pp. 35-6 *Report of Provincial Museum* 1927.

Another improvement had been introduced when the Stipendiary Magistrate's Court had superseded the old Police Court where the Mayor and Aldermen in rotation acted as magistrates. The City Civil Court had jurisdiction over sums up to eighty dollars, and the City Criminal Court had the power to try all statutable offenses except treason, homicide, burglary and arson. Henry Pryor was appointed Stipendiary Magistrate in May 1867 and assumed his duties in July. He soon introduced a system of uniformity in the mode of fines and other punishments which made him feared by habitual petty offenders.<sup>1</sup> One decision handed down by Stipendiary Magistrate Pryor was worthy of Solomon as this extract from the *Acadian Recorder* reveals:<sup>2</sup>

This morning, shortly after the City Clerk's office opened, two women rushed in, each demanding a warrant against the other. Mr. Pryor was on hand, and at once arraigned them both. It appeared that a dispute had arisen about a clothes-prop, which led to blows, in which both of the women indulged. Both were scratched, and their faces were black and blue. The magistrate "compromised" by fining each \$1, and they retired with a new idea of what "going to law" means.

By 1889 the city was spending nearly forty-five thousand dollars on its police force which served a population of 38,000. The City Marshall received \$1,200, six sergeants \$500 each, and thirty-four policemen \$440 each.<sup>3</sup> Haligonians were proud of their well earned reputation of being "the most orderly city in the world for its population."<sup>4</sup> In 1900 the Police Force totalled forty-six—Chief of Police Joseph O'Sullivan, Deputy Chief of Police, Detective Nicholas Power, six sergeants, and thirty-seven privates. There were complaints that this force was inadequate because of the many new streets and the extra duties of the police at the Exhibition and the Public Gardens. One man in daylight and two at night patrolled the north beat which began at the foot of North Street, extended west to the North-West Arm and north to the Bedford Basin so that it was not surprising that the residents of the district seldom saw a policeman on the beat. There were no call boxes or patrol wagons. If a policeman made an arrest at Greenbank or the Arm he had to convey his prisoner to the City Hall because the north lockup had been closed.<sup>5</sup>

The condition of the Police Station was always a sore point. At the time of Confederation the Police Station was situated in the base-

1. RECORDER May 17, 1867 p. 2 col. 5; July 19 p. 2 col. 6; p. 170 Belcher's *Almanac* 1868.

2. July 18, 1873 p. 2 col. 5.

3. pp. 9, 109 *Annual Report*...Halifax 1888-9. There were 1,244 prosecutions before the Police Court.

4. HERALD, Aug. 10, 1889 p. 3 col. 2.

5. BLUENOSE Dec. 15, 1900 p. 11.

ment of the old Court House and City Hall at the foot of George Street at the corner of Upper Water Street, now a parking lot. In 1869 the Police Station was in such a terrible condition and swarming with so many vermin that it was not fit for dogs, and a temporary police station had to be found till the old one was renovated.<sup>1</sup> No wonder policemen on call preferred to wait on the sidewalk instead of in the police station. Nine new brick cells were completed the following January.<sup>2</sup> In 1882 while the Deputy Marshall was on his holidays the Police Station was repaired. For a sum of three hundred and fifty dollars the holes in the plaster were plugged, the broken glass replaced, holes in the floor boarded over and the walls and ceilings repainted.<sup>3</sup> In 1885 Mayor James C. Mackintosh reported that:

The Police Station is a disgrace to the City of Halifax, it is a perfect pest hole, saturated with sewage, ill ventilated and unhealthy in the extreme. No improvement at any reasonable outlay of money, is possible in the basement of the City Building, and other quarters must be provided. In event of any epidemic disease breaking out in the City, no one could remain for an hour in the Police Station without great danger. There should be a lock-up at the south extremity of the city, and another at the north end, in which to confine prisoners, so as to avoid the disgraceful scenes of dragging drunken persons, especially women, through miles of streets to the central station; also to avoid the long absence of policemen from their beats. A police patrol waggon, which could be used in scouring the suburbs and bringing in prisoners from the extremities, would be a valuable addition to the efficiency of the department.<sup>4</sup>

Little could be done in the old building, but no one rejoiced more than the Police when adequate quarters were provided in the new City Hall, where the Police Station still remains. The entrance to the Police Court was on Duke Street. This was a large room in the basement of the City Hall with a rail in the middle dividing the public from the court proper. Back of the Court Room were offices for the Chief of Police, an assembly room for the Constables, a hall, private quarters, and south of the main corridor were the cells and workshops.<sup>5</sup>

The life of a policeman was not always dull for there were some amusing crimes. One morning Mr. W. H. Bauld, a dry goods merchant and milliner on Barrington Street, declared at the Police Station that he had just missed a lot of goods from his store which had been there before a certain young woman had been in the shop. Detective Lewis

1. COLONIST Sept. 23, 1869 p. 2 col. 4.

2. RECORDER Jan. 24, 1870 p. 2 col. 5.

3. *Idem.*, Oct. 18, 1882 p. 3 col. 3.

4. pp. xlvii-xlviii *Annual Report...Halifax* 1884-5.

5. CITIZEN AND EVENING CHRONICLE Oct. 21, 1886 p. 1 col. 2.



Hutt then proceeded to arrest the young lady, Miss Susan Ann Nogle. In searching her rooms the police found large quantities of dry goods—dresses, pants, coats, shawls, boots, shoes, mantles—all of the best quality—and there was also a trunkful of spices, sugar, tea and coffee. There were almost enough supplies to stock a store. Twenty city merchants identified their goods, and some recognized Miss Nogle as a customer who come into the store in the morning or evening when all the clerks were busy. Further investigation uncovered two more caches and revealed that Miss Nogle was about to be married and had taken to stealing to obtain a trousseau, providing herself with one worthy of a princess. For such wholesale robbery she was sentenced by Judge Wilkins to eighteen months imprisonment in the Penitentiary.<sup>1</sup>

In the autumn of 1871 there was a riot in Halifax. The steamer *Alexandria* from Glasgow via Liverpool, G. B., docked at Halifax on her way to St. John, N. B. In the steerage were about fifty Irish navvies going to New Brunswick to work on the Intercolonial Railway, most of whom spent their time in Halifax parading the streets in search of rum. "Presently many of them began to fight, and by seven o'clock the wharf was a perfect pandemonium of men striking, kicking, and swearing horribly." The few police who tried to interfere were helpless, and Constable Whalen was very badly beaten by one of the rioters. Finally the rioters went on board the *Alexandria*, but one able bodied fighter fell or was crowded off the gang plank and drowned. When the mob learned of his death they rushed on deck again and in

this rush a man named Kelly, not knowing in his confusion where the hatch was, fell into it from the lower deck to the bottom of the hold, a distance of about 16 feet, alighting on his head in a quantity of iron freight. He was quickly brought up and apparently dead; the mob crowded about him, some pulling one way, and some another. Dr. Walsh, and a priest were soon on hand, as well as the ship's surgeon, and Mr. De Wolf the agent. The infuriated men however threatened to tear them to pieces, and they were obliged to flee to save their lives.<sup>2</sup>

As a ruse to draw them away someone suggested that they go to the Police Station and demand the detention of the vessel. At the Police Station the angry feelings of the mob were quickly quelled, and they were convinced that the police had no power to detain the steamer, and persuaded them to go back on board. In the meantime Kelly was restored to consciousness and taken to hospital. The *Alexandria* sailed for St. John but a good many of those on board had broken noses, battered heads, and other injuries as mementoes of their visit to Halifax.

1. COLONIST April 16, 1868 p. 2 col. 6; April 18, p. 2 col. 4; May 19, p. 2 col. 5.

2. RECORDER Sept. 9, 1871 p., 2 col. 5.

Library facilities expanded in Halifax from 1867 to 1900, not only those owned by the colleges, societies, the city and the province but the number of books possessed and read by private citizens. Dr. Archibald MacMechan, Professor of English at Dalhousie College, estimated in 1895 that there were nine collections of books in Halifax of a public or semi-public character, totalling over 100,000 volumes. The Garrison Library in Artillery Park had 20,000 volumes; the combined Legislative and Historical Society Library in the Province House 30,000; Pine Hill College library had 11,000; and Dalhousie Law Library 6,000; while the Dalhousie College Library for Arts and Science had 5,200; the library of the Barristers' Society 8,000; the Y. M. C. A. 3,500; Church of England Institute 500 and the Citizens' Free Library 22,000 volumes. The only one of these libraries which was free and could be used by every citizen of Halifax was the City Library, where any one living in Halifax could borrow books if his application was signed by a taxpayer.<sup>1</sup>

That the city of Halifax had any library at all was due to the efforts of a few public spirited citizens like Sir William Young. Throughout the whole period the Library was the forgotten stepchild of the City Council. The Citizens' Free Library had its beginning when the Hon. William Young had purchased the Mechanics' Library and presented it to the City Council on condition that it be put in a suitable place and kept open for the use of the public.<sup>2</sup> In 1867 the *Acadian Recorder* reported that the Citizens' Free Library appeared in a flourishing condition under the management of Mr. Samuel Creed, the librarian, and that Chief Justice Young had selected fifty volumes of the latest new books on his trip to Europe.<sup>3</sup>

The library remained in the City Building until 1873 when it was removed to larger quarters at 263 Barrington Street on the harbor side between Bell's Lane and Jacob Street, in the rear of Salem Chapel, and near Robert Taylor's Trunk Factory. One of the events of Natal Day in 1873 was the opening of the Free Library containing six thousand volumes for the inspection of the public. After a patriotic oration at the Temperance Hall by M. H. Richey, a short but eloquent address was delivered by Sir William Young "who referred to the Free Library to be opened during the afternoon, and invited and extended patronage giving the assurance that every work which would in any degree effect the mind for evil or injure the morals, had been rigidly excluded from

1. EVENING MAIL Sept. 19, 1895 p. 4 col. 1.

2. pp. lv-lvii *Annual Report*...Halifax 1884-5.

3. RECORDER Jan. 23, 1867 p. 2 col. 6; Aug. 21, p. 2 col. 6.

the selection. He strongly condemned the yellow covered literature, which was so extensively read at the time and showed the profit and pleasure to be derived from reading books of travel, biography and history."<sup>1</sup>

The Citizens' Free Library was formally opened for the use of the public by its patron and benefactor, Sir William Young, on August 18, 1873. Due to the generosity of Sir William there were a number of new books which encouraged over one thousand to enroll in the library to whom 41,385 books were issued in one year. Indeed, the library became so popular that one full time librarian was not sufficient, even though the library was open only from 3.15 p.m. to 6 p.m. and on Tuesday and Saturday evenings.<sup>2</sup> This popularity did not last because although valuable donations of books and money were made from time to time by Sir William, George Munro the New York publisher and benefactor of Dalhousie who gave copies of his "Seaside" library, and other gentlemen there were not enough new books purchased to maintain interest. The library continued to grow. Sir William Young presented over one thousand books from the library of his brother, the late George R. Young, in 1873. In 1874 one hundred and fifty volumes were imported from Murdie's library, London, and four hundred in the following year when Sir William contributed two hundred dollars and the city bought one hundred volumes to obtain Sir William's gift. In 1875 the City Council paid the very low amount of \$1020 for the large private collection of the "Halifax Library" which had been situated at 197 Hollis Street, near Cheapside, because the owners felt the books would be of more benefit in the Citizens' Library.<sup>3</sup>

The library having become crowded with these acquisitions it was removed to Argyle Hall opposite St. Paul's Church where it was formally opened on October 7, 1878.<sup>4</sup> For a few years thirty to forty thousand books were issued annually, but then the number borrowed declined rapidly because there were no funds whatever for buying new books and the only additions were a few hundred volumes presented by Mr. Young and Mr. Munro. The annual reports of the librarian are a chronicle of neglect and unending struggle against debt. At the end of 1880 2,320 people from a population of 36,000 had enrolled as readers. There were 11,000 volumes in the library, but 6,000 of these were

1. WEEKLY CITIZEN June 28, 1873 p. 3 col. 2.

2. RECORDER Aug. 17, 1873 p. 2 col. 6; pp. 127-9 *Annual Report* 1874-5—library contained 2,445 volumes of history and travel, 745 bound magazines, 1,112 fiction, 100 poetry, 94 bound newspapers, 152 official records and legislative proceedings.

3. pp. 123-125—*Annual Report* 1876-7, contained 6,000 volumes.

4. p. lvi *Annual Report* 1884-5.



either very old, or duplicates of history and travel, or reference books.<sup>1</sup> The number of books issued declined from 32,396 in 1880 to 13,801 in 1884.<sup>2</sup>

Samuel Creed urged that the City Council vote five hundred dollars yearly for the purchase of new books. As the small sum of \$1,200 voted annually by the Council was supposed to pay the librarian and his assistants, the rent of Argyle Hall, the caretaker, fuel, gas, binding and repairs of books, and for new magazines it was no wonder that the library was in constant financial straits and that every year the expenditure was three hundred dollars beyond the income. Mr. Creed's salary of five hundred dollars annually was often several months overdue. Not only were there no new books, but fifteen hundred of the most readable books were laid aside for repairs.<sup>3</sup>

The situation did not improve during the next year when Mayor J. C. Mackintosh noted that only one per cent of the population of forty thousand were using the library, that "no additions of new books" had been made since the library had moved to Argyle Hall, and that "the sum of one hundred dollars to repair books would replace 1500 of the most readable volumes, now useless because out of repair."<sup>4</sup> Though the Citizens' Library had the nucleus of an excellent library through the lack of public interest and the neglect of the City Council it had failed to educate the workingmen and to supply the citizens with wholesome reading material.

The Council made provision to clear off the debt and voted four hundred a year to meet current expenses, but granted nothing for new books.<sup>5</sup> When the Library was removed to the light, spacious rooms in the City Hall, quarters which it still occupies, it was hoped that the Aldermen would become familiar with the Citizens' Library as they attended to their duties in the City Hall and would take pride in improving it.<sup>6</sup>

Mr. Samuel Creed remained as Librarian until August 1, 1892 when after a disagreement with Alderman S. Mosher, Chairman of the Library Committee, he was given a year's leave of absence.<sup>7</sup> In June 1893 he was notified that his services were no longer required and he

1. *Idem.*, p. 121-2, 1879-80.

2. *Idem.*, p. 150, 1884-5.

3. *Idem.*, p. lvii.

4. *Idem.*, p. xlii-xliii, 1885-6.

5. *Idem.*, p. 196-7, 1887-8.

6. In 1889-90 the library grant was \$1,500; in 1891-2 it was \$1,600.

7. p. 84, 99 MINUTES OF CITY COUNCIL for year ending April 30, 1893.

was given a pension of \$250.00 a year to be taken from the Library appropriation. His assistant, Miss Josephine Warren, was appointed librarian and Miss Mattie Barnaby became Assistant Librarian.<sup>1</sup>

From the remarks of Dr. Archibald MacMechan in 1895 it is apparent that a great improvement had taken place when the Citizens' Library was transferred to its cheerful quarters in the City Hall from "the dungeon on Argyle Street", and the new catalogue had increased its usefulness tenfold. The library contained many valuable and interesting works and "the largest collection of fiction in the city."<sup>2</sup> Dr. MacMechan criticized the buying of cheap editions printed "on coarse paper with blunt type" in a "mistaken desire for cheapness" and suggested that a modern card catalogue should be made and placed outside the counter; regularly printed library slips should be furnished instead of torn scraps of paper for borrowers to list the books they wanted; bulky works of reference, encyclopaedias and dictionaries should be placed in an open press in the small room where they could be more easily available; and that conversation with the librarians should be forbidden.

For the wisest expenditure of the present library grant Dr. MacMechan advised Alderman J. M. Geldert, Jr., Chairman of the Library Committee, to buy a minimum of fiction for five years, and to concentrate on purchasing such necessary reference materials as the Dictionary of National Biography which were beyond the means of the individual, and to buy more history, travels, essays and popular science. The chief technical magazines in the field of mining, electricity and engineering should be taken instead of "Bow Bells", "The Family Herald" and "Muncey's Magazine". He deplored the purchase of the "theological novel", the "erotic, neurotic and Tommy-rotic novel which swarm and perish like flies" and urged the completion of the works of Charles Reade, Anthony Trollope, and the representation of Jane Austen and Maria Edgeworth as well as Miss Ferrier and Mayne Reid.<sup>3</sup> Above all, he stressed that books and buildings were "almost useless without a competent librarian" and that the small salaries were not sufficient to obtain a librarian who knew the best methods of selecting, classifying and cataloguing books, who had an extensive bibliographical knowledge and could command several European languages and could ed-

1. *Idem.*, for year ending 30th., April, 1894, p. 54

2. Forty-one pages or one seventh of the catalogue was filled with titles of novels.

3. EVENING MAIL, Sept. 19, 1895 p. 4 col. 1-3.

ucate the public as well as mounting guard over the collection and handing books across a counter.<sup>1</sup>

The Library Committee under the leadership of Alderman Geldert attempted to follow this advice as much as the limited funds would permit. It was reported to the City Council in 1898 that the number of readers was increasing daily and that a number of valuable reference books had been placed on the library shelves, and that the defective lighting needed to be remedied by some more electric lights over the stacks.<sup>2</sup> After January 6, 1899 the hours of the Library were fixed from 11 a.m. to 1 p.m., from 2 p.m. to 6 p.m., and on Saturday evening from 7 p.m. to 9 p.m. as well.<sup>3</sup> The annual grant had been increased to \$2,500.<sup>4</sup> Alderman Geldert was able to report that the reading room was better, the Dewey-Cutter system of cataloguing had been used, and a new system of charging books adopted from the Medford Library. He also reminded the citizens that Halifax lagged far behind other cities with her library. For instance, Hamilton which had the same population, spent almost double for salaries alone the amount that the Halifax library had for salaries, the purchase of new books, binding and repairs.<sup>5</sup>

It had been proposed that the southern end of the Parade, where the War Memorial stands, should be granted by the City Council for one magnificent structure to house the School of Art and Design, the Provincial Museum, and a combined library of the N. S. Historical Society, the Natural Science Institute, and the Citizens' Free Library.<sup>6</sup> A deputation appeared before the City Council representing five hundred influential citizens to ask the City Fathers for their assistance. His Grace Archbishop O'Brien stressed the value of a central well equipped library for the culture of Halifax. His Lordship Bishop Courtney mentioned the desire of the people for modern attractive buildings and added that such a building would add to the charm of the Parade. Prof. C. F. Fraser wanted the specimens in the museum to be used for the scientific training of the youth of Nova Scotia and declared that the minerals in the Museum had been displayed with great success in London, Paris and Philadelphia, but in Halifax they were jammed into an attic. The Province was willing to grant \$30,000 for such a project,

1. The By-Laws of Citizens' Free Library and the Rules & Regulations are printed pp. 64-6 MINUTES OF CITY COUNCIL of Halifax for year ending April 30th., 1893.

2. *Idem.*, for year ending April 30, 1899, p. 78.

3. *Idem.*, p. 100

4. *Idem.*, p. 94

5. MORNING CHRONICLE June 7, 1899 p. 3

6. MORNING HERALD Aug. 8, 1890 p. 3 col. 3; Aug. 13, p. 2 col. 3—list of petitioners.



and the School of Art would contribute \$10,000—leaving only half the amount needed to be raised by the Council and by donations from citizens. It seems a pity that this proposal was not completed.

Although all admitted the need for an art college to teach students and to foster art exhibits there was not a single art institution in the province until 1887. The moving spirit of the campaign for an art college was Mrs. Anna Leonowens, now better known as "Anna" of *Anna and the King of Siam*, who was then living in Halifax with her daughter Avis and her son-in-law, Thomas Fsyche, cashier and manager of the Bank of Nova Scotia from 1876 to 1897. Although she was over seventy she aroused the city to such an appreciation of the value of art education that \$17,000 was subscribed and the Victoria School of Art and Design founded, now the Nova Scotia College of Art.<sup>1</sup>

During Queen Victoria's Golden Jubilee an Art Loan Exhibit was opened at the Province House by His Honor Lt. Gov. M. H. Richey on June 18, 1887 in aid of the art school.<sup>2</sup> Open morning, afternoon and evening during Jubilee week it was visited by large crowds in spite of such attractions as the Jubilee Ball at the Exhibition Rink, "Mikado" at the Academy of Music and "Under the Gaslight" at the Lyceum, a concert by the 63rd. Rifles at the Orpheus Hall, baseball games, horse races, a picnic at McNab's and a Grand Naval Demonstration. In the Council Chamber could be seen the jubilee group of articles associated with Queen Victoria and the Royal family, and cabinets containing rare and beautiful china including a cup with Marie Antoinette's initials from which the tragic queen had sipped her morning chocolate. There were coins and laces, urns from Pompeii, idols from Burma, carved Egyptian screens, and rich brocades from India for the officers of the regiments had lent many curiosities that they had collected while on service in the east. There "stone implements of the prehistoric age, tiny shoes that once adorned the feet of some wealthy mandarin's wife, boxes of sweet smelling eastern woods, beautifully inlaid with ivory, gold and silver, and a profusion of other interesting articles are mixed and jumbled in carefully planned disorder."<sup>3</sup> In the Legislative Library were old tapestries, drawings, designs and manuscripts brought from Siam by Mrs. Leonowens including two chapters of the Rig Veda in ancient Sanskrit written on palm leaves. Through the hard work of George Harvey the Assembly Chamber was transformed into a picture and sculpture gallery for oils, water colors, pencil drawings, lithographs

1. CHRONICLE Jan. 1, 1923 p. 12 col. 2-3.

2. HERALD June 18, 1887 p. 2 col. 2.

3. NOVASCOTIAN, June 25, 1887 p. 8.

and engravings. The Victoria School of Art and Design was opened in rooms over the Union Bank of Halifax on the corner of Hollis and Prince Streets, where the Bank of Nova Scotia is located today. George Harvey, who was a talented landscape painter, acted as principal from 1887 to 1894.<sup>1</sup>

Another service the city of Halifax was expected to provide was the free education of all the children. At the time of Confederation the school system was disorganized because the Provincial Government had not passed a Free Education Act until 1864 and because at first the City Council had ignored this act. The City Council would not assess for schools due to a feeling that the Council had not been properly or sufficiently consulted by the Government before the provisions had become law.<sup>2</sup> Succeeding Councils resented the fact that the Board of School Commissioners, to which several Aldermen usually belonged, had charge of schools, teachers and expenditures for school buildings, and that the Council merely levied the taxes for education.<sup>3</sup>

When the Board of School Commissioners took charge of the schools in Halifax in November 1865 they found seven hundred children under the management of twenty-five teachers, these schools being supported by tuition fees from parents or by churches or societies interested in education.<sup>4</sup> When schooling became free parents availed themselves of the opportunity to educate their children although attendance at school was not compulsory.<sup>5</sup> In his report on November 30, 1866 the Chairman of the Board, Mr. A. M. Uniacke, stated that after inquiry he had found nine schools in the city, capable of accommodating about two thousand pupils, when twelve buildings with ninety-one school rooms large enough to seat fifty-six pupils in each room were needed to educate the five thousand children who should be attending school.<sup>6</sup> Arrangements were made with various trustees and teachers of private schools to rent their premises and to pay their

1. p. 36 *Report of Provincial Museum 1931-2.*

2. p. 151 Crockett, John S.—*Origin & Establishment of Free Schools in Nova Scotia* an unpublished M.A. thesis in P.A.N.S.

3. *Idem.*, pp. 158-9 The new School Act of 1865 provided that the City of Halifax was to be one section with 12 commissioners, two from each of the 6 wards, appointed by the Governor-in-Council. This Board of School Commissioners were invested with the title to all public school property with the exception of the Halifax Grammar School. The City Assessor was empowered to levy and collect the sum required for schools along with other city rates and all schools were to be free.

4. CHRONICLE June 13, 1868 p. 2 col. 4-5.

5. STATUTES OF N. S. 1888 cap. 46 provided that every boy and girl living in Halifax between age of 8 and 14 must attend school during regular school hours of every day for at least six months during year. Habitual truants might be committed to reformatory.

6. REPORTS OF THE BOARD OF SCHOOL COMMISSIONERS FOR CITY OF HALIFAX for 1866 (Halifax, N. S. William Macnab 1868), pp. 8, 10, 18-19.

teachers with city funds. In this way the following schools were opened to the children of Halifax regardless of denomination and without any payment by the parents:

St. Luke's School, Male and Female.....	Queen and Morris Sts.
Convent Free School, Female.....	Spring Gardens.
St. Mary's (new school house) Male & Female.....	Barrington Street.
National School, Male and Female.....	Argyle Street.
Inglis School, Male and Female.....	Albemarle Street.
Royal Acadian School, Male and Female.....	Argyle Street.
St. Patrick's School, Male and Female.....	Brunswick Street.
St. George's School, Male and Female.....	Brunswick Street.
Richmond School, Male and Female.....	Richmond Depot.
Three Mile School, Male and Female.....	Suburbs, Windsor Road. <sup>1</sup>

The only adequate building was the new St. Mary's School-house lately erected for the Christian Brothers by Archbishop Connolly at a cost of sixteen thousand dollars and rented to the Board. To these schools were added various temporary quarters in the basement of St. Luke's Church for the female department of St. Luke's Hall and for the primary department of St. George's in a room on Prince William Street. The rooms of the Halifax Infant School, and schools of Mr. MacDonnell and Mr. Keheler being unfit to teach children in, the scholars were removed to a room over the Colonial Market and the Infant School transferred to Inglis' School on Albemarle Street.<sup>2</sup> The total expenditure on schools in 1866 was \$21,294.<sup>3</sup>

In 1867 most of the schools were merely miscellaneous gatherings, with instruction in the alphabet and in the intricacies of advanced English grammar going on in the same room with the same teacher. Every teacher pursued his own course, teaching geography and arithmetic which he liked, and leaving the pupils to face the world in ignorance of grammar and reading or whatever subject he disliked teaching.<sup>4</sup> During the rest of the century much progress was made in grading pupils in different classes according to their accomplishments, providing adequate equipment and books, prescribing a curriculum suitable for children of different ages, and obtaining teachers with first class qualifications and normal training.

1. *Idem.*, p. 19.

2. *Idem.*, The Scale of Salaries inclusive of Provincial Grants adopted by the Board was \$600 for a first-class Male Teacher for a year, \$400 per annum for a first-class female teacher. A man with a second-class license received four hundred dollars per year, two hundred and forty dollars with a third class license. A woman with a second class license was paid two hundred and forty dollars for a year's work, and assistants received two hundred to two hundred and forty dollars.

3. *Idem.*, p. 25.

4. *Idem.*, p. 10.



One of the chief problems of the Board was to obtain enough new school buildings for the ever growing number of children who wished to be educated and to pay for them. In September 1867 the large population of Wards 4 & 5 was provided for by the "Tabernacle" school on Brunswick Street. This was a graded school of eight departments for over five hundred pupils. Although this school had cost \$14,240 to purchase and reconvert an almost new building, the Board were attacked for extravagance when the only other schools in the district had been the small and inadequate ones at St. George's and St. Patrick's.<sup>1</sup> Mr. Uniacke was also pleased to announce that the Board had purchased a very fine lot on Kempt Road, north of Bloomfield, from the heirs of Hon. Hugh Bell. The square two acre field was expected to provide space for a number of school buildings for the expanding Islesville district. They had also secured a lot on Morris Street facing Birmingham Street, and there the brick Morris Street School was erected. It is now the oldest school in the city having been used since 1868. It did not have enough room for the pupils transferred from St. Luke's School and for all the children who wished to attend.<sup>2</sup>

Boys and girls were taught in separate rooms, and in separate schools if possible. For instance, the new Albro Street School, now Joseph Howe School, which was opened in 1870, was for boys while the girls of the district attended the Brunswick Street School.<sup>3</sup> In 1869 the School Board owned four schools—Morris Street school, Brunswick Street, Albro Street and Richmond School. Seven schools were occupied by the Board for which no rent was paid—Convent Free School, National School, Inglis, Acadian, St. Patrick's, Three Mile and Campbell Road.<sup>4</sup> They also rented the following buildings at a total cost of \$2828—St. Mary's School, Russell St.; St. Luke's; St. John's; Colonial; Vinecove's; Masons' Hall School; Wesleyan Chapel School; Zion; City Street and City Mission School. The Board spent \$56,681 for the year ending October 31st., 1869, twenty-three thousand of this for teachers' salaries. 5065 children were enrolled, with an average attendance of 3345, showing that the boys and girls took many unauthorized holidays.<sup>5</sup> There were fewer holidays then, for there was a Christmas Vacation of ten days, an Easter Vacation of three days, and only twenty-five days in summer.<sup>6</sup>

1. 29 *Report of Board of School Commissioners for 1867*; CHRONICLE June 13, 1868 p. 2 col. 4-5.

2. pp. 15, 18, 21, of *Report for 1869*; p. 30 *Report for 1867*.

3. RECORDER, Aug. 2, 1870 p. 2 col. 2.

4. p. 28 *Report of School Board for 1869*.

5. p. 37, 23 *Report for 1869*.

6. *Idem.*, p. 23.

The number attending school continued to increase, and the struggle to provide enough schools and trained teachers continued, while the amount needed to finance the schools also mounted. In 1899 there were thirteen male teachers and one hundred and twenty-one females instructing one hundred, and forty-one departments in the city schools. Of these fifty-four were normal trained, and eighty-seven had no normal training. 7,608 pupils attended school at a cost of \$12.96 per pupil.<sup>1</sup> The salaries varied from \$1,600 for the Principal of the Halifax Academy to two hundred and fifty dollars, most of the women receiving four or five hundred dollars depending on their license and their teaching experience.<sup>2</sup>

The cornerstone of the Halifax County Academy had been laid on July 17, 1878 with Masonic honors by J. W. Laurie.<sup>3</sup> This red brick building, relieved by black and white brick and granite dressings was situated at the corner of Brunswick and Sackville Streets, facing the South Barracks on the corner of Albemarle Street. It had been designed by Henry F. Busch to replace the old Halifax Grammar School and cost \$45,000. The Academy was opened on January 7, 1879 and became co-educational for the boys and girls of the city after 1885.<sup>4</sup>

The wooden Brunswick Street Girls' School was replaced by a new brick building in 1891 which was called Alexandra School in honor of the Princess of Wales. It was then the best school in the city with its fourteen large and well lighted departments, all warmed and ventilated by the Smead system which changed the stale air to warm pure air every seven minutes.<sup>5</sup>

In 1899 the Board of School Commissioners owned the Academy, Africville, Acadian, site of C. W. Outhit's building, Albro Street, Alexandra, Beech Street, Bloomfield, Compton Avenue, Le Marchant Street, Morris Street, Richmond, Tower Road, and Young Street schools.<sup>6</sup> At a cost of \$6,197 per annum the Board rented the Dutch Village School, Maynard Street School, Protestant Orphanage, Roman Catholic Orphanage, St. Mary's Boys' School, St. Mary's Girls' School, St. Mary's College Hall, St. Mary's Convent Room, St. Patrick's Boys Schools, St. Patrick's Girls' School, St. Partick's Convent Room,

1. p. 12 *Report of the Board of School Commissioners* for Halifax for year ended Oct. 31, 1899.

2. *Idem.*, pp. 28-33.

3. *NOVASCOTIAN*, July 20, 1878 p. 3.

4. *MORNING HERALD*, Jan. 7, 1879 p. 3 col. 4.

5. *RECORDER* June 14, 1890 p. 3 col. 4; pp. 10, 13, 14 *Reports of the Board of School Commissioners* for the year ended 31 October 1891.

6. p. 82 *Report of the Board of School Commissioners* for year ended Oct. 31, 1899.

Summer Street School, and two rooms in the old Orphanage building on Young Street. Many of the Catholic Schools were leased for ten or twenty years. The school system was costing over \$90,000 each year.

Those boys who did not fit into the public schools were looked after by the Halifax Industrial School. This school was in a handsome and spacious wooden building on a farm along Quinpool Road, then a mile from the city.<sup>1</sup> Haligonians were proud of this new building which had been erected in 1870 because they remembered the humble beginnings of the school in the Ragged School for Boys and Girls in Albemarle Street (now Market Street), and the strenuous efforts of Miss Isabella Cogswell, daughter of Hon. Henry H. Cogswell, and of her brother, Dr. Charles Cogswell, to care for neglected and friendless children. This was before free schooling, and many boys who had no homes and some who even slept on the Common or in dog kennels came to the Halifax Industrial and Ragged School for hot food and for training in paper bag making, shoe making, printing, tailoring and other trades.<sup>2</sup> Finally the Forrestall property on Quinpool Road with its farmhouse and outbuildings, was purchased for \$11,000 and the boys removed from the building on the corner of Spring Garden Road and Carleton Street.<sup>3</sup>

St. Patrick's Home was a similar training and industrial school to which Catholic boys could be sentenced by the Magistrates or Police Court instead of being sent to jail.<sup>4</sup> This school was established by Archbishop O'Brien and other trustees of the estate of Hon. Patrick Power who left money which was used to purchase the old Murphy Homestead on the west side of Mumford Road, known as Pleasant Valley Farm. Under the management of the Brothers of the Christian Schools, the school expanded until the old buildings were replaced by a modern brick structure opened on August 14, 1927.<sup>5</sup>

1. COLONIST, February 4, 1871 p. 2 col. 3—detailed description of the new building.

2. *Halifax Ragged and Industrial Schools* first Annual Report 1864.

3. RECORDER, March 31, 1870 p. 2 col. 5—Forrestall property sold to managers of Industrial School; May 23, p. 2 col. 4—Industrial School and grounds and buildings measuring 200 feet on Spring Garden Road and 333 feet on Carleton Street were sold at auction on May 21, 1870 to Thomas Bayne for \$8,020.

The Halifax Industrial School ceased operations on September 15, 1947 when the seventy or eighty boys there were transferred to the custody of the Provincial government and placed in the care of the N. S. School for Boys. John W. Brookfield, O.B.E., President of the Board of Directors, stated that the trust funds and provincial grant for each boy were inadequate to meet maintenance costs of \$519 for each boy. As the Board had incurred a deficit of \$9,450 in the last year they were forced to close the institution. The N. S. School for Boys carried on for some months in the old Halifax Industrial School Building and then removed to temporary quarters in Shelburne. The School property had been sold for building lots to C. F. Abbott and when the School was demolished in the fall of 1948 a number of new houses had already been built on the former fields of the school particularly bordering on Quinpool Road, Quinn Street and Chebucto Road. EVENING MAIL, July 16, 1947 p. 1, p. 5 col. 2-4.

4. STATUTES OF N. S. 1886 cap. 59—city of Halifax authorized to include in general annual assessment up to \$1,200 for support of boys sent to Roman Catholic Reformatory, known as St. Patrick's Home.

5. pp. 79-81 *The Catholic Diocesan Directory of N. S.*



Two special institutions that cared for handicapped children were the School for the Deaf and the School for the Blind. The School for the Deaf and Dumb stood in the midst of Cunard's fields on Gottingen Street between North and Uniacke streets, a site which it still occupies. Halifax was proud to have the only institution for the Deaf in the the Maritimes. Work with the deaf and dumb in Halifax had been started in 1855 by William Gray, a deaf mute from Scotland, with two pupils in a small room in a house on Argyle Street. Through the efforts of Rev. James C. Cochran and Andrew Mackinlay a Board of Management was organized and a grant of \$1,200 obtained from the Nova Scotian Legislature in the spring of 1857.<sup>1</sup>

The Directors hired part of a house on Gottingen Street that spring and engaged J. Scott Hutton, second teacher in the Edinburgh Institution, as Principal. He procured books and equipment in Scotland, and established a boarding school for the deaf. The old wooden structure, probably designed and built by Henry G. Hill, was about one hundred and twenty feet long, two stories high, with Doric pilasters and a pediment over the doorway.<sup>2</sup> As the number of pupils increased the building was enlarged, a new schoolroom and dormitory being added to the building in 1864-5 and hospital accommodations and heating apparatus provided in 1874 at a cost of \$9,000, part of the funds being raised by bazaars and donations. The old wooden building was demolished in 1895 and the present brick structure erected in that year by S. A. Marshall at a cost of \$50,000.<sup>3</sup>

The School for the Blind occupied a neat brick and stone building set in the midst of spacious grounds between South Park Street and Tower Road, facing on Morris Street. William Murdoch had left a bequest of £5,000 towards an Asylum for the Blind in Halifax, provided that an equal sum be raised within five years. The suggestion that this institution be given a site on the South Common aroused such opposition that a Society was formed for the preservation of the Common as a place for recreation. The Society finally withdrew its opposition as the only way to enable the school to benefit by Mr. Murdoch's legacy and the building was erected in 1868-69 for \$14,000.<sup>4</sup> The School for the Blind was opened on August 1, 1871 with four pupils. Under the guidance of Charles Frederick Fraser, principal from 1873 to 1923, the

1. *Annual Reports of the Institution for the Deaf and Dumb at Halifax, N. S.* 1857-1882.

2. p. 37 *Report of Provincial Museum 1929-30*; PANS Photo Collection.

3. *HERALD* Jan. 4, 1896 p. 9.

4. *RECORDER* March 8, 1867 p. 2 col. 7; Sept. 13, p. 2 col. 6; Oct. 23, p. 2 col. 3; *COLONIST* March 31, 1868 p. 2 col. 1-2; April 7, p. 2 col. 1; *RECORDER* June 27, 1873 p. 2 col. 5.

number of pupils increased steadily and the facilities were improved.<sup>1</sup> In the spring of 1891 a handsome new wing containing an assembly hall of whitewood and cherry with a seating capacity for two hundred, a dining room, kitchen, hospital, additional dormitories and practice rooms was completed by Samuel Marshall for \$16,000.<sup>2</sup> The citizens of Halifax were proud of this admirably planned building, the more so as it was the only School for the Blind in the Maritimes.

Although all Haligonians were dissatisfied with the services provided by the city, the City Council was hampered by lack of funds. Such a large proportion of the property in the city was owned by the Imperial army and navy, by the Dominion and the Provincial governments and the churches that it was absolutely impossible for the remaining property owners to pay enough taxes to provide efficient streets, sidewalks, sewerage, water, lighting, police and fire protection, libraries and schools and a host of other services. The financial difficulties of Halifax were increased by the long depression in the 1870ies and 1880ies, which made it impossible to collect some of the taxes, and by defects in the assessment law which were not remedied until 1883.<sup>3</sup>

The Assessment Act of 1883 provided for a permanent Board of Assessors, registration of real estate, assessment based on actual value of real estate, lien on real estate for city taxes, appointment of a city collector of rates and taxes, provision for poll tax, improvement in auditing receipts and returns and in collection of water rates. One of the great improvements made by this assessment law was that the incongruity of the election of a mayor and six aldermen in October, in the middle of a financial year which began in May, was abolished. This had meant that when the new Council met in October the estimates had been framed, assessment levied, and greater part of taxes already spent, and they had to wait until May to carry out their projects. The general, civic, financial and departmental year now began on May 1st., and ended April 30th. The Mayor and Aldermen were elected at the end of April, and when they met in May they elected the civic officials for the year and had complete control of the expenditure of the city funds for the entire year.

Thousands of dollars of taxes and water rates were uncollected during the depression of the 1870ies until they reached \$186,000 by

1. McNeil, Mary A. E. A.—“The Blind Knight of Nova Scotia”, Washington, D. C. 1939.

2. CHRONICLE, March 14, 1891 p. 3 col. 2.

3. For an excellent description of the financial position of Halifax see pp. v-xxvi *Annual Report City ... Halifax* 1884-5.

December 1880. Each year the city slipped five or six thousand dollars deeper into debt. The city could not seize the real estate as tenants were responsible for the taxes on the premises they occupied, not the landlord. The Act of 1883 remedied this by making owners of real estate liable for payment of taxes instead of tenants and provided a lien on real estate for city taxes so that real estate could be sold for unpaid taxes.

The debt of City of Halifax mounted steadily throughout the century, and though much of it was incurred for valuable and necessary improvements to water system, streets, and other city services and property, some of it represented floating debts when current revenue was unable to pay for yearly running expenses which finally had to be funded. In 1867 the City Council had managed to confine expenditure within revenue by using constant vigilance and economy. The funded debt of the City of Halifax was \$701,200 on 30th. September 1866.,<sup>1</sup> and the city expended \$126,210.00 for the year from May 1, 1867 to May 1, 1868. On April 30th., 1891 the debt had grown to \$2,153,478.46 of which \$55,000 had been added in the last year for sewerage, \$10,000 for water extension, \$2,800 for widening Campbell Road, \$5,000 for the Dry Dock, \$10,000 for street improvements, and a considerable sum for schools.<sup>2</sup> The tax rate for 1891-92 was \$1.45 to produce \$314,444.45, and though this was higher than the previous year, it had been exceeded in 1879 when the rate was \$1.53 and in 1881-2 when it had been \$1.62.<sup>3</sup> By April 30th., 1903 the debt had further increased to \$4,424,190.00. The rate in 1902-3 was \$1.72, and for 1903-4 it was \$1.66 so the tax rate increased with the mounting debt and as public services required more funds.<sup>4</sup>

In 1891 Mayor David McPherson admitted that the city debt was beginning to assume formidable proportions and that its further growth should be carefully watched by the Council. In spite of the protests against the high tax rate, there was a constant clamor on the part of the citizens for further improvements. He concluded that:

Good streets, extended and perfect sewerage, an efficient police, the newest appliances for fire protection and street lighting, an abundant supply of pure water—all these are indispensable requisites in any community aspiring to be called a modern city, and none of these can be had without money; without indeed a great deal of money. Since the citizens will have these conveniences, and will have them of the very best, the most that the City Council can do is to see that the citizens' money is properly expended.<sup>5</sup>

1. *Idem.*, 1866-7 p. 7,8.

2. *Idem.*, 1890-91 p. 17.

3. *Idem.*, p. 19.

4. *Idem.*, 1902-3 p. 13.

5. *Idem.*, 1890-91 p. 68-9.



## CHAPTER VII

**Sports and other Amusements**

Sports were a popular way of spending leisure hours and were enjoyed by both participants and spectators. One observer considered that Halifax had more admirers of amateur sport than any other city in the Maritimes, if not Canada.<sup>1</sup> Certainly there was no lack of sports in Halifax with sleigh drives, coasting, snowshoeing, skating, hockey, curling, football, baseball, cricket, tennis, archery, horseracing, swimming, rowing, sailing, yacht racing, lobster spearing, and fishing and hunting nearby. There were no professional teams, all games being contests between friends or the different amateur athletic clubs. A characteristic of sports in this capital city was the popularity of those sports like cricket which appealed to the armed services, and the number of sleigh drives, a pleasure that has well nigh vanished today. The predominance of aquatic sports will surprise no one who considers both the situation of Halifax on a peninsula almost surrounded by salt water and the seafaring heritage of her citizens.

At the time of Confederation sports were informal and all games were between amateurs. There were few sport clubs, and few accounts of sports in the newspapers except brief references to cricket matches and curling. By 1882 interest in sports was sufficient for a column of Sporting Notes to be published regularly in the *Acadian Recorder* with items from Boston, New York and Montreal, and local events such as the Royal Nova Scotia Yacht Squadron race for the Commodore's Cup and the mile race at the Polo Ground between William Inglis of the Acadia Club and Joseph Smith of the Social Club for twenty-five dollars a side. At this race excitement reached such a pitch that the crowd bet five hundred dollars on the outcome.<sup>2</sup>

The Wanderers' Amateur Athletic Association was the most important of the amateur sporting organizations in Halifax in the late nineteenth century with its track racing, the cricket matches against the Garrison and St. John, and the epic struggles in football with Dalhousie and the Navy. There were a number of other clubs such as the Royal Blue Athletic Club, the Lorne A. A. C., Chebucto A. A. C., the Crescent A. A. Club, the Studley Quoit Club and the Red Cap Snowshoe Club, founded in 1874, and one of the oldest sporting organizations in the Maritimes.<sup>3</sup>

1. PANS Scrapbook Collection—p. 49 *Scrapbook of W. A. Henry, Jr.*

2. RECORDER, July 12, 1882 p. 2 col. 4.

3. MORNING CHRONICLE Feb. 13, 1899 p. 3 col. 1-3.

The Wanderers' A. A. A. Club was organized in 1882 to promote amateur sport. The Club encouraged many outstanding athletes—W. A. Henry in cricket; W. J. Pickering, Brownie Mahar and Tommy Mullane in hockey; W. A. Henry, James Crerar, the Duffus Brothers, Ralph Forbes and Fenerty in football; and the sprinter George Tracey who was champion half mile runner of America for two years.<sup>1</sup> The victories of the Wanderers in cricket, football, and hockey aroused such great enthusiasm in Halifax that the City Council in 1886 granted them a long lease of the club's present beautiful property on Sackville Street opposite the Public Gardens at a nominal rental.<sup>2</sup> The grounds were formally opened in 1888, and in 1896 the fine club house was erected.

One of the pleasures in winter was sleigh driving, many of the officers of the British forces owning splendid horses and sleighs. In the nineteenth century every snowfall meant happy sleigh drives, a joy we are denied today. Everybody who had a horse or could hire one went sleigh driving with sleigh bells ringing and horses prancing. Private parties often drove to Bedford for supper, well protected from the cold by bearskins and buffalo robes, fur coats and caps and gloves. It was a delight to both eye and ear to witness the weekly club drives of the Tandem Club, which after meeting on the Grand Parade, drove through the main streets and "up the road", General Sir Hastings Doyle leading in a four-in-hand, followed by fours, unicorns, tandems, pairs and single horse sleighs. All through the winter the jingling of sleigh bells sounded merrily in the air as pleasant sleigh drives were held by the Union Engine Company, by volunteer companies like the Halifax Rifles, and Scottish Volunteers, by church clubs, various firms such as the Starr Manufacturing Company, and by the Halifax Buffalo Club. These sleigh drives were not always without incident. On one sleigh ride while a number of the Scottish Volunteers were enjoying themselves at Fitzmaurice's two young men had a fight in which Edward Power had his leg broken by a kick from his opponent, Casey. Dr J. B. Garvie, one of the guests, set the leg.<sup>3</sup>

Each year the Fire Brigade and Engine Company had a sleigh drive when they usually drove to Bedford in huge sleighs decorated with flags drawn by four, six, or eight plume bedecked horses, accom-

1. HERALD Dec. 13, 1909 p. 5 col. 1-2 The first President was T. E. Kenny, W. A. Black of Pickford & Black was Vice President and W. A. Henry Secretary-Treasurer.

2. Originally this property had been part of the North Common. These swamps were expected to become part of the Public Gardens. p. xxxi *Annual Report... City of Halifax 1885-6* Exercising Grounds being raised and graded ready for improvements of the Wanderers who have leased it for 15 years at annual rent of \$100; MAIL June 6, 1942 p. 3 col. 1 "Occasional"; July 31, p. 13 col. 1-2.

3. COLONIST Feb. 18, 1869 p. 2 col. 5.

panied by their band. The red clothing of one division contrasted with the blue of the other. At Bedford they assembled around the festive board at Fitzmaurice's or French's or some other hostelry with appetites sharpened by the keen air of the drive along the Basin, and amused themselves with speeches and toasts. About ten o'clock they returned to the city with the way lighted by blazing torches and making the streets lively with music and song.

The steep streets of Halifax were a temptation to the youngsters to coast on them after every snowfall, though this pleasure was forbidden by law, and there were many empty fields of which the favorite was Collins' field on South Street, which became the Gorsebrook Golf Course. It was part of the estate of Hon. Enos Collins, the wealthy merchant who founded his fortune as a lieutenant in a privateer in the Napoleonic Wars and lived in his stately mansion until his death in 1871. Once Sir John Ross, the Commander of the Army, gave a very successful toboggan party on Collins' Hill for over four hundred guests. Chinese lanterns and other illuminations lit the scene brilliantly, reflecting lights and shadows on the snow. Besides the pleasures of tobogganing down the hills, abundant refreshments were provided.<sup>1</sup>

Accidents occasionally happened to those coasting on the streets, as when a boy in a sled passed under the feet of a horse on Cunard Street and startled it so that it rushed downhill to the wharf and broke a load of window frames.<sup>2</sup> One evening two urchins coasted down Cogswell Street with a speed that would have outdistanced an Intercolonial Express train, just dodged an elderly lady who lost her parcels in her hurried escape, and knocked the props from a semi-intoxicated individual who was "oscillating up Cogswell Street." Immediately, the "frosty air was mellowed with the aroma of Islay Blend (Whiskey) as it escaped from the broken bottle in the starboard coat-pocket of the prostrate."<sup>3</sup> When a stout young man in an ulster, standing near the gas post, stepped toward the coasters, the delinquents "lit out for parts unknown" with visions of the police spurring them onward. Their fears were groundless, however, because the young man and a companion amused themselves by coasting for some time. As the owner did not return the young man was willing to sell the sharpshooter very cheaply according to the newsman who reported the incident.

Skating was a favorite outdoor pastime for there were many ponds near the city such as Steele's and the Quarry Ponds, the Pogeys or Poor

1. THE CRITIC Jan. 30, 1891 p. 8.

2. RECORDER Dec. 20, 1867 p. 2 col. 7.

3. *Idem.*, Dec. 21, 1882 p. 3 col. 4.



House Pond, Murray's at Studley, the Egg Pond, and King's at Kempt Road at the west end of May Street, most of which have long since vanished, as well as Chocolate Lake, the Dartmouth Lakes, the North West Arm and Bedford Basin when it had been sufficiently cold for these to be safe. Young and old enjoyed gliding over the ice on their skates. Occasionally there was a delightful day's skating on the Arm when the ice was as smooth as glass, the air as refreshing as June, and a large group could stand idly on the shore to admire the grace and beauty of the ladies as they skated fleetly by and to watch the zeal of men and boys playing ricket, forerunner of hockey.<sup>1</sup> When Maynard's Lake was frozen hundreds crossed to Dartmouth on the ferry to enjoy the skating. The Band of the 78th. Regiment "discoursed sweet Music" and "the wealth and beauty of Halifax were fully represented and the scene was one of the rarest and most exhilarating description."<sup>2</sup>

Indoor skating gradually gained in popularity as the century grew older. In 1867 the only skating rink was the barnlike structure in the Horticultural Gardens, the first covered skating rink in Canada, which Lieutenant-Governor, the Earl of Mulgrave had formally opened on January 3, 1863 at a fancy skating exhibition.<sup>3</sup> This Rink was open only to members who purchased season tickets. Other drawbacks were that it was flooded late in the season, and often the ice was rough.<sup>4</sup> This Rink in the Gardens was finally demolished in 1889, having been superseded by other arenas for skating. On January 5, 1880 the Skating Rink at the Exhibition Building on Tower Road was formally opened by the lessees, Messrs. N. Sarre, under distinguished patronage and with music by the 97th. Regiment for the skaters.<sup>5</sup> This project proved so successful that several other rinks were soon flourishing, and an Ice Palace was planned one hundred feet in length and with a tower sixty feet high, similar to the Ice Palaces in Montreal.

Skating carnivals were held at the Exhibition Rink on Tower Road when as many as three thousand spectators gathered to watch the hundreds of skaters wearing all kinds of costumes from Cetewayo the captive Zulu Chief to Captain Porter of H.M.S. *Pinafore* besides sailors, pirates, cowboys, dancers, Red Riding Hood and Puritan ladies.<sup>6</sup> Masquerades were also popular. In January 1880 three hundred skaters

1. *Idem.*, Jan. 22, 1873 p. 2 col. 6; For a description of how ricket was played see COLONIST Nov. 15, 1859.

2. RECORDER Jan. 22, 1870 p. 2 col. 5.

3. p. 83 Quinpool, John—*First Things in Acadia*.

4. CHRONICLE Feb. 3, 1871 p. 2 col. 5.

5. RECORDER Jan. 6, 1880 p. 3 col. 2.

6. *Idem.*, Jan. 28, p. 2 col. 2, 3-4.

and several thousand spectators assembled at the Rink to enjoy the fine skating and the entrancing and dream like scene as courtiers and clowns, princes and peasants, pedlars and minstrels mingled with fishermen and hunters, Indians, Jews, Greeks, and Moors, some costumes being exceedingly rich and colorful and others grotesque to absurdity.<sup>1</sup>

Hockey did not become popular in Halifax until the 1880's. In the early 1880's hockey was played on the Dartmouth Lakes.<sup>2</sup> The first organized games seem to have taken place in 1888, chiefly at the Dartmouth Rink, among the Wanderers, Dalhousie College, Royal Blues, Chebuctos, Knockabouts and Victorias of Dartmouth. On March 14, 1888 teams from the Wanderers and the Royal Blues Athletic Association played in an exciting contest at the Exhibition Rink at Halifax. In spite of the wet ice the enthusiasm of players and spectators never flagged, and after a hard struggle in fifteen minutes overtime the Wanderers won by a score of three to two.

In the 1890's the various regiments and business firms had hockey teams as well as the sports clubs, and many other hockey teams were formed like the Eurekas and the North West Arm Team. Some of these teams played out of town matches at St. John and Montreal. The Wanderers won a glorious victory when they defeated the Montreals four goals to three on February 25, 1897. The twelve hundred hockey fans roared with excitement when W. J. Pickering scored the winning goal. The next year the Crescents defeated St. John four to one in one of the roughest games ever played in Halifax.

Although there were a large number of hockey teams in the city in 1895 the games were very slimly attended because there was no attempt to create rivalry or to advertize the games. Often one team would not have enough men to play, and would have to coax some man in the audience to skate for them, before the game could begin. The next year a hockey league was organized to build up more interest in hockey. At the first game in January the Crescents defeated the Ramblers at the Exhibition Rink. In 1897 the Starr Manufacturing Company offered a magnificent trophy for the championship of the hockey league, which aroused the admiration of all beholders with its fine workmanship and beauty. For the first time in the history of the game the Chebuctos of Dartmouth failed to win the championship of the Halifax—Dartmouth district. The Wanderers defeated the Chebuctos three goals to one be-

1. *Idem.*, Feb. 10, p. 2 col. 4-5.

2. "Some Early Games in and around Halifax" by William Ware editor in ATLANTIC SPORTSMAN, sponsored by Halifax Crescents, 1948.

fore twenty-five hundred fans and became the first to have their name inscribed on the Starr Trophy.

Curling in Halifax owed its popularity to the presence of officers of the army and navy and to other loyal sons of Scotland. Organized first in 1825 by Captain Houston Stewart R.N., games were played in the open, chiefly on ponds near Tower Road and on the Dartmouth Lakes. In 1874 the Halifax Club purchased land on Tower Road and erected a covered rink with two sheets of ice. This was the home of the Club until 1899 when the South Bland Street property was bought and the playing accommodation doubled.<sup>1</sup>

During the last fifty years of the nineteenth century curling was popular in Halifax with contests between the Halifax Curling Club, the Halifax Thistles and the Dartmouth Curling Club and matches with different clubs from Pictou county. In January 1868 all the curling clubs in Halifax met at Collins' Pond to play for "Beef and Greens" as a challenge had been received from the "Pictou Callants".<sup>2</sup> In March the return match between the Halifax and Pictou curlers was played at the First Dartmouth Lake when four rinks were formed. In the evening the victorious Pictonians were entertained by a dinner at the Halifax Hotel and by speeches, songs and a social gathering.<sup>3</sup>

Learning that the Marquis of Lorne was coming to Halifax to meet Princess Louise on her return from England and knowing that the Governor-General was an enthusiastic curler, the Halifax Curling Club invited His Excellency to meet with them in their rink on Tower Road. Young and old curlers alike, with their ladies and friends as honored guests, gathered at the Rink to welcome the Marquis of Lorne. The ice was good and keen, but became a trifle heavy before the end. The spectators were deeply interested in the games and noticed that His Excellency was a skilled and careful player. Although first the Vice Regal curlers were leading, the Haligonians were finally victorious by a score of eleven to ten.<sup>4</sup> The cheering for the victors was immediately led by the Marquis. The red letter day for the Halifax Curling Club ended with all joining in cheers for the Ottawa Club, for the Governor-General, for H. M. Queen Victoria and Princess Louise. Major de Winton, the skip for the Vice Regal curlers, lingered for half an hour

1. CHRONICLE Jan. 1, 1923 p. 11 "Curling in Nova Scotia" by Major J. P. Edwards.

2. COLONIST Jan. 18, 1868 p. 2 col. 4.

3. *Idem.*, March 7, p. 2 col. 2.

4. CITIZEN AND EVENING CHRONICLE Jan. 31, 1880 p. 3 col. 3. Vice-Regal—W. Campbell, Mr. Rolph, Governor-General, Major de Winton (Skip). Halifax Club—John H. Johnston, Henry Romans, Aubrey Smith, Henry Peters (skip).



talking over old games he had played in Halifax for he and John H. Johnston and Henry Peters had played many a game together when Captain de Winton had been Private Secretary to Sir Fenwick Williams.

In summer Haligonians sought their pleasures in the open air for who could appreciate better the sunshine and salt laden air after the long, cold spring? Cricket was always popular, as there were many enthusiasts among the military to play on the excellent crease on the Common. Baseball was the attraction for many on Saturday afternoons, while others preferred tennis, and some to stroll in the Public Gardens or Point Pleasant Park. Others escaped the heat of the city by taking weekend rail excursions to the country. There were picnics galore, and besides the Sunday Schools which took their little ones for a day's enjoyment, many families went on picnics. Strawberry festivals abounded and were well patronized by those who enjoyed the delicious fruit covered with cream. The finest way to spend one of the calm lovely evenings was to go boating in a light boat with a merry crew, and to row either around the ships listening to the melodious strains of the band on board or the chorus of the jolly tars, or to go around the point and up the Arm to view one of the prettiest scenes in Halifax.<sup>1</sup> Often there were yacht races watched by spectators from the balconies and the lawn of the Yacht Club House while the band played sweet music. Garden parties and "At Homes" were frequent during the bright warm days and delightfully cool evenings of July and August. Three hundred guests gathered at the "At Home" of Mr. John Doull at his beautiful residence at "Westernwold", N. W. A., when he entertained for friends from New York. All revelled in being able to wander in the garden admiring the flowers and talking to friends while the band of the Leicestershire Regiment added to the pleasure of the gathering and the light dresses among the dark foliage of the trees on the beautiful grounds presented an unforgettable picture.<sup>2</sup>

Each summer the circus arrived at Halifax with its menagerie, the parade through the streets, the clowns, brilliant displays of horsemanship, and daring gymnastic feats of strength and skill by acrobats. The children were always excited by its coming. The great attraction of the Mammoth Empire City Circus was the free Balloon Ascension by Professor Reno, a renowned French Aeronaut, in his monster balloon "Tallulah". People had been deeply interested in balloons ever since

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1. THE CRITIC July 10, 1891 p. 18; Aug. 14, p. 18; Aug. 21, p. 18.

2. *Idem.*, July 17, 1891 p. 18 col. 1.

their use in the siege of Paris in the Franco-Prussian War of 1870. One evening Professor Reno made his customary ascent from the Common before thousands of spectators only to find that the strong wind rapidly swept the balloon towards the harbor. As the heated air which inflated the balloon cooled, it gradually swept lower and lower. Everyone expected the young man to be killed but he climbed into the ropes and jumped safely onto the roof of a building near the new Engine House on Barrack Street much to the disappointment of the thrill seekers.<sup>1</sup>

Phineas T. Barnum, great master of showmanship and skillful advertising, toured the Maritime Provinces in the summer of 1876 with his "New and Greatest Show On Earth", which came to Halifax in three monster special trains for August 1st., 2nd., and 3rd. His personal fame and the ballyhoo of his press agents combined to make Barnum's coming the event of the summer. At nine o'clock the people of Halifax joined by thousands from the country, began to assemble on the main streets to watch the Parade. When it did appear at eleven every window was filled with spectators. This "Triumphal Procession of the Nations" was the finest circus parade ever seen in Halifax. First came the gorgeous band chariot with a number of riders clad in rich costumes grouped around it, then numerous cars of wild beasts, a snake charmer, wonderful horses, tigers gyrating before the bars of their cage, zebras, dromedaries, brass bands, open cages with ferocious lions, clowns, beautiful ladies in sequined jackets and tights and enormous headware, richly caparisoned elephants and camels, Roman chariots driven by beautiful ladies, chimes worked by steam, and a calliope, then a great novelty, skrieking on its whistles the latest hits of the day, whilst a grimy fireman vigorously stoked the boiler that provided the steam for blowing the octaves of whistles connected to the keyboard. Spectators marvelled at the "100 Massive Gold-Encrusted Chariots", and the crowds were delighted by the automatons on top of the cars who played pranks on each other. There was much more attention than there is today paid to the horses because nearly everyone owned one or two, or aspired to purchasing one some day in the future.

At one o'clock thousands of people began to converge on the Common which resembled the headquarters of a small army with its eleven hundred people, six hundred horses and ponies, and sixty cages of rare animals and amphibia, and its four large tents and countless small ones. One fifty cent ticket, or twenty-five cents for children under nine, admitted you to four tents. These were the Museum of

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1. RECORDER August 4, 1871 p. 2 col. 6; July 29, p. 3 col. 6.

curiosities from all over the world; the International Portrait Gallery with over one hundred life-sized portraits of rulers and statesmen; the Menagerie with the lions, tigers, a school of Half-Ton Sea Lions, the "Great Living Sea Leopard from the Arctic Region" ten feet in length and weighing eight hundred pounds which devoured fifty pounds of fish each day, and the \$25,000 Behemoth, the "Only Living Hippopotamus in America"; and the Big Top which on the night of August 2nd. held an audience of 8,500 while one thousand more milled about outside unable to buy tickets, because Barnum would not allow overcrowding at his shows. Outstanding attractions in the Big Top were Carlo's trick ponies, the clowns Clark and Hopner, elephants that fired pistols and danced, and Captain Costentendus, who had three hundred and eighty tattooed pictures on his body which had been tattooed on him when he had been a prisoner of a Tartar tribe. The wonderful feats of strength and skill of the Japanese Satsuma and Little All Right entranced the spectators. The audience were very curious about the Orientals because most Haligonians had never seen a Japanese. The pantomime and clumsy capers of the clowns supplied humor and laughter to relieve the tense moments of the acrobatic and wire acts.<sup>1</sup>

Besides its lavish splendor there was another reason why the visit of Barnum's Circus was long remembered in Halifax. During the circus parade on August 1st., two daring and audacious robberies occurred. While the employees of the Provincial Treasurers' Office were standing at the Hollis Street door of the Province Building watching the parade a thief forced open the door leading to the Treasurer's private office, entered Mr. Brine's office and stole a large cash box containing about one thousand dollars and a number of valuable papers, left by the Granville Street entrance and probably drove off in a wagon. At the same time the clerks of the Bank of Nova Scotia, who were very anxious to see the procession because it was Barnum's first visit to Halifax, rushed to the doorstep to watch the parade. On returning they found that a package containing \$17,000 had been stolen. A man of respectable appearance had rung the bell of the caretaker's apartment and asked the woman who answered to let him get a piece of paper he had lost down the grating of the sidewalk. Mrs. Anderson let him go to the cellar which was only used for storing fuel, but when he was out of her sight he crossed the cellar, gained the banking room by another stair, and helped himself to the money in the desk of the teller. Concealing about \$21,500 he returned to Mrs. Anderson who let him out.

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1. RECORDER July 22, 1876 p. 3 col. 4-6; August 1, p. 3 col. 2; Aug. 3, p. 3 col. 1; CHRONICLE Aug. 2, 1876 p. 3 col. 2.



Two men, C. T. Watson and C. D. Hampton, both strangers in Halifax, were arrested on suspicion that night at Bedford, but after two trials were acquitted because there was not sufficient evidence for conviction.<sup>1</sup>

An extremely popular social organization in the 1860's and 1870-'s was the Halifax Archery and Croquet Club, a large club to which many of the military and naval officers belonged as well as civilians. Part of the Horticultural Garden was reserved for their gay and animated gatherings, and later the ground was used by a Lawn Tennis Club until such clubs became common elsewhere in the city. In the 1890's archery had ceased to be popular, and its place had been taken by tennis, and both ladies and gentlemen played golf at Collins' field, later the Gorsebrook Golf Club.<sup>2</sup> Private lawns were used for tennis as well as the South End Lawn Tennis Court. Every fine afternoon fair maidens in their pretty tennis suits and gentlemen in jaunty light rigs could be seen wending their way to the courts swinging their rackets.<sup>3</sup>

A sport which was in vogue in 1869 was velocipedism. This craze seems to have started when the Hanlon Brothers introduced their patent two-wheeled velocipedes in August 1868, which were then a great sensation in Paris.<sup>4</sup> The velocipede was similar to the bicycles of today but the wheels were bigger, and the front wheel much larger than the rear, and there were no soft rubber tires filled with air to cushion the bumps so that it truly deserved its name of "bone shaker". This machine was such a novelty in 1869 that it was described in great detail in the newspapers. The popularity of velocipedes spread rapidly in Halifax in 1869. Various indoor rinks were established where young men took lessons in the difficult art of mounting the vehicle. Usually the young man had to be steadied by his friends, but the velocipede often "wobbled" and the rider "licked the sawdust" to the great amusement of the bystanders. Rinks in the City Market Building, the Variety Hall, Colonial Market and Drill Shed were open night and day to cater to the flourishing business, and the Sons of Temperance decided to place some velocipedes in their gymnasium for the use of their members.<sup>5</sup>

Sometimes the vehicles aroused considerable alarm. While the ferry was docked at Dartmouth a young man mounted on one of "these propellers" dashed down the hill and rushed on board at lightning

1. RECORDER Aug. 1, 1876 p. 2 col. 3; CHRONICLE Aug. 2, p. 3 col. 3; p. 53. *History of the Bank of Nova Scotia 1832-1900*.

2. p. 18 BLUENOSE Oct. 6, 1900.

3. *The Critic* June 12, 1891; BLUENOSE Oct. 6, 1900 p. 18—there was presentation of tournament prizes at the South End Lawn Tennis Club by Mrs. Smith.

4. COLONIST August 29, 1868 p. 2 col. 4.

5. *Idem.*, March 6, 1869 p. 2 col. 3; April 6, p. 2 col. 5; March 18, p. 3 col. 3.

speed, causing much trepidation among the passengers.<sup>1</sup> Similar incidents, and the melting snow making it possible for young men to go "wheeling" on the streets made the City Council pass an ordinance forbidding the riding of velocipedes on the sidewalks. The first bicycle club in Nova Scotia was organized in 1893 in connection with the Wanderers A. A. C. The Ramblers' Cycle Club held many races at the Wanderers' Grounds and used to tour the Province on their high wheeled machines.<sup>2</sup>

The Studley Quoit Club had been organized on August 24, 1858 when fourteen of the leading citizens formed an association to meet on Saturday afternoons among a grove of trees at Studley to pitch quoits and chose as their colors green for the grass, blue for the sky, and brown for the background of pines. The membership had increased to one hundred by the turn of the century and the Club had become famous for its punch and its hospitality to the officers of the services and to distinguished visitors such as the Marquis of Dufferin, the Earl of Aberdeen, and Prince George of Wales, later King George V, who visited the club once in 1883 when he was a midshipman and twice in 1890 while in command of H.M.S. *Thrush*.<sup>3</sup> Besides the competition for the various cups, each year the Club held a Hodge-Podge and an Oyster Stew Function. At this entertainment civilian, military, and naval officers were invited as guests. All pitched quoits until the secretary called the Society together to be photographed by Notman and to enjoy themselves around the festive board. Pitching was then resumed until dusk.<sup>4</sup>

Cricket owed its popularity to the Garrison in Halifax, and very seldom were civilian teams, such as the Phoenix and Thistle and Wanderers, able to compete successfully with the Garrison teams. Halifax teams could defeat outside cricketers, as when the Wanderers were victorious over the St. John team by a score of 172 to 61.<sup>5</sup> One civilian, W. A. Henry, Jr., a Halifax barrister who had an excellent reputation as an athlete in football, baseball, hockey and on the track, was unexcelled at cricket. He led the batting of the Canadian cricket team which visited England in 1887, played cricket for Canada against the United States, and once made a double century, not out, in a match of the Wanderers' against the Garrison eleven.<sup>6</sup>

1. *Idem.*, March 6, p. 2 col. 3.

2. *Maritime Merchant* Sept. 13, 1934 p. 24—article and picture of Ramblers' Cycle Club.

3. p. 156 Regan, J. W.—*Sketches of the North West Arm*; Robinson, Cyril—"The Studley Quoiteners" p. 14 *The Standard*, Montreal, Oct. 18, 1947.

4. *BLUENOSE* Nov. 24, 1900 p. 7, also photos of Studley Quoit Club in PANS.

5. *RECORDER* Sept. 19, 1882 p. 2 col. 3.

6. *Scrapbook of W. A. Henry* in PANS.

The strip of property along Quinpool Road from Windsor Street to Oxford Street was devoted to sport in the nineteenth century. On the site of the present St. Mary's College playing fields was a baseball diamond, scene of many contests between the Atlantas and the Socials.<sup>1</sup> The adjoining property where the cornerstone of the Monastery of the Good Shepherd was laid September 28, 1890 by Archbishop Cornelius O'Brien was for many years the Garrison Cricket Ground.<sup>2</sup> In 1873 the Garrison Eleven played "All Comers" one Saturday afternoon on this Quinpool Road Ground and at four-thirty the spectators were amused by a programme of semi-classical music under the direction of Signor Raineri.<sup>3</sup> The next year an American team from Philadelphia played a Canadian Eleven at Halifax when the Americans won by thirty one runs. Before the Cricket tournament began the Royal Halifax Yacht Club entertained both teams. About seventy-five went on a yachting excursion to Purcell's Cove and the Arm where they were hospitably received by M. B. Almon at Maplewood, and then returned to the Club House for dinner, music and toasts.<sup>4</sup>

The field between Quinpool Road, Oxford Street, Chebucto Road, Chebucto Lane and what is now Monastery Lane was the Polo Grounds and the Halifax Riding Grounds, a large field on Quinpool Road having been laid out after the Polo Club was organized in 1878.<sup>5</sup> In 1889 Polo regained its popularity with the Garrison at Halifax. Early in the summer the Halifax Polo Club was formed by a number of the military and their civilian friends, who secured the enclosure of the Riding Grounds for their games.<sup>6</sup> A gang of men soon converted the rough turf into a splendid polo field, resembling a lawn in its smooth greenness. Each Tuesday and Friday at 4 p.m. during the summer the Club played a Polo match. The citizens of Halifax soon discovered that Polo was a fast and dangerous game, and assembled to watch the exciting contests. The bright costumes of the riders, and the ponies

1. CHRONICLE Aug. 6, 1877 p. 3 col. 2—Atlanta baseball club invites tenders for digging holes and setting up posts on Quinpool Road. CARNIVAL ECHO 1889 p. 9 & 10 gives names of Clubs in Halifax and list of their players in "Baseball Clubs of Halifax." Baseball was popular in Halifax. Teams from the Standards, Young Men's Literary Association, St. Patrick's Society, Socials, Wanderers, Royal Blues, St. Mary's and Chebuctos belonged to Halifax Amateur Baseball League, which had been formed in 1888. Frank J. Power was President and James L. Gowen, the sporting editor of the *Daily Echo*, was secretary. For many years two senior teams had contested for supremacy, the Socials and the Atlantas, as Y. M. L. A.'s were called. Before the Carnival of 1889 these teams had amalgamated under the name of Socials and Flynn, who had played with Chicago in 1886 when they won the National Pennant, was hired as coach.
2. HERALD Sept. 29, 1890 p. 3 col. 2. Dumaresq was the architect.
3. CHRONICLE July 25, 1873 p. 3 col. 2; July 26, p. 3 col. 1.
4. *Idem.*, Aug. 18, 1874 p. 3 col. 2 Tri-weekly; pp. 332-334 Hall, John E. & McCulloch, R.O.—*Sixty Years of Canadian Cricket* Toronto 1895 M. B. Daly, later Lieutenant Governor of Nova Scotia, was a member of the Canadian team.
5. According to the late Harry Piers.
6. RECORDER Sept. 21, 1889 p. 2 col. 4.



dashing across the field at full speed one moment and at another bunched together in close play, made an attractive sight. The onlookers admired the skill of the riders and the displays of clever horsemanship. One of the best players was Captain Jenkins who seldom missed an attempt to strike the ball even when his handsome grey pony was going at full speed.

From 1867 to 1900 there were a number of friendly horse races, which was perfectly natural at a time when many men owned horses which they prized. Though there were races on the Common most of the friendly trotting races like that between Dr. McKay and Mr. Bushel took place on the Tower Road. The stakes in this race were one thousand dollars a side and the "outside bets were pretty heavy."<sup>1</sup> In February 1868 there were some well contested trotting matches on the ice of Bedford Basin, opposite the Four Mile House. Then there was more excitement than the suspense of the racing itself. In those days a certain amount of rowdyism was inevitable wherever a crowd gathered. Rows were frequent on the ice and on shore, blood flowed freely, and a mob of toughs attacked a young man from Waverley and beat him up till a friend drew a revolver and "flourished it about in a very unpleasant manner."<sup>2</sup> In the 1880's and 1890's there were regular racing fixtures at the Riding Grounds like the Autumn Races in 1882 for the "Maiden Stakes", "The Ladies' Cup" and "The Champagne Stakes," and the Summer Races on June 21, 1887 when there was competition for such trophies as the Maiden Plate, \$50, Riding Ground Cup, \$200, and the Jubilee Purse, \$250.<sup>3</sup> In 1898 there were races at the new Exhibition Ground track when over one thousand spectators watched Peter Carroll drive both winners to victory.<sup>4</sup>

Water sports were by far the most popular in Halifax, probably because most of its inhabitants had ancestors who had gone down to the sea in ships, or because they could recapture the vanishing age of sail in their yachts. The calm salt water that almost surrounds the peninsula of Halifax encouraged a great love of sailing. Nearly every family had a boat of some kind which they rowed or sailed in the harbor. The arrival of the ships of the North American fleet each spring signalled the beginning of the summer season of gayeties in Halifax. Although few of the citizens had the pleasure of enjoying the cosy little teas and other

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1. COLONIST April 4, 1868 p. 2 col. 5.

2. *Idem.*, Feb. 13, 1868 p. 2 col. 6; Feb. 22, p. 3 col. 1.

3. RECORDER Sept. 19, 1882 p. 2 col. 3; HERALD April 15, 1887 p. 3 col. 6.

4. RECORDER June 22, 1898 p. 2 col. 2.

entertainments on board, all could row in the vicinity of the British warships where they lingered listening to the band of the flagship or the chanties of the sailors till the firing of the 9:30 gun from the Citadel.<sup>1</sup>

A favourite recreation in summer was a picnic to the many beautiful coves that lined the shore of the harbor and the Basin, or to McNab's Island for lobsters.<sup>2</sup> Families and friends also went on picnics to Point Pleasant or Woodside or to Cow Bay, now Silver Sands, or to Prince's Lodge, but McNab's became more popular as the century advanced.<sup>3</sup> Some societies like the Union Engine Company held annual picnics, and in 1870 the firemen travelled by the steamer MICMAC to the North West Arm for their anniversary "Pic Nic" on the grounds of His Grace the Archbishop at Dutch Village.<sup>4</sup> One hundred and sixty men of H. M. S. *Royal Alfred* took their lady friends to a Blue Jackets picnic when they journeyed to Bedford, dined at the Bellevue Hotel, and visited the rifle range to watch the shooting matches there.<sup>5</sup>

Excursions by ferry, yacht or rowboat were popular whether they were to Bedford Basin, Woodside, McNab's Island, or the Hosterman grounds on the North West Arm, later known as the Edmond's Grounds.<sup>6</sup> One such excursion was made by the steamer MICMAC on Tuesday, August 12, 1873, when a happy throng was taken to McNab's. The MICMAC was a single deck ferry, with small paddle wheels, narrow cabins on either side, fore and aft of the paddle boxes, and narrow stairways in the centre which led to the wheel house above and to the engine rooms and refreshment cabin below.

McNab's Island was a favourite spot for picknickers from the humble family expedition which came by rowboat to the monster civic picnic in honor of Lord Dufferin. On July 8, 1873 Mr. Woolnough had opened his pleasure grounds on McNab's with two large pavilions for dancing and dining, grounds for quoits and football, and charming walks where excursionists could revel in the beauty of the dappled shadows of trees lying on the green carpet of grass, the tree tops etched against the blue sky, the splendor of white sailing clouds, and the sparkling waters of the harbor shining and dancing through leaves and

1. THE CRITIC June 19, 1891 p. 18 col. 1; EVENING MAIL Carnival Number 1889 p. 14 col. 3; HALIFAX CARNIVAL ECHO 1889 p. 21.
2. EVENING MAIL Carnival Number 1889 p. 15.
3. RECORDER Aug. 16, 1882 p. 3 col. 2; THE CRITIC Aug. 21, 1891 p. 18.
4. RECORDER Aug. 6, 1870 p. 3 col. 2.
5. *Idem.*, Aug. 4, 1871 p. 2 col. 6.
6. *Idem.*, Aug. 2, 1872 p. 2 col. 6—Sackville Excursion Boat was patronized very largely yesterday as the beautiful weather invited everyone outdoors.

branches.<sup>1</sup> Such visits were not without mishaps. One afternoon a large crowd of pleasure seekers were enjoying themselves at Wool-nough's. While some young ladies were swinging, a young man impetuously rushed after a football just as the swing was going up. The swing struck him with a horrible thud and threw him some distance. Becoming terrified the young lady let go of the ropes and fell to the ground. "She fainted, the youth howled and groaned, and sympathisers rushed around". Both were severely injured and had to be carried to the boat.<sup>2</sup>

On the return trip that hot August evening the MICMAC took the weary but happy excursionists on a run up the Arm before returning to the harbor. The Arm was very pretty with its wooded slopes and only a few houses such as Pinehill, Oaklands, and Bloomingdale could be seen among the trees. Opposite Melville Island the ferry stopped, and there was a long delay before the rudder band could be repaired. As the steamer turned into the North Ferry, and the tired excursionists were scrambling about in anticipation of soon arriving home, it was noticed that one of the planks on McKay's Wharf had become loose at the outer end and swung at an angle. The officers decided that the plank was just high enough to clear the deck house, but could not foresee that a passenger standing by would give it a shove with his foot as it came within reach. "The plank swung about and struck the guys of the smoke stack, knocking the ponderous structure clean over" to fall athwart the deckhouse, smashing the boat. Pandemonium reigned among the four hundred on board as steam and smoke flooded the boat. Men, women and children rushed wildly to and fro, blinded by the smoke and steam, and shrieks, prayers, and curses rose upon the air, mingled with advice for all to stay calm. An explosion seemed imminent. As the ferry docked there was a mad scramble for the shore which swept all before it. This was "the most hurried disembarkation that ever took place in this city", observed the *Acadian Recorder*. "Hats, shawls, parasols, baskets were lost and trampled under foot" as the passengers leaped from the rails to the wharf. Fortunately no one was injured by the smokestack or in the rush for safety, but if the funnel had fallen a few feet the other way it would have crushed many of the one hundred and fifty people standing under the canvas.<sup>3</sup>

At the time of Confederation swimming and bathing in the harbor were very popular on hot days when heavy clothing was discarded for straw hats and linen jackets. There were many empty spots among

1. *Idem.*, July 9, 1873 p. 2 col. 3.

2. *Idem.*, Sept. 5, 1873 p. 2 col. 6.

3. *Idem.*, August 13, 1873 p. 2 col. 6.



the docks where boys could paddle about, and beyond North Street at one end of the city and South Street at the other, the shore was uninhabited. By 1882 railways, factories and private dwellings had gradually rendered unavailable many favourite bathing places "till from the Round House to Point Pleasant there is scarcely a spot of shore where one can have his dip in comfort and security." "City ordinances against bathing in public places rival the advertisements of quack medicines and new fangled soaps in the pertinacity with which they stare you in the face at every turn of the road," complained one citizen.<sup>1</sup>

As the North-West Arm and Bedford Basin were too far away for a quick swim the obvious solution was bathing machines, though many travelled to the beach at Cow Bay for bathing and picnics.<sup>2</sup> For some years there were Floating Baths off Morris Street or Freshwater for both ladies and gentlemen and a bathing establishment at Sandy Cove, Dartmouth. A large number of the ladies patronized the baths between ten a.m. and four in the afternoon, when the gentlemen were busy at their stores and offices. Not until the summer of 1898 were Public Baths established by a grant of eight thousand dollars from the city—one at the north end below Wellington Barracks and one at the south end at Green Bank. These beaches and floating baths proved so popular that the Public Baths were nearly self supporting from the small entrance fee charged.<sup>3</sup>

Until the end of the century the North West Arm was unknown to swimmers and to boating enthusiasts except for the handful who owned land along its shores. The pioneer boating club on the Arm was the North West Arm Rowing Club organized in May 1899, which built their original modest building, now the centre of their present boat-house, in the summer of 1899 near Cunard's wharf at the foot of South Street.<sup>4</sup> Other clubs such as St. Mary's A. A. and Aquatic Club, which gained renown by sending its crews to Philadelphia and Springfield, and the Lorne Club, had headquarters on the harbor.

The Lorne Club originated from the enthusiasm aroused by the victories of the four oared shell "Lorne" in 1884. The crew, George A. MacKenzie, manager of the Halifax Sugar Refinery, his brother, later President Stanley MacKenzie of Dalhousie University, and William

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1. *Idem.*, July 27, 1882 p. 2 col. 1 editorial.

2. THE CRITIC August 21, 1891 p. 18.

3. CHRONICLE April 6, 1899 p. 3 col. 3.

4. p. 28, 37 Regan, J. W.—*Sketches & Traditions of the North West Arm*; CHRONICLE June 21, 1899 p. 3 col. 3-4.

Lithgow and John Wilson, both employed at the Refinery, wanted to start a social and aquatic club in the North End of Halifax. In 1885 they organized a dance in the old Royal Halifax Yacht Club building, adjoining the Sugar Refinery, and there others praised the idea and promised financial support. Under the leadership of George A. MacKenzie, the first President, the Lorne Club secured permission from Dr. Charles Cogswell to use the Royal Halifax property which the Club promptly renovated and painted. A fine new wharf was built and a bathing beach spread with "Africa's golden sand" which was taken from a ship which had carried the sand from Africa for ballast.<sup>1</sup> The Lorne Club was a flourishing club with a large membership, a boathouse filled with boats and yachts, and a record of victories in rowing competitions.

The concerts given by the Lorne Club at their boathouse were highly appreciated by the large number of members and their guests who filled the balconies and club house. On the harbor boats of all descriptions clustered around the band on the pier. The scene presented a very attractive appearance with the jovial merriment of the crews in the light row boats and the colored torches flickering from the small boats.<sup>2</sup>

Many regattas were held on the harbor from 1867 to 1900. On June 21st., 1898 thousands of spectators watched the races from the Lorne Club, the Sugar Refinery at Richmond, the Dockyard and from steamers and boats clustered about the starting point. The amateur Labrador whaler race was won by the North Star Crew with St. Patrick's second. Evans carried off the single scull race and *H. M. S. Renown* the gig race. After a spirited contest in the professional flat race the Lovett Brothers came in first.<sup>3</sup>

One of the prettiest regattas was the Bankers' Regatta on the North West Arm on Saturday, July 22, 1893.<sup>4</sup> The Arm was enchanting on this beautiful hot sunny summer day with a breeze ruffling its surface and the private residences nestling in groves on the green clad hills sloping to the water. Thousands gathered along the eastern shore, particularly at Thornvale, the starting point. "Not only the youth and beauty and fashion of Halifax, but many a grey-haired lady and gentleman were there to witness sports connected with the Bankers'

1. HALIFAX MAIL, May 4, 1939. This building occupied by the Club until it was destroyed in the Explosion of 1917.

2. THE CRITIC August 28, 1891 p. 18 col. 2.

3. RECORDER June 22, 1898 p. 3 col. 5.

4. CHRONICLE July 24, 1893 p. 5 col. 3-4.

regatta. They came in steamships and tugs, in steam yachts and sailing yachts, in sail boats and row boats, in man of war cutters and launches, by carriages and on foot." Crafts of all sizes and descriptions thronged the beautiful sheet of water, all gaily decorated with bunting and filled with sightseers.

The crowds cheered their favourites as the winners were decided in hotly contested races, the bankers being assisted in running the regatta by members of the Yacht Squadron, the Lorne Club, and officers of the army and navy. The Wanderers unexpectedly won the mile and a half Four Oared Race, but the Lornes were consoled by winning the open double scull race. The half mile double scull with coxwain for ladies was a disappointment because it had only two competitors. The Bank of Nova Scotia won the Bankers' Double Scull Race, and Ferrie and Franklyn the Canoe Race. At the close of every event in which the Royal Engineers competed the result was made known in fort and barracks by pigeons despatched from a boat on the Arm. Although the Engineers won the race for five and six oared gigs, the chief interest in this race was due to the crew of the Italian warship *Etna* crossing the line many lengths ahead of the crew of the British ship *Blake* which had defeated them in New York harbor. The spectators were amused by the "delight of the *Etna's* sailors at their victory and their picturesque coxwain beamed with happiness." At the close of the regatta the handsome prizes provided by the bankers were presented by Lady Hopkins, wife of Admiral Sir John Hopkins, commander-in-chief of the North American station.

This interest in water sports supported the races of the Halifax Sailing Club, the Halifax Boating Club, and the Royal Nova Scotia Yacht Squadron, the informal racing matches among the young men to prove their prowess, the sculling contests for the championship of Halifax Harbor, and aquatic carnivals such as that of 1871 when rowing enthusiasts from all over the world competed in Halifax harbor. Yacht races and regattas were sponsored by the Royal Halifax Yacht Club, later the Royal Nova Scotia Yacht Squadron, which had been sponsoring such functions since 1837. From Sambro to the head of Bedford Basin stretched twenty miles of fine yachting water with scarcely a rock or shoal. The south-west winds blew in summer with the regularity of trade winds, with enough strength for the amateur sailor. Halifax was a pleasant cruising ground with good breezes, open water with adequate shelter and easy access to the open sea, and beautiful scenery.<sup>1</sup>

1. HALIFAX CARNIVAL ECHO 1889 p. 21 "Halifax yachting" by F. H. Bell.



The climax of the season was the race for the Prince of Wales' Challenge Cup, which had been presented by the Patron of the Club, later King Edward VII, after his visit in 1860. In 1871 the annual race for the Prince of Wales' Cup came off on the first day of August. Five yachts, *Cloud*, *Kate*, *Whisper*, *Falcon* and *Nymphia*, raced the course from a boat off the Dockyard down the harbor by the eastern side of George's Island, across to the western side of McNab's Island to Meagher's Rock buoy just outside the harbor and return. Judgment and skill had to be exercised to choose the best stretches for tacking for the wind blew directly from the south. The onlookers who lined the piers saw the *Nymphia* and *Whisper* draw slowly ahead of the others, aided by their greater spread of canvas. S. A. White, a successful Halifax merchant and a skilful yachtsman aroused the admiration of the "old salts" with his handling of the *Nymphia*. The *Whisper* was not so well sailed by J. Taylor Wood. Few remained when the yachts returned for the wind had dropped and becalmed the sailing boats for an hour. Coming up the harbor with the wind nearly dead aft and the canvas flying the *Whisper* was a length or two ahead of the *Nymphia*. Reaching the Narrows, one passed to port and the other to larboard of the flagship *Royal Alfred*. A stray gust of wind favoured the *Nymphia* and she overhauled the *Whisper*, coming in half a length ahead and winning the race by three seconds.<sup>1</sup>

That evening about fifty members were present at the annual dinner of the Royal Halifax Yacht Club in the spacious hall of the Club House at Richmond.<sup>2</sup> The hall was decorated with flags, pictures of famous yachts and other marine views, and an impressive display of silver trophies of many contests on the water. Above all towered the massive Prince of Wales' Cup, crowned with beautiful flowers. Yachtsmen who had breasted the breeze during the day doffed their dripping pea-jackets and appeared in the neat blue uniform of the Club. Commadore John T. Wylde presided with Vice Commadore John Taylor Wood at the foot of the table. Mr. Wood had been captain of the famous Confederate ship *Tallahassee* which had evaded the Northern warships lying off the mouth of Halifax Harbor by slipping out Eastern Passage, and he had come to live in Halifax when the Civil War ended.<sup>3</sup> The members enjoyed the delicious food and superb wines provid-

1. RECORDER August 14, 1871 p. 2 col. 3.

2. This club house had been constructed during the summer of 1867 on two valuable water lots purchased from Dr. Charles Cogswell. RECORDER July 10, 1867 p. 2 col. 6; COLONIST May 4, p. 2 col. 1.

3. His son, Lt. Charles C. Wood, was killed fighting for the British in the South African War. Lt. Wood was a graduate of the Halifax County Academy and Royal Military College, Kingston, and had served in India. He was the grandson of Jefferson Davis. HERALD Nov. 13, 1899 p. 1.

ed by Steward William Bannister, and the musical selections of the band of the 61st. Regiment. One piece played was a "Galop" composed by Mr. Bell and dedicated to the Royal Halifax Yacht Club. The usual patriotic toasts were given and responded to, then followed volunteer toasts and cigars and pipes. While the rain plashed down and gurgled without, merriment reigned inside until midnight. Unfortunately Mr. White was absent and the custom of the winner of the Prince of Wales' Cup handing round the cup, filled to the brim with champagne, had to be omitted.<sup>1</sup>

The Club introduced an innovation in 1873 of a long race from the Yacht Club Pier to Sambro. Only three of the larger yachts entered—*Whisper*, *Petrel* and *Squirrel*, all fine sailers. The wharves were crowded with spectators when the yachts returned, the *Whisper* winning.<sup>2</sup>

In 1876 a number of enthusiastic yachtsmen belonging to the Royal Halifax Yacht Club resigned to form the Nova Scotia Yacht Squadron, which would be devoted more to yachting and less to other social functions. For a time both clubs existed. The Royal Halifax lost members and fell into debt, and finally the Club House at Richmond was foreclosed and bought in by the mortgagee, Dr. Charles Cogswell. The Squadron grew steadily. In the 1880's the Lumber Yard at the foot of South Street was used as a starting and finishing point for their racing fixtures. A new Club House at the south end was formally opened on June 14th., 1890 by Admiral Watson at an "At Home" for over five hundred members and guests after the yacht *Wenonah* had won the race for the Lord Russell Cup.<sup>3</sup> Three Commodores of the Club had been Governor-Generals of Canada—Lord Dufferin, Lord Lorne and Lord Lansdowne. The first two of these had obtained permission from the Admiralty to fly the blue ensign of Her Majesty's Navy and also the title of Royal. The Club was very proud of this distinction as it was the only Yacht Club in Canada which could fly the blue ensign.<sup>4</sup> In 1898 the surviving members of the Royal Halifax

1. RECORDER Aug. 1, 1871 p. 2 col. 6; Aug. 2, p. 2 col. 6, p. 2 col. 3; Aug. 14, p. 2 col. 3.

2. *Idem.*, Sept. 20, 1873 p. 2 col. 6 *Whisper* sloop, built in 1865 by Eben Mosely at Dartmouth, clinker or lapstreak built. In 1870 her builder sold her to Vice-Commodore J. T. Wood. She had won the Challenge Cup in 1865, 1866, 1867 and Prince of Wales' Cup in 1865, 1866, 1867, 1871, and 1872. *Petrel* won Prince of Wales' Cup in 1863 and in 1873. *Squirrel* had been purchased recently and was the largest yacht flying the blue ensign. RECORDER Sept. 3, 1873 p. 2 col. 6; Sept. 16, page 2 col. 6; Sept. 19, p. 2 col. 6.

3. In 1890 there were nearly 200 members in the Squadron. They owned 20 yachts, 30 row boats and 15 canoes. CHRONICLE June 16, 1890 p. 3 col. 3; PANS Photo Collection.

4. DOMINION ILLUSTRATED May 30, 1891; p. 33 *Report of Provincial Museum 1930-31*—Club House was built on water side property of Trider estate, where cold storage building now stands. It was demolished shortly after the new Terminals were begun in 1914. A new Club House was built at Black Rock in Point Pleasant Park in 1922.

amalgamated with the Squadron as honorary members and the Prince of Wales' Cup became the property of the Royal Nova Scotia Yacht Squadron.

There were many races to decide rowing championships. The Lynch Brothers of Ferguson's Cove, Mark and Michael, successfully defended their title as the champions of Halifax County in a hard fought contest in October 1896. The banks on both sides of the Arm were dotted with enthusiastic spectators who had bet over five hundred dollars on the outcome and who cheered the efforts of the fishermen. The smooth water reflected the autumnal foliage of the trees and the flotilla of boats and small steamers, but this beautiful scene received scant attention from the onlookers. The challengers, John and Patrick Whelan, were fine, husky men, both standing over six feet in their stockings. The race was rowed at a killing pace, the Lynches starting at forty-six strokes to the minute and the Whelans at forty-two, and for a long time both rowed forty to the minute, the oars striking the water almost together. When the rowers reached South Street amid the wild shouts of the crowd the Whelans dropped to thirty-six strokes. The Lynch Brothers caught the water beautifully, and dipped together like machinery. The Whelans steered a very poor course, and lost more time turning at the buoy below Jubilee Road, and although they gained again they had to pull out by the Dingle to avoid the Jolli-more Point. The winners crossed the line one hundred and fifty yards in the lead, the Lynch Brothers having rowed three miles in thirty-four minutes.<sup>1</sup>

The most famous oarsman was George Brown, the fisherman from Herring Cove, who was acclaimed as the Champion Sculler of America. Rowing had been encouraged by Dr. Charles Cogswell who had offered a belt for the Championship of Halifax Harbor in 1858, the first man winning it for five years to retain the trophy.<sup>2</sup> In 1863 George Brown contested for the Cogswell championship belt, which had already been held for three years by George Lovett. He rowed in a boat which was improperly made, and being one sided, sprained his wrist. James Pryor, who was very enthusiastic about boat racing and who had done much to promote this sport, became interested in the twenty-four year old fisherman. Rowing in a boat provided by James Pryor, Brown wrested the championship from Lovett, and continued to defeat the best oarsmen of the province, until he won permanent possession of the belt in 1868.

1. EVENING MAIL Oct. 21, 1896 p. 1 col. 3-4.

2. RECORDER Aug. 30, 1871 p. 2 col. 4.



At eleven o'clock on Saturday morning August 8, 1868 a number of ladies and gentlemen assembled in the Legislative Council Chamber of the Province House for the presentation of the belt to the champion of Halifax Harbor. John Tobin, the Commodore of the Royal Halifax Yacht Club, introduced George Brown to His Excellency, Lieutenant-Governor Sir Hastings Doyle, who complimented him on the proud position he had earned. Mrs. William Young read a short address to the champion and buckled the belt around the waist of the tanned young man with brown eyes, brown hair and a brown beard.<sup>1</sup> Then Chief Justice William Young delivered a brief address. Sir John A. Macdonald and other members of the Dominion Cabinet who were visiting Halifax, the members of the Legislature, City Council and a number of citizens pressed forward eagerly to congratulate the Champion and to examine the belt. The belt was a glittering band of ornately worked silver, about three inches wide, on a blue velvet ground. George Brown made a favorable impression on all by his grace and modesty in accepting flattering comments and in submitting to the careful examination of the curious.<sup>2</sup>

George Brown won more laurels in the Aquatic Carnival of 1871 which was held in Halifax from August 29th. to September 1st. The carnival had been sponsored by the newspapers, business men and sporting enthusiasts of Halifax and by clubs like the Yacht Club from a desire to bring strangers to Halifax and thus help business, to increase the interest in water sports and to encourage the youth of Nova Scotia to take part in them, and to show St. John that Halifax could hold a regatta and could train a crew to defeat the renowned Paris Crew from her sister city.<sup>3</sup>

Thousands of visitors came to Halifax for the festivities, all the hotels and boarding houses were packed, and the Royal Halifax Yacht Club was busy securing accommodations for the strangers who poured into the town. The races of the first day were those of any regatta, more interesting to local contestants and their friends. The cars of the City Railway Company were crowded during the entire day for the races started and ended at the north of the harbor off the Dockyard and the Yacht Club House. The City Railway Company had placed on the line a number of "double deckers" or cars built for a South American Railway which had seats on the roof "and the aerial perches

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1. p. 34 *Report of Provincial Museum for 1932-33.*

2. *COLONIST* Aug. 11, 1868 p. 3 col. 1.

3. *RECORDER* Aug. 28, 1871 p. 2 col. 2-3; Aug. 30, p. 1 col. 4.

were well patronized by gentlemen, despite the fact that the ladders for ascent and descent were shaky, and the roofs cheerfully imparted their dust-covering to broadcloth and tweed."<sup>1</sup>

Members of the Yacht Club, assisted by the Navy, had charge of the races and managed superbly in spite of being unaccustomed to handling so many races. The Naval authorities were extremely co-operative. They supplied the Committee with the *Charger*, the naval buoy boat, the *Royal Alfred* was moved near George's Island where she could act as a stake-boat, and her band played during the afternoon on the pier of the Club House. The dense crowds remained for hours watching the races for fishing whalers, for wherries and square sterned boats, fishing sail boats, provincial coasting and fishing vessels of different tonnages, four-oared gigs, racing whalers, man-of-war cutters, yachts over twelve tons, over and under six tons, tub races, man-of-war launches, and fishing squids pulled by fishermen for prizes varying from two hundred dollars to one dollar, and from a silver cup to a spy glass.<sup>2</sup>

The great four-oared race for the Championship of the World and three thousand dollars was to have taken place on Wednesday, August 30th., at ten o'clock. Because of a fog, it was postponed until five o'clock in the evening, much to the annoyance of the spectators. Five o'clock came, the crowd began to line the banks, but soon two guns informed them that it was to be further postponed.<sup>3</sup>

Three Halifax crews, known as the Pryor, Barton and Roche had entered the contest against an American four of the Biglin-Coulter Crew, the Taylor-Winship crew of Newcastle-on-Tyne, the reorganized Renforth crew and the Paris crew of St. John, so called because it had unexpectedly won the international race on the Seine in July 1867, defeating picked crews from France, England and Germany.<sup>4</sup> While racing against the Paris crew on the Kennebecasis River a week before, James Renforth, one of the Tyne crew from England, had become ill during the race and had died from apoplexy a few minutes after being

1. *Idem.*, Aug. 30, 1871 p. 2 col. 6.

2. For list of races, entries, prizes and regulations see RECORDER Aug. 30, 1871 p. 1.

3. RECORDER Aug. 30, p. 2 col. 5; Sept. 8, p. 2 col. 4.

4. *Idem.*, Aug. 30, p. 2 col. 2. For a history of the crews and the men who composed them see RECORDER Aug. 30, 1871 p. 1 col. 7, p. 2 col. 1-3; The Pryor crew were best known of Halifax crews and were trained and equipped by James Pryor. George Brown, Thomas Hayes, Warren Gray and James McGrath, all fishermen, belonged to Pryor Crew. The Barton crew of Edward Monk, Leonard Young, Ezra Weeks, Edward Tracey, was raised and trained by Andrew Barton, long one of the chief supporters of boat racing in N. S. and engaged in gold mining at Tangier. All except Tracey were fishermen. Tracey, a cooper, had raced in Halifax Championship races, being beaten by Brown. Roche crew, or Mechanics Crew, being composed of two ship carpenters and two ballastmen, was the last to begin training. Mr. Charles Roche of Halifax who had built a racing boat put a crew in it—John Young, William Beckwith, David Parker, Louis Heffer—all from Halifax or Dartmouth.

taken to his quarters. The St. John crew had finished the race and collected the stake of five thousand dollars. The Renforth crew, with the spare, John Bright, taking James Renforth's place, were very anxious to win first prize money to send to his widow. Much talk, ill will and anger was aroused when after practising for several days on Halifax Harbor the Paris Crew refused to race because of the roughness of the water.<sup>1</sup> This indignation is shown by these extracts taken from the *Acadian Recorder*:

Among the many rumors that are afloat in the community is one to the effect that the Market women of this city are making arrangements to challenge the so-called "Paris" crew of St. John to a four-oared race in the placid waters of our own Griffin's Pond, the Swans to be carefully removed to ensure the water from being too rough!

#### THE BATTLE AND THE BREEZE.

St. John's brave oarsmen loud defiance hurled,  
And grandly dubbed themselves the Champions of the World;  
But lo! a zephyr rippled on Chebucto Bay,  
The Champions saw, and trembling -- ran away.<sup>2</sup>

On Thursday morning at ten o'clock the banks, stands, wharves, and every available spot were covered with human beings wearing the colors of their favorites, the supporters of the Pryor crew wearing a blue ribbon in the buttonhole. Steamboats, tugboats, sail and row boats dotted the harbor and gave to the scene a picturesque appearance. While the multitude waited, the representatives of different crews began drawing for position. The water was still rough after the storm. The American boat had the worst position and the Taylor-Winship the best as they rowed under the lee of the city with Renforths next to the Taylor-Winship crew and the three Nova Scotian crews between it and the American. Then the judges postponed the race until one o'clock.

A gun from the *Charger* at one o'clock signalled that the race was about to begin at last. The Renforth crew arrived first wearing white shirts and drawers trimmed with crape, followed by the Roche crew in white shirts and yellow caps. The American crew were distinguished by dark blue shirts trimmed with red and white, the Taylor-Winship by white shirts trimmed with blue, and white and blue caps, and the Pryor crew by white shirts with their arms bare. In a few minutes the crews were ready in line, the starter Mr. Armstrong fired a musket and the start was made as the gun from the *Charger* was fired. The Amer-

1. RECORDER Aug. 30, 1871 p. 2 col. 5; Sept. 5 p. 2 col. 4

2. *Idem.*, Aug. 30, p. 2 col. 5.



*ica* rowed by the American crew and the *England* rowed by the Renforth crew took the water first. When nearly opposite the Civic Grand Stand, the Renforth and Taylor-Winship crews were leading, closely followed by the Pryor and the American crews. The Taylor-Winship crew soon took the lead pulling at the rate of thirty-six strokes and gradually falling to thirty-four. They turned the stake boat at this rate, closely followed by the Renforth, Pryor and American crews. The Taylor-Winship crew maintained their lead till they passed George's Island on the return journey. Then the American and Pryor crews made desperate efforts to obtain the lead. The deep powerful strokes of the Pryor crew gained steadily till their boat was bow and bow with the English craft, with the American lapping her quarter. Amid the shouts of the wildly excited crowd the Taylor-Winship crew made a great spurt and won the title of champion oarsmen of the world and the first prize of three thousand dollars, having rowed the course of six nautical miles in forty-five minutes and forty-five seconds. The Pryor boat came in eight seconds later and one and a half lengths behind the leader, and the American half a length behind the Pryor.<sup>1</sup>

The Pryor crew were lifted from their boat by their enthusiastic backers and admirers who were delighted that a crew of Nova Scotians who were not professional oarsmen could do so well against world renowned sportsmen. They received the two hundred and fifty dollar prize offered by the Nova Scotian government for the Nova Scotian crew which came in first and a gold watch donated by John Herbin, jeweller.

After the great scull race the two English crews visited the flagship by the invitation of Admiral Fanshawe. As the Taylor-Winship crew went up the side, the rigging was manned and the sailors gave them three hearty cheers, the band of the *Royal Alfred* playing "See the conquering heroes come". The tars picked up the men and carried them around the ship in triumph. When a contribution was taken for the widow and child of James Renforth the men gave one hundred and seventeen pounds and the officers one hundred and eighty pounds, and one hundred and fifty pounds was donated by the sailors of H. M. S. *Raccoon*. A Grand Promenade Concert given in Halifax at the Horticultural Gardens on September 9th. under the patronage of the officers of the 78th. Highlanders and the Directors of the Gardens added one hundred and sixteen dollars and ten cents to this fund.<sup>2</sup>

1. *Idem.*, August 31, p. 2 col. 6-7.

2. *Idem.*, Sept. 13, p. 3 col. 3; Sept. 23, p. 2 col. 6.

A number of American residents who either lived in Halifax or were visiting in the city for the Carnival gathered in the evening at Judge Jackson's to meet the Biglin-Coulter crew. A purse of one hundred and thirty dollars was presented to the crew by Consul Jackson with a neat little speech thanking them for the gallant manner in which they had maintained the honor of their country. One of the Biglin brothers, who were the best known oarsmen in the United States, replied for the crew.

On September 1st., the day of the single scull race for the championship of the world, not a breath of air rippled the waters and Halifax Harbor was as placid as a mill pond. There was not as much interest as in the previous day's race, the crowd being barely one quarter of the one that had assembled for the four oared race. Six contestants entered the race: Henry Kelly in "James Renforth", J. H. Sadler in "Duke of Beaforth", George Brown in "Mayflower", George Lovett in "Shoo Fly" and Robert Bagnall in "Ouseburn" and Henry Coulter in "Annie".<sup>1</sup>

The course was from the stake boats in Eastern Passage to a point opposite the Club House Pier, a distance of three nautical miles. Joseph H. Sadler took the lead and maintained it throughout, very closely followed by George Brown. J. H. Sadler, a Londoner who was a member of the Taylor-Winship crew and the champion of the Thames River won the race in twenty-five minutes and three seconds and a prize of five hundred dollars. He had come to Halifax expressly to race James Renforth, the best oarsman in the world, and had been disappointed. George Brown came in second place five seconds later for a one hundred dollar prize and made a formal protest that Sadler had prevented him from passing by keeping directly in front of him and for having crossed his bow four times after passing George's Island. Henry Kelly qualified for the twenty dollar prize for third place. He was a man of forty, with black hair and a full black beard, a former champion of the Thames River and No. 3 of the Renforth Crew who had rowed in many contests, the most renowned being the great doubles races between Kelly and Renforth, and Taylor and Winship. Robert Bagnall, twenty-two year old member of the Taylor-Winship crew was fourth, while George Lovett, former champion of Halifax Harbor and Henry Coulter, twenty year old stroke of the Biglin-Coulter Crew who had raced and won several important races in Philadelphia for purses of two thousand dollars, were both outdistanced and put ashore.

After the Carnival had drawn to a close with the Single Scull Race and the swimming races, the Committees that arranged the Aquatic

1. *Idem.*, Sept. 1, p. 3 col. 5.

Carnival entertained the oarsmen and the press at a luncheon which lasted until six. Commodore Wylde of the Royal Halifax Yacht Club presided over the festivities and proposed a toast to Her Majesty the Queen and another to the President of the United States. Mr. Taylor and Mr. Kelly thanked the gathering for the kindness and hospitality shown by the people of Halifax. "Mr. Brown, of the Pryor crew who, we are certain, would rather row over the course again than to be called upon to make a speech, modestly returned his acknowledgements on behalf of himself and crew. They were proud to meet the champion oarsmen of the world on the waters of Halifax Harbor."<sup>1</sup>

In 1872 Robert Fulton of St. John, New Brunswick's favorite oarsman, met Brown in a four mile race at Digby, and again Brown was the victor.<sup>2</sup> When Brown returned to Halifax he was met at Four Mile House by a Band and escort of his admirers who conducted him at the head of the Torchlight Procession to the Commons for speeches. "Halifax (was) more lively than it has been for many a year of evenings" observed the reporter. A number of spectators were sitting on the fence at the Garrison field which collapsed under their weight. There was considerable furore when it was discovered that Andrew W. H. Lindsay, an arts student at Dalhousie, had broken his leg.<sup>3</sup>

Early in 1873 a committee of Brown's backers challenged J. H. Sadler or any other man to row against the Nova Scotian oarsman in July or August over a three or four mile course in either Halifax Harbor or Bedford Basin.<sup>4</sup> John Biglin, who had won the championship of America in a contest with Ellis Ward, accepted the challenge, for two thousand dollars a side.<sup>5</sup> John and Bernard Biglin were the best known oarsmen in the United States having been racing since 1861 and had been victorious at five Boston regattas. They had rowed in the American crew at the Aquatic Carnival at Halifax in 1871 but had not competed in the single scull race. At the time of the carnival John Biglin had rowed in fourteen scull races, winning eleven.<sup>6</sup>

Thousands travelled by foot, by carriage and by horseback and by special trains which ran from Richmond to Four Mile House beginning at 6:15 a.m. in the morning, to watch Brown defeat Biglin by seven boat lengths over a five mile course which he covered in thirty-nine

1. RECORDER Sept. 2, 1871 p. 2 col. 4.

2. *Idem.*, July 12, 1872 p. 2 col. 1, 3; July 13, p. 2 col. 2-3.

3. *Idem.*, July 13, p. 2 col. 6.

4. *Idem.*, Jan. 28, 1873 p. 2 col. 6.

5. *Idem.*, July 8, 1875.

6. *Idem.*, Aug. 30, 1871 p. 2 col. 3.



minutes and twenty-five seconds. "He now stands the Champion of the world in scull races, as the English champions have refused to accept his challenges".<sup>1</sup>

On the 8th. of July, 1874 George Brown met William Scharff, the American Champion, at Springfield, Mass. defeating his opponent although both suffered severely from the heat. The Nova Scotian defeated Morris, another American champion in a race on the Kennebecasis River, N. B. in September, 1874. Repeated attempts had been made to arrange a race between Brown and Joseph H. Sadler, the English champion, but Brown's sudden death in 1875 ended the hope of the Nova Scotian becoming undisputed Champion Sculler of the World.<sup>2</sup>

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1. *Idem.*, Sept. 24, p. 2 col. 5; Sept. 25, p. 2 col. 4-5.

2. *Idem.*, July 8, 1875.

## CHAPTER VIII

**The Playgrounds of Halifax.**

Although Halifax steadily expanded north and south along the harbor between Citadel Hill and the waterfront there were ample playgrounds and open spaces within the city and in the fields and farms of the rest of the peninsula. West of the Citadel, the North and South Commons lay on the fringes of the city proper and beyond farms, fields, and woods extended to the shores of the North West Arm. The uneven fields of the Commons stretched north from South Street to Cunard Street, and west from the line of South Park and North Park Streets to Robie Street. Only in the areas north and south of the Commons had the streets and houses begun their march westward across the peninsula.

Even before Confederation part of the Commons had become Holy Cross Cemetery, Camp Hill Cemetery and the Horticultural Gardens, and the Convent of the Sacred Heart and the Provincial and City Hospital were erected on the South Common. It was being steadily encroached upon as the city found it impossible in its financial difficulties to buy sites for civic buildings, until during World War II only the small Victoria Park remained of the open spaces of the South Common. Between 1867 and 1900 the School for the Blind, the Poor House, the Exhibition Building, the Victoria General Hospital, and the Forrest Building of Dalhousie University were constructed on the South Common, and additional areas set aside for the Public Gardens and the Wanderers Grounds

The inhabitants of Halifax who were seeking escape from the crowded and overheated streets on a hot still summer day could easily walk to one of the rural retreats like the Grove at Richmond or Robie's fields. The green fields where their fathers had played were rapidly disappearing before grand and imposing mansions, yet even in the most closely settled districts there remained many vacant lots and fields which young and old could use for recreation. In the north end just beyond the rough hill of Fort Needham were Acadia Square and Mulgrave Park where the Governor's North Farm had been divided into building lots. Few houses had been built on the surrounding streets like Roome, Kenny, Albert and Ross, not a single house on Gottingen Street Extension, and nearby were the farms of the Longard and Merkel families and the Rockhead Penitentiary.

In the south end of the city the Poor House Cemetery, opposite the Court House in Spring Gardens, had been converted into Grafton Park. In this cemetery were buried Hessians and British soldiers from regiments like the 84th. who died of the plague during the American Revolution, as well as paupers. Citizens still related how so many soldiers had died during the epidemic that it was impossible to make enough coffins. The bodies were brought in a cart and laid in one long trench in the Poor House Cemetery. One morning when the cart returned the men found that one poor fellow who had been thrown in the trench, supposed to be dead, had recovered sufficiently to crawl out and was sitting on the bank waiting for them. He was taken back to the hospital and recovered.<sup>1</sup>

Plans were made in 1872 to put a handsome railing around the Cemetery, to lay out a number of gravelled walks through the grounds and throw it open to the public for an afternoon's lounge or a shady walk on a hot day.<sup>2</sup> There were some protests from those who had qualms about walking on graves, but by 1885 the unsightly and dangerous stone wall which had enclosed the old Poor House Burying Ground since 1835 had been replaced by a neat post and chain fence and in summer hundreds of citizens came daily to Grafton Park to escape the heat by sitting on the benches among the shady trees.<sup>3</sup>

Those who were anxious for Halifax to retain its aspect as part of the countryside suggested that in new developments, such as Smith's Fields or Willowpark, the houses be set back six or eight feet from the street, making generations yet unborn grateful for these streets lined with flower plots and ornamental shade trees.<sup>4</sup>

The popularity of gardening added considerably to the beauty of the city. Flower gardens were part of almost every household. This hobby had led to the establishment of several nurseries, the largest being those of Herbert Harris near the Dockyard, and Thomas Leahy near the North Common, both of whom imported extensively from Europe and the States. In spring and summer the grounds of the fine residences along Brunswick and Gottingen streets, in the south end and along the shores of the Arm were bright with carefully cultivated flowers. Judge Bliss, James Forman, later notorious for embezzling the funds of the Bank of Nova Scotia, Martin P. Black, and William Cun-

1. RECORDER Dec. 9, 1882 p. 2 col. 4, G. G. Gray in "Recollections of Halifax."

2. *Idem.*, June 20, 1872 p. 3 col. 1.

3. p. liv *Annual Reports*...Halifax 1884-5; STATUTES OF N. S. 1834-5 cap. 9.

4. COLONIST May 30, 1868 p. 2 col. 3.



ard, son of the founder of the Cunard Steamship line, were renowned for the splendor of their gardens.<sup>1</sup> Passersby on Brunswick Street in winter delighted to pause to admire the rare varieties in the conservatories of W. B. Hamilton and Sandford Fleming. Often they lingered before Mr. Hamilton's windows to feast their eyes on the hundreds of pink and white blooms of his zonal geraniums.<sup>2</sup>

Thomas Leahy's Thornfield Nursery, near the North Commons at the west end of Cunard Street, in the block between Clifton and Hunter streets, was a popular resort in the summer of 1867. The district north of the Common was then sparsely populated with few houses along Agricola, Robie and the nearby streets until the growth of this area in the 1880's and 1890's.<sup>3</sup> At the Thornfield Nursery Thomas Leahy had a fine collection of animals and birds—a wild bush hog from Trinidad, an ant eater from Cienfuegos, a tame seal playing under the fountain in the garden, monkeys, macaws, a tame beaver, and a pair of red deer that had been broken to harness in New Brunswick. A season ticket cost one dollar, and a single admission twelve and a half cents or an English sixpence.<sup>4</sup> In July crowds thronged to Thornfield to watch Alfred Elson perform his endurance feat of walking 1000 miles in 1000 hours! Those who beheld this spectacle purchased a gold medal, made of Nova Scotian gold by Julius Cornelius, which was presented in a simple ceremony when Miss Leahy pinned it on Elson's breast.<sup>5</sup>

For some years before Confederation Thomas Leahy and Andrew Downs had sponsored annual flower and poultry shows. At the Mason's Hall in April 1865 Mr. Leahy had exhibited four hundred and eighty varieties of flowers and plants, many budding and in bloom.<sup>6</sup> Having suffered financial reverses Leahy's Thornfield Nursery and Grounds were sold at auction in June 1868. Horses, cows, birds, domestic and wild animals, carts, waggon, and the "largest and most valuable stock of Hot House and other Plants ever offered for sale in Halifax" were disposed of and the grounds divided into lots.<sup>7</sup> The next month Mr. Leahy announced that he had made arrangements to rent the Thornfield Nursery.<sup>8</sup>

1. *Idem.*,

2. *Idem.*, Feb. 27, 1869, p. 2 col. 3; April 17, p. 2 col. 2.

3. In 1877 a number of houses were being erected at Islesville on Almon and Agricola streets and on Kempt Road. The *Acadian Recorder* remarked that "Islesville is an improving locality, and is one of our most progressive suburbs". June 4, 1877 p. 2 col. 2.

4. *RECORDER* May 17, 1867 p. 3 col. 2 Adv.

5. *Idem.*, July 26, 1867 p. 2 col. 6; Aug. 9, p. 2 col. 6; Aug. 12, p. 2 col. 6.

6. *Idem.*, April 26, 1865 p. 2.

7. *MORNING CHRONICLE* June 24, 1868 p. 3 col. 7 Adv.

8. *Idem.*, July 17, p. 3 col. 2.

The Gardens still flourished providing a pleasant retreat from the heat where people could admire the beautiful flowers and plants. In July 1871 visitors were tempted by the luscious clusters of fine grapes hanging in the sunlight, some bunches weighing three or four pounds. There were many animals including two bears, a very clever monkey, rabbits and guinea pigs.<sup>1</sup> Mr. Leahy finally abandoned his project and removed to Leahyville, near the North West Arm, where in 1868 his son Edward had erected a number of one and a half story pitched roof cottages for workingmen on what is now the northern side of Chebucto Road between Oxford St. and Connolly Road.<sup>2</sup>

Far more famous than Thornfield were Andrew Downs' Zoological Gardens a few hundred yards from the head of the North West Arm. This first zoo in Canada had been visited by such distinguished guests as the Prince of Wales, Prince Jerome Napoleon, Victor Emmanuel's daughter, Admiral and Lady Seymour, Sir Richard Grant the explorer and Professor Spencer Baird of the Smithsonian Institute.<sup>3</sup> On weekends and holidays hundreds of Haligonians drove to Dutch Village to wander through the hundred acres of Mr. Downs' property to stare at the varieties of fowls, pheasants, peacocks and at the chattering monkeys, to watch the gambols of the ducks, the Chinese swans and the Egyptian geese in the little lake and the tall cranes and herons among the reeds. They lingered on the rustic bridge to watch the polar bear sporting in a rocky basin and the seals playing in a pond and to study the beaver, mink and otter in their enclosures. Visitors admired the flower garden and the deer, elk, caribou and black bears in the forest beyond.

It was pleasant to spend a somnolent Sunday afternoon at Downs' Gardens viewing the rare birds and animals. Many societies such as the Union Protection Company and the Caledonia Club held picnics at the Zoological Gardens, arriving by coach or ferry.<sup>4</sup> The great attraction of Natal Day in 1867 was the excursion to Downs' Gardens when hundreds struggled to board the densely packed steamer *Neptune*. Over five hundred dollars worth of tickets were sold for the trip by ferry from the harbor to the head of the Arm. Families wandered

1. RECORDER, July 20, 1871 p. 2 col. 7.

2. p. 51 *Report of Provincial Museum 1933-4*; *Directories of Halifax 1869-70*, 71-2.

3. pp. 261-280 Fergusson, C. B.—"Montezuma's Successor: Andrew Downs of Halifax." *Dalhousie Review* Vol. XXVII No. 3 Oct. 1947.

4. After 1875 W. H. Deal's Dutch Village omnibus service ran 3 times a day to the Halifax post office via Quinpool Road, Cunard and Cogswell St., until it was replaced in May 1892 by Thomas Robinson's new "bus" from Ashburn to Kenny's corner. Robinson went out of business after 2 or 3 years as street car lines extended their sphere. p. 39 *Report of Provincial Museum 1935-6*.

through the crowded gardens to see the birds and animals and flowers, stopping to greet friends or to watch a fight, and all enjoyed themselves eating, drinking and walking round.<sup>1</sup> In the "Glass-House" in a small valley nearby which served as a greenhouse, aviary, aquarium and museum could be seen stuffed birds, live snakes, lizards, turtles, frogs and fish.

Andrew Downs sold his Zoological Gardens in 1868 before going to New York to take a position at Central Park. He invited all his friends to attend the auction of his property, animals and flowers. In order that their last meeting would be a merry one he provided what must have been a merry luncheon for the advertizement in the *British Colonist* concluded: "Those who will not drink Wine or Champagne may have beer or water."<sup>2</sup>

Mr. Downs returned to Halifax the next year to purchase a new property at the Arm where he maintained a new Zoological Gardens for the pleasure and instruction of both the wealthy and the workingman until July 1872, when he found it impossible to support it without some aid from either the City or the Province.

The North West Arm provided a splendid setting for Downs' Gardens for it was an inlet of incredible beauty remote from the city. One American visitor declared that "North West Arm" was too prosaic a name for such a heavenly place, and that it was "one of the prettiest nooks that ever gladdened the eyes of a tourist" with its smooth shining waters and verdure covered hills and its splendid but neglected facilities for bathing and boating.<sup>3</sup> Along the eastern shore of the Arm there were many magnificent pine groves, particularly on the hill near Quinpool Road.<sup>4</sup> During the nineteenth century Quinpool Road was a dirt trail winding through the country.<sup>5</sup> The roads leading from the city to the Arm were very rough and in the summer of 1870 were "in a deplorably wretched condition" until Alderman William Barron selected a number of able bodied prisoners from Rockhead to "fix up" the Quinpool Road and the other roads leading out of town.<sup>6</sup>

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1. RECORDER, June 24, 1867 p. 2 col. 2, 6.

2. May 28, 1868 p. 3 col. 5. Adv.

3. NOVASCOTIAN, Oct. 17, 1885 p. 7 col. 1.

4. PANS PHOTO COLLECTION.

5. One Sunday afternoon strollers from town who were walking along Quinpool Road were shocked to see men and women in the fields making hay on the Sabbath. RECORDER Aug. 5, 1873, p. 2 col. 5.

6. *Idem.*, Aug. 6, 1870 p. 2 col. 5.



In 1867 the wooded shores of the Arm were deserted except for a few summer residences of wealthy merchants and professional men. The names of some of these such as Pinehill, Belmont, Rosebank, Bloomingdale, Jubilee and Armview are still familiar. By the end of the century more people were living along its shores and a few clubs were using the waters of the Arm for boating and sailing. Some people remained all year at their residences such as Bilton Cottage, Fernwood, Maplewood, Winwick, Belmont, Oaklands, Thornvale, Bircham and Armview. Increasing numbers of Haligonians were spending four months each summer in cottages along the Arm "in one of the most delightful country spots in the world" although only a few years before such a ridiculous notion as spending a summer at such a remote place would have been greeted with scorn.<sup>1</sup> It was not until 1908 that Sir Sandford Fleming gave the site for the Park at the Dingle and the Arm became a playground always accessible to the people.<sup>2</sup>

One of the typical estates on the Arm was "Oaklands." A carriage way bordered with grass wound gracefully through magnificent pines and white birch to the main entrance which was guarded by massive iron gates and a Gothic lodge. The fine brick and granite mansion overlooking the Arm, also called "Oaklands", had been built during the American Civil War by William Cunard, second son of Sir Samuel Cunard.<sup>3</sup> Sloping towards the Arm extended a spacious lawn broken by parterres of flowers where asters, verbenas, and zonals bloomed in September. Beyond the flower plots and the green lawn on the east could be seen green fields interspersed by picturesque glens and rocky precipices.

As Mr. Cunard specialized in growing grapes and strawberries his extensive grounds were dotted with greenhouses, a Conservatory for rare plants, and a vinery capable of growing each season two and a half tons of grapes of such varieties as Black Hamburg, Black Alicante and Muscat. He had also imported choice breeds of cattle and poultry from England. The fine compact Alderneys grazing in rich pastures increased the atmosphere of a peaceful rural scene. After the death of Sir Edward Cunard, his elder brother, William had to move to England to take charge of the Cunard Steamship Company. In 1871 he sold his estate to the Hon. P. C. Hill, Premier of Nova Scotia, whose wife was a daughter of Hon. Enos Collins.

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1. BLUENOSE, Oct. 13, 1900 p. 17 col. 3. (Published by Imperial Publishing Co., Ltd., Halifax, N. S.).

2. pp. 358-60 *Minutes of City Council of Halifax* 1907-8.

3. COLONIST, Sept. 18, 1869 p. 2 col. 4-5; pp. 43-7 Regan, J. W.—*Sketches and Traditions of the North West Arm*.

The fondness of Haligonians for flowers, trees and open spaces which added to the popularity of the Thornfield Nursery and Downs' Gardens contributed to the charm of the Public Gardens. The citizens of Halifax were intensely proud of their Public Gardens which were the finest on the North American continent. Even visitors from New England admitted that the Gardens at Halifax were exceptionally beautiful and that they did not suffer from comparison with the Public Gardens at Boston, reputed to be the finest in the United States. One American described the Halifax Gardens in the Boston *Traveller* as "nothing short of a dream of beauty . . . the very perfection of landscape gardening" and acknowledged that even "the Boston visitor has to bow down in admiration before it, which is saying something complimentary indeed."<sup>1</sup> He confessed that the number of fair Haligonians who gathered in the Gardens did not lessen its attractions.

The Public Gardens, sheltered by Citadel Hill and surrounded by a high wooden fence, occupied only sixteen acres, but they were so skillfully arranged with long shady avenues of stately trees and velvet lawns dotted with beds of flowering plants and shrubs that they appeared to be twice their actual size. The black and white swans gliding gracefully over the still waters of the tiny lake with its artificial island for nesting wild fowl won the delighted admiration of all beholders. Girls and boys with pockets full of bread and other delicacies crowded round the edge of Griffin's Pond to feed the ducks and drakes while younger children gamboled under the watchful eye of their nurses. Weary adults rested on benches beneath spreading trees rejoicing in the fragrance of the bright flowers and the cool western breeze coming freshly from distant forests. Others wandered along the paths to shady nooks and cool drinking fountains or watched the pretty young ladies and officers playing croquet or lawn tennis or shooting their bows and arrows at the targets of the Archery Club.<sup>2</sup>

The People's or the Public Gardens had originated through the efforts of the Nova Scotia Horticultural Society, established in 1836 and incorporated in 1847. This Society had leased a portion of the Common for 999 years, now the southern half of the Gardens fronting on Spring Garden Road, and had transformed it into a garden of beauty with fountains, flowers, an archery range, croquet grounds and a skating rink.<sup>3</sup> North of the gardens of the Horticultural Society,

1. NOVASCOTIAN, Oct. 17, 1885 p. 7 col. 1.

2. RECORDER, June 27, 1870 p. 2 col. 2; HERALD, Sept. 22, 1880 p. 1 col. 7.

3. PANS ASSEMBLY PETITIONS, Petition of N. S. Horticultural Society, Feb. 21, 1863. Signed by W. A. Black, President and C. Cogswell, Vice President. RECORDER, June 27, 1870 p. 2 col. 2.

which were conducted for the pleasure of the members of the Society and to which the public could enter only after paying admission, lay part of the Common:

a bit of mere waste ground, a sort of cross between a dismal swamp and a blueberry barren, besides being a receptacle for dead cats, broken bottles, old boots, worn-out brooms, defunct door mats, and rubbish of every description, diversified with a pleasant growth of thistles and dockweed in odd corners.<sup>1</sup>

It was this part of the Common lying along Sackville Street which Alderman John McCulloch, then Chairman of the Committee of the Common, began to make into a Public Garden in 1867. Trees and flowers were planted and gravelled walks laid out in the field east of Griffin's Pond under the supervision of Michael Shea. The next year some short sighted individuals on the new Common Committee had the trees and plants dug up, the walks destroyed and the field sown with hayseed. This action caused so much protest that the hayseed had to be removed and the flower beds restored.<sup>2</sup> These Public Gardens, now that half of the Gardens fronting on Sackville Street, were steadily improved. For instance, in 1870 Alderman William Barron devoted much time to creating a garden which would be a credit to the city by obtaining free gifts of plants from his friends and enlarging it. He placed in the pond the two seals from Newfoundland which had been the gift of Messrs. Seeton and erected a fountain vase presented by Oswald Hornsby of the Elmsdale Pottery Works.<sup>3</sup>

In 1874 the Horticultural Society was heavily in debt. The City Council, urged by John McCulloch and William Barron, purchased their gardens for fifteen thousand dollars, thus giving Halifax "one of the finest Public Gardens on the Continent."<sup>4</sup> Through the efforts of Michael Dwyer a number of the members of the Horticultural Society turned in shares amounting to two thousand dollars for the benefit of the new Public Gardens, and this sum was used to build a new green house. The management of the Common and the Public Gardens was entrusted to ten commissioners, six of whom were members of the City Council, and four rate payers appointed by the Council.<sup>5</sup> Until 1874 the Public Gardens had been supported by the income from the leased lots of the Common and from the sale of hay from various fields belong-

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1. RECORDER, June 19, 1873 p. 2 col. 2—Recollections of George Turnbull at East Boston, a former Haligonian who donated gold fish for the pond.

2. CHRONICLE, June 3, 1868 p. 2 col. 2; June 6, p. 2 col. 5.

3. RECORDER, May 16, 1870 p. 2 col. 4; July 21, p. 2 col. 5.

4. *Idem.*, July 31, 1874 p. 3 col. 1; Aug. 1, p. 3 col. 1.

5. STATUTES OF N. S. 1875 cap. 45—City authorized to borrow \$15,000 for purchase of Horticultural Gardens, the combined gardens to be controlled by Board of ten.



ing to the city, never exceeding the sum of twelve hundred dollars. After the purchase from the Horticultural Society the Gardens received an annual grant of two thousand dollars from the city, which was increased to three thousand in 1888.<sup>1</sup> Each year this grant was supplemented by the proceeds from concerts sponsored by the Commissioners of the Public Gardens.

All acknowledged that Superintendent Richard Power had been instrumental in creating Gardens which excited the admiration of strangers and which were the delight of the citizens. Mr. Power was appointed Superintendent in May 1872. He had been foreman at the Duke of Devonshire's estate at Lismore, and had had experience with the Thornvale Nurseries and Nova Scotia Nurseries in Halifax and at Central Park in New York. In 1884 the Superintendent was presented with a purse of gold as a mark of esteem by the grateful citizens to enable him to visit gardens and parks in Great Britain and Ireland where he gained many ideas he utilized to great advantage in planning and landscaping in Halifax.<sup>2</sup>

Each year as many improvements were undertaken as the finances would allow. In 1875 the fence between the two gardens was removed and a wide swarded terrace laid out, five thousand loads of soil carted into the gardens and sixty thousand plants set out.<sup>3</sup> In 1876 the croquet and archery court was changed into a public lawn tennis court, the first in Canada. Later when Tennis Clubs became more numerous elsewhere in the city the ground was changed into a children's playground.<sup>4</sup> A grotto was also built around the natural spring. In 1877 four swans, one pair white and one black, were presented to the Gardens by friends in England. In the same year great assistance in the continual task of mowing the grass by hand arrived in the shape of a horse lawn mower which had been imported from England for the "large sum" of one hundred and eighty-five dollars.<sup>5</sup> In 1878 and 1879 the ugly walls surrounding the square Griffin's Pond were removed, the sides sloped and sodded to transform the Pond into the present charming circular lake with a little house on the island. Additions were made to the Conservatory and a rustic summer house erected. Every year new flowers, shrubs and trees were planted, and there was always grass to cut, wooden fences and benches to repair and paint, and paths to be rolled and gravelled.

1. p. 230 *Annual Reports*. . . *City of Halifax*, 1888-9.

2. MAIL, April 6, 1931 p. 3; a pamphlet entitled "The Public Gardens of Halifax, N. S." n.d.

3. Various references in *Annual Reports*. . . *City of Halifax*.

4. p. 10 "The Public Gardens of Halifax, N. S."

5. p. 104 *Annual Report*. . . *City of Halifax*, 1876-7.

The Bandstand was constructed in 1887 in honor of Queen Victoria's Golden Jubilee when a grand concert and a firework display attracted about five thousand people.<sup>1</sup> In the same year Sir William Young donated the three statues of Ceres, Diana, and Flora, and the six large garden vases which still remain in the Gardens.<sup>2</sup> In 1889 the old skating rink on Park Street was torn down because its dilapidated condition detracted from the beauty of the grounds.<sup>3</sup> This rink had been the first covered skating rink in Canada and had been opened on January 3, 1863 by the Earl of Mulgrave.<sup>4</sup> It was replaced by a well planned entrance building with a pavilion attached having space in the centre for a handsome fountain.<sup>5</sup> Handsome wrought iron gates bearing the City Coat of Arms were installed in 1890 at the Pavilion Entrance, then the main entrance. These gates had been imported from Scotland for six hundred dollars and may be seen at the main entrance on Spring Garden Road.<sup>6</sup> The "Nymph" fountain erected in the north-western part of the Gardens in honor of Queen Victoria's Diamond Jubilee was unveiled by Lady Aberdeen on June 21st., 1897 when a large crowd assembled to watch the ceremony and to listen to a Public School Choir. The delegates from Bristol who were attending the Cabot celebration were present at the unveiling.<sup>7</sup>

On music days the Public Gardens were a favorite resort. Hundreds of Haligonians flocked to the Gardens to enjoy the band music while revelling in the beauty of nature amid ornamental shrubberies, arbors, ponds and fountains. On Saturday afternoons and occasionally on other afternoons a military band performed from four o'clock to six.<sup>8</sup> Although all were admitted free of charge, the audience usually consisted of nursemaids and their charges, young gentlemen fond of flirting and lawn tennis, and the fair ladies of Halifax who promenaded the outer walks to the music of Strauss and Sullivan. Admission fees were charged for the concerts which were given to raise funds for the Gardens or to celebrate some special event or anniversary such as Natal Day or the Queen's Birthday.

1. p. 12 "The Public Gardens of Halifax, N. S."

2. *Idem.*,

3. p. 231 *Annual Report. . . City of Halifax*, 1888-9.

4. p. 83 Quinpool, John—*First Things in Acadia*.

5. p. 231 *Annual Report. . . Halifax*, 1888-9; STATUTES OF N. S., 1889 cap. 73.

6. pp. 12-3 "The Public Gardens of Halifax."

7. *Idem.*, The Commissioners of the Gardens request a large attendance at the first concert of the season on June 21st. as the proceeds will be used to help pay for the fountain. The Carnival Committee and Jubilee Committee have each donated \$400 and the Dominion Government have remitted the duty which saved \$300. *Chronicle*, June 10, 1897 p.3 col. 1-4.

8. p. 40 *Allen's Souvenir Guide to Halifax* 1887; p. 8 *Halifax Hotel Guide* 1890.

A number of outstanding concerts were given in the Horticultural Gardens by the Young Men's Early Closing Association. This society had been formed in February 1867 to curtail the long hours in stores, offices and warehouses and to furnish amusements for its members, many of whom had come to Halifax from other parts of the province.<sup>1</sup> During the winter of 1868 committees persuaded the employers of all the importing dry goods houses on Granville Street to relieve their clerks "from the drudgery of the desk and the counter at 7 o'clock in the evening" instead of remaining open until 9 or 10 o'clock.<sup>2</sup> Although the society was popular at first, it had no permanent effect on shortening hours. It provided literary entertainments and lectures by such eminent speakers as Rev. G. W. Hill and Hon. Joseph Howe.<sup>3</sup> In the spring of 1869 the Early Closing Association leased a building with a parlor, reading room, gymnasium and billard room.<sup>4</sup> The Association grew steadily until there were three hundred and twenty members, classes for boxing, fencing and debating, and a large club house at 5 Jacob Street.<sup>5</sup>

The band concerts at the Gardens were extremely popular, the most outstanding success being the one in 1869 in honor of Prince Arthur which was attended by over six thousand people. About four thousand citizens were present at the concert on June 27th., 1870. All the stores had closed at six, and the streets were deserted while the citizens enjoyed the music of the 78th. Highlanders, and the sword dance by Pipe Major R. McKenzie, the Highland Fling by Corporal Borthwick and the cornet solo by Bandmaster McEleney.<sup>6</sup> The Gardens were brilliantly lighted by Oxy-Hydrogen gas, the apparatus being expressly imported by M. F. Eagar.<sup>7</sup>

By 1872 the novelty of band concerts in the Gardens had worn thin and even with the attraction of a presentation of a gold watch to George Brown, the famous oarsman, there were not more than five hundred spectators, mostly young couples, and the ACADIAN RECORDER observed: "People will not come from extremes of the city and pay 25c. to stroll through a garden at night, and listen to the playing of a few common place airs by a Band."<sup>7</sup>

1. COLONIST, Dec. 31, 1868 p. 2 col. 1.

2. *Idem.*, Feb. 22, 1868 p. 2 col. 5.

3. *Idem.*, Dec. 31, p. 2 col. 1; Dec. 1, p. 2 col. 5.

4. *Idem.*, March 18, 1869 p. 3 col. 3—Y. M. Early Closing Association are occupying a new building in rear of Jacob Street and have 138 members.

5. CHRONICLE, Jan. 6, 1871 p. 2 col. 2.

6. RECORDER, June 28, 1870 p. 2 col. 2; June 27, p. 3 col. 1.

7. AUG., 2, 1872 p. 2 col. 4-6; CHRONICLE, Aug. 4, 1874 p. 3 col. 5 (Tri-weekly) reports that the principal dry goods merchants have agreed to close their stores at 8 o'clock for 6 weeks, Saturdays excepted, beginning on Monday, August 3rd. Not until 1896 when the Early Closing Association had ceased to exist did the City Council receive the power to regulate the closing of shops provided the time should not be earlier than 7 o'clock in the afternoon of any day. (STATUTES OF N. S., 1896 cap. 29).



This lack of interest in band concerts was temporary. Concerts arranged by the Commissioners of the Public Gardens were enjoyed and well attended. On July 27th., 1882 the band of the French flagship *Minerve* gave a Grand Concert in the Public Gardens. The Gardens were illuminated by torches and fireworks, and there were two balloon ascensions. One band played classical and semi-classical music in a tree-circled stand while another provided popular airs for dancing in the Skating Rink.<sup>1</sup> In September there was a concert by the Royal Munster Fusiliers during Regatta Week.<sup>2</sup> As an additional attraction fireworks were imported from Boston—puzzle wheels, a maltese cross, fancy rockets and shells, mottoes and the Falls of Niagara, and the Gardens were illuminated by torches.

The most successful promenade concert of the season of 1891 was held at the Public Gardens by the Independent Order of Oddfellows to entertain those who had come to Halifax for the ceremony of laying the cornerstone of the Temple on Buckingham St.<sup>3</sup> The August evening was perfect except for the dampness from the fog which came rolling in from the Atlantic. The Public Gardens were exceedingly pretty with the bright lights and shadows highlighting the beauty of the flowers and shrubs.<sup>4</sup>

On a large platform erected on the old tennis courts men and women tripped the light fantastic to the strains of the harpers. The dancers appeared to enjoy themselves immensely and added to the amusement of the onlookers. The hundreds of strangers joined the citizens listening to the music of the bands from the Leicestershire and 63rd. Regiments, and watching the fireworks.<sup>5</sup>

In the 1870's the City Dump was on Robie Street behind Camp-hill Cemetery.<sup>6</sup> Here on Camphill, five hundred yards from the Public Gardens where fair ladies and their gallants assembled on band days, a dead cow was buried in a shallow pit in the summer of 1877. One day when a gentleman who signed himself "Esquisite" in a letter to the MORNING CHRONICLE was crossing Camp Hill he saw two men

1. RECORDER, July 26, 1882 p. 3 col. 2; July 21, p. 2 col. 6; p. 3 col. 2.

2. *Idem.*, Sept. 4, 1882 p. 3 col. 5-7; p. 2 col. 5; Sept. 5, p. 3 col. 2.

3. THE CRITIC, Aug. 28, 1891 p. 18 col. 1—This new I. O. O. F. Temple was on the site of the old Globe Hotel on Buckingham St. and was expected to cost \$11,000. The cornerstone was laid by Grand Master J. P. Edwards, and Rev. Anderson Rogers of Windsor delivered a patriotic and eloquent address.

4. By 1887 the Gardens were illuminated by electric light for evening concerts. p. 40 Allen's *Souvenir Guide to Halifax*. 1887.

5. THE CRITIC, Aug. 28, 1891 p. 18 col. 2.

6. COMMERCIAL NEWS, Oct. 1934 p. 4 col. 2.

assisted by some little boys dragging the carcass of a cow from a truck to a pit. He noticed that one little boy left the baby carriage he was minding to join in the fun and help pull on the rope. "Esquisite" felt that it was his duty to describe the proceedings for "your benefit and that of an intelligent and refined City Council."

Observe, the pit was apparently so shallow that I could see the heels of the beast over some planking. Here this huge mass of rottenness is destined to fester for the whole summer. Now mark the locality. In a straight line from the corner of the Public Garden the distance cannot be more than 300 yards. So that on band days, with a fine clear wind from the North-west and the wind is usually North-West and by West in summer, the young ladies, sweet creatures, and their gallants, will enjoy a double gratification. While their ears are drinking in the music of Strauss, their noses, delicate noses, and lungs will be inhaling the delicious odor of dead cow.<sup>1</sup>

This publicity and the resulting agitation apparently had its effect for that autumn the Gardens' Commissioners reported that the "pit on Camp Hill used for some years by the Health Inspectors, having been found a source of unpleasantness has been disused and covered up."<sup>2</sup>

The stream flowing through the Gardens was not solely ornamental as it is today, but was part of Fresh Water Brook, a power source for mills. Fresh Water Brook originated in the bog on the site of the present St. Matthias Church on Windsor Street and meandered across the North Common into the Egg Pond. Then it ran in an open drain across the fields, rocks, and swamps, under Sackville Street and into the miniature lake in the Gardens known as Griffin's Pond.<sup>3</sup> Griffin's Pond was thus named because a young Irishman named Griffin had been executed nearby in the 1830's for murdering Henry Ferguson by hitting him over the head with a piece of lead pipe.<sup>4</sup>

The Brook continued under Pyke's Bridge west of what is now the intersection of South Park Street and Spring Garden Road, and after skirting the eastern side of the present Victoria Park and the School for the Blind property, turned southeast, dropping over a small waterfall into the ravine below South Street. Approximately on the site of the Universal Sales' Company building stood the William R. Artz tannery, which obtained its power from the brook. Just west of Queen Street Fresh Water Brook was joined by another stream which ran from the Poor House Pond or "Pogey" which has now vanished in the additions

1. July 27, 1877 p. 2 col. 3.

2. p. 104 *Annual Report... City of Halifax*, 1876-7.

3. Hopkins' *Atlas of Halifax*; various drawings by Henry A. Holder in PANS Photo Collection showing Pyke's Bridge and Horticultural Gardens.

4. Notes by Harry Piers in Hopkins' *Atlas*.

to the Tuberculosis Hospital and the Victoria General Hospital. Passing under the wooden Queen Street Bridge, which led from the intersection of Queen and Green streets to Victoria Road, the brook also provided the power for Smith's Tannery before entering the harbor at the foot of Inglis Street. The old Smith Tannery stood in Smith's fields in the ravine at the top of what is now Smith Street until razed by fire on December 11, 1880.<sup>1</sup> It was then owned by Henry Artz and was leased by John F. Crowe and Harlan Fulton who used it as a wool pulling establishment. The most famous bridge spanning the stream was the Kissing Bridge at Freshwater itself, where the waters of the stream surged into the harbor.

On the southern tip of the peninsula of Halifax was situated Point Pleasant Park, one hundred and eighty-six acres of woods which had been leased to the city for 999 years for a nominal rent by the Imperial authorities. This park was a favorite resort of the inhabitants of Halifax for walks, drives, picnics and bathing for there were no automobiles to take them to the country for such pleasures. One could approach Point Pleasant by horsecar to Freshwater and then walk along Pleasant Street to Steele's Pond, or one could drive in a carriage,<sup>2</sup> rumbling over Freshwater Bridge at the foot of Inglis St. past the old turntable of the horse drawn "bob-tailed" cars, the old cone shaped lime kiln, breweries, Baker's lobster factory with its red painted shingles, Brookfield's lumber yard, the Chebucto Foundry and Machine Works which had succeeded Montgomery's Iron Works, past the Club House of the Yacht Squadron and imposing residences set among ample grounds overlooking the harbor.<sup>3</sup>

A narrow road which was often rough in winter ran along Miller's fields near the irregular harbor shore where piers, railway tracks and the Grain Elevator have replaced the fields and houses of Greenbank. At the edge of the park lay Steele's Pond, a popular skating place, where Alexander Wilson and sixteen year old Amy Boutillier and Bella McDonald had been drowned when their horse and sleigh plunged through the ice on January 5th., 1878.<sup>4</sup> There was always the danger that a sudden bolt of a spirited horse would throw the occupants of a sleigh into the five feet of water at the edge of the pond or hurl them on the other side onto the rocky beach or into the icy waters of the harbor.

1. RECORDER, Dec. 11, 1880 p. 3 col. 3; HERALD, Dec. 13, 1880 p. 1 col. 8.

2. A two horse carriage could be hired for a dollar an hour, a one horse carriage for seventy-five cents, and a hackney carriage from the Post Office to Point Pleasant, two miles, at forty cents per person up to two miles. p. 63 *Halifax Guide Book*, 1878 C. C. Morton.

3. Hopkins' *Atlas*; "This Changing World", *Commercial News*, July 1934 Vol. 14, No. 7.

4. RECORDER, Jan. 7, 1878 p. 3 col. 3; Jan. 9, p. 3 col. 2.



Broad carriage drives wound through the forest and circled the park allowing citizens and visitors to enjoy the cool sea breezes, the dappled shade of the trees on the driveway, the sparkling sunshine on the blue water and the fragrance of the evergreens. The Park Commissioners had merely cleared away dead trees and underbrush, planted young trees in vacant spaces, opened carriage drives and footpaths, and left this beautiful spot in its natural loveliness.<sup>1</sup> Two of the iron summer houses which crowned the best spots for views had been erected with the legacy of five thousand dollars from William P. White.

The work of transforming the wild sea-girt forest into a charming retreat for the people of Halifax had begun in April 1873 when Sir Hastings Doyle, then Lieutenant-Governor and Military Commander, had sent soldiers to the Tower Woods, as Point Pleasant was usually called, to remove dead trees, to plan paths and drives and mark the boundaries of the new park.<sup>2</sup> The road from Steele's Pond to Tower Road was called "Montagu Drive" after Major-General Horace Montagu of the Royal Engineers who laid out the drives and walks in the park. When the General left Halifax the citizens had collected two thousand dollars to buy him a service of plate in London. The City Council had given him a handsome silver cup made by Julius Cornelius with the coat of arms of Halifax, the entwined flags of England and Nova Scotia, and a model of a seven-pounder cannon on top.<sup>3</sup>

The military still maintained fortifications among the trees in the park and citizens strolled by masked forts and batteries closely guarded by soldiers. When Haligonians saw groups of artillerymen and engineers installing new guns they were reminded that these forts such as Fort Ogilvie, Cambridge Battery, Point Pleasant Battery and North West Arm Battery, were an important part of the defenses of Halifax.<sup>4</sup> The only fort open for inspection was the Prince of Wales' Tower overlooking the North West Arm. One of the five Martello Towers built to defend the province from Napoleon, it had a pointed roof and was surrounded by a picket fence.

1. *Idem.*, Oct. 4, 1882 p. 3 col. 2 reprinted from *New York Observer*; *Idem.*, May 28, 1873 p. 2 col. 6—At the meeting of the Directors of the Tower Woods Park, Chief Justice Sir William Young was elected Chairman, and Alderman John S. D. Thompson the Secretary. The Board of Park Commissioners was composed of the Mayor, 6 Aldermen and 6 citizens.
2. RECORDER April 23, 1873 p. 2 col. 5—Imperial authorities have sent a large force to Tower Woods "where they are at work removing dead wood, marking out the course of proposed paths and drives, and laying out the boundaries of the new park." The *Statutes of Nova Scotia* 1866 cap. 86; 1873 cap. 12 provided that \$2,000 annually be assessed upon property of ratepayers in Halifax for support of the Park, but \$4,000 was to be assessed in 1873 to clear grounds and put park in order.
3. RECORDER, Feb. 22, 1875 p. 3 col. 1; CHRONICLE Feb. 23, 1875 p. 2 col. 3-4.
4. Forts Ogilvie and Cambridge are being thoroughly renovated, 12 ton guns being replaced by 18 ton cannon. RECORDER, June 15, 1872 p. 2 col. 5.

Nearby on the shores of the Arm was the old grey stone Dominion Penitentiary, abandoned after the building of the prison at Dorchester, and which for a time was used as a plant of the People's Heat and Light Company.<sup>1</sup> The cornerstone of this building, then intended as a Provincial Penitentiary, had been laid with Masonic rites on June 24, 1841, by Grand Master Alexander Keith. The 1st. Halifax Militia Regiment, the Band of the 64th. Regiment, the Building Committee, the Masonic Brethren, and spectators had walked in a procession from the Mason's Hall on Barrington Street to the Arm for the ceremony. It was a very hot day. The walk must have been very disagreeable not only because of the heat but because of the clouds of dust which were raised by the slightest breeze. At the Banquet at the Masonic Hall that evening the company drank eighteen toasts, which were doubtless enjoyed all the more as they remembered their long dusty walk.<sup>2</sup>

Few left Point Pleasant without wishing they had more time to explore the footpaths straying through the wilderness, the ponds like Frog Pond, the bold rock faces and wooded glens of this charming playground. At the entrance of the park stood the "Golden Gates", the crowning glory of Point Pleasant Park. All were proud of these handsome wrought iron gates hung on granite pillars which had been presented by Chief Justice Sir William Young. Sir William had been Chairman of the Board of Park Commissioners and had always taken a deep interest in the beautification of the Park.<sup>3</sup> Haligonians considered it eminently fitting that the continuation of South Park Street leading to the "Golden Gates" should be called Young Avenue to honor Sir William for his many services to his adopted city.<sup>4</sup>

There were few houses along Young Avenue even in 1899. This was a residential area with Inglis Street, Victoria Road and Smith's fields only beginning to be built up in 1867. In 1896 the Young Avenue district became a restricted residential area, one of the first in the city, because large sums had been spent in building and grading the avenue from Inglis Street to the Park Gates and in beautifying it.<sup>5</sup> This large

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1. pp. 69-71 Regan, J. W.—*Sketches and Traditions of the North-West Arm*. Convicts were removed to Dorchester July 16, 1880 according to HERALD of that date. The provincial penitentiary on shores of Arm was razed in April 1948 and in the autumn of that year the stones were removed to be used in the new St. Mary's College at Gorsebrook.

2. THE TIMES (Halifax, N. S.), June 29, 1841 p. 202 col. 2-4; p. 203.

3. In 1873 he lent the city \$4,000 for the improvement of the Park. RECORDER, May 31, 1873 p. 2 col. 6.

4. The gates were presented in 1886. p. 43-44 *Allan's Souvenir Guide 1887; Annual Report. . . Halifax 1884-5* p. li-iii; 1885-6 p. viii, xxx.

5. STATUTES OF N. S. 1896 cap. 28—no building could be erected within 180 feet of Young Avenue without permission of the City Council, and it was forbidden to use such buildings as a hotel, house of entertainment, boarding house, shop or for sale of liquor.

expenditure and the restrictions which made it possible for only the wealthy to build houses in the district caused resentment, but the City Council was determined that the broad boulevard of Young Avenue should remain a beautiful entrance to the Park.<sup>1</sup>

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1. CHRONICLE, April 15, 1899 p. 5 col. 3—a letter from "Maynard Street" expresses indignation that the city is spending over \$50,000 on a sewer on Young Avenue which will serve five houses, when streets in the north end are in a deplorable condition. "I know that no common north-ender is supposed to set foot within the sacred precincts of this southend swelldom. . .". The Act of 1896 also provided for borrowing \$30,000 for a sewer on Young Avenue and that buildings erected on the Miller property had to cost at least \$2,000 for a single dwelling of wood or \$3,000 for one of brick. The Miller property was bounded by Tower Road, Bauld property, Pleasant and View Streets and Miller St.



## CHAPTER IX

**Holidays**

Haligonians thoroughly enjoyed their holidays. Christmas was celebrated quietly at home with the family and a few close friends by worship at a church spicy with evergreen, with a Christmas tree and simple presents for all, and a bountiful Christmas dinner. Toward the end of the century one could attend a play at the Academy of Music on Christmas afternoon or evening and there was skating at the rinks. December 25th. was a fine cold day in Halifax in the year 1890. The churches were well attended, St. Luke's Cathedral being crowded to the doors. Family dinners were the rule with married sons and daughters, brothers and sisters, and all the young people belonging to them assembled together. Large numbers took their skates and journeyed to the Dartmouth Lakes or elsewhere to indulge in this graceful pastime, but the rough ice and cold wind spoiled their pleasure. At both the Queen and Halifax Hotels magnificent repasts were served to about one hundred guests on tables decorated with mistletoe and holly.<sup>1</sup>

New Year's Day was observed with far more pomp and ceremony with a Levee at the Government House, a round of visits to lady friends, sleighing, and skating and on one occasion there was a fat men's race around the square bounded by Bedford Row, Prince, Hollis and Sackville streets for the stake of an oyster supper.<sup>2</sup> In 1891 Halifax returned to her old time customs on New Year's Day. A much larger number of gentlemen attended the usual levee at the Government House at one o'clock, and after paying their respects to Archbishop O'Brien and Consul-General Frye, a number of private houses were visited. Calling was much more in vogue than the previous year when most people had enjoyed themselves on the ice. "Nearly every lady in the city was 'receiving' on New Year's Day, and the pleasant old fashion was quite revived in our midst."<sup>3</sup> Parties and social activities ceased during Lent and worship at church on Easter culminated a Holy Week of church services and meditation.

Halifax prided itself on loyalty to the sovereign and exhibited great loyalty of Queen Victoria at the beginning and end of her long reign. The Royal Twenty-Fourth of May, her birthday, was always celebrated by the firing of cannon from the saluting battery on Citadel

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1. THE CRITIC, Jan. 2, 1891 p. 8 col. 1.

2. RECORDER, Jan. 2, 1873 p. 2 col. 4.

3. THE CRITIC, Jan. 9, 1891 p. 5.

Hill, a Military Review, and by bunting fluttering from merchant shipping and warships in the harbor. In 1868 Her Majesty's birthday falling on Sunday, May 25th., was observed as a holiday, the public offices all being closed. Flags were displayed from public buildings and from a large number of residences and stores, while the decorations on the Citadel and the shipping in the harbor made a fine display, especially the French ship *Volta*.<sup>1</sup> Because of the threatening weather there was no Review on the Common, but regimental parades were held at several barracks, and at noon salutes were fired from the Citadel and men of war. In the evening Admiral Mundy entertained for a large party at Admiralty House.

There was another long weekend in 1891 when Victoria's birthday was celebrated. This May 24th. was true Queen's weather. The city assumed a gala appearance with bunting flying from the houses and ships. Everyone who could possibly do so postponed his business and enjoyed himself. Many amused themselves in the open air by a fishing expedition or a drive through the country to view the budding trees and flowers while others went picnicking. The base ball game between the Mutuels and the Socials attracted over one thousand spectators to the Wanderers' Grounds. The trotting races at the Riding Grounds were also well attended, but many were disappointed because the entries were mediocre and because there was no band to enliven the opening of the racing season.<sup>2</sup>

In 1899 the Queen's Birthday was more generally observed than it had been for many years. Business being almost entirely suspended, a number of citizens left the city on railway excursions or to go fishing, while others visited the park or gardens, or played tennis on the South End Lawn Tennis Courts. Eight thousand flocked to the North Common to witness the trooping of the colors. Many waited over two hours and a half for the arrival of Lord William Seymour and for the beginning of this striking ceremony. The battalion which attracted the most attention during the March Past to the stirring strains of the "British Grenadier" was the British Veterans' Society, among them a veteran of Sebastopol, the members wearing black suits, white gloves, and red, white, and blue sashes.<sup>3</sup> May 23rd. had been observed as Empire Day. The school children of Halifax had sent a telegram of best wishes to Queen Victoria and received a gracious reply from Her

1. COLONIST, May 26, 1868 p. 2 col. 5.

2. THE CRITIC, May 29, 1891 p. 18 col. 1-2.

3. CHRONICLE, May 25, 1899 p. 1, p. 5 col. 3, p. 6 col. 1.

Majesty. In August 1899 Empire Day was given the first general Canadian endorsement at the annual meeting of the Dominion Educational Association at Halifax.<sup>1</sup>

Queen Victoria's Diamond Jubilee was the occasion of great rejoicing and much celebration in Halifax. It was observed by a week of festivities beginning on June 19th. with military reviews, band concerts, regattas, the illumination of the warships, an issue of Jubilee stamps, picnics, yacht races, and special jubilee editions of the newspapers praising Her Majesty, glorying in the might of the British Empire and summarizing the incidents of Victoria's long reign. The Vice-Regal visit of Governor-General Lord Aberdeen and the Countess of Aberdeen added a definite lustre to the Jubilee celebrations in Halifax. Her Excellency presided at the meetings of the National Council of Women, distributed the prizes at the closing of the Convent of the Sacred Heart, attended an informal reception in the Halifax County Academy where she was presented with an address and a bouquet from the teachers, watched the Review on the Common,<sup>2</sup> and unveiled the "Nymph" fountain in the Public Gardens.

On Saturday, June 19th., 1897 the Jubilee festivities began in Halifax with a splendid military tournament at the Exhibition Building. This display was under the distinguished patronage of their Excellencies Governor-General and Lady Aberdeen, General and Hon. Mrs. Montgomery Moore, Vice-Admiral and Mrs. Erskine, and His Honor Lieutenant-Governor Daly in aid of the "Soldiers' and Sailors' Families' Association".<sup>3</sup> About one thousand viewed the brilliant and beautiful spectacle of the opening march to the music of the famed Royal Berkshire Regiment Band, bayonet exercises, gymnastics, cutlass drill, the shortest tug of war ever known in Halifax when the Berks pulled over ten sailors from the *Crescent* in sixteen and a half seconds, acrobatics, gun shifting and club swinging. The spectators were amazed by the remarkable sword feats of Sergeant-Major Long who cut three bars of lead with two different cuts, cut a broom handle resting on two pipes held in the mouths of two of his attendants without breaking the pipes, and suspended a carcass of mutton from a standard and with one blow of a sword cut the carcass apart, right through the middle. The audience was the most delighted with the closing number which was a mimic war when a small advance party of British infantry came unex-

1. p. 152 Quinpool, J. W.—*First Things in Acadia*.

2. CHRONICLE, June 22, 1897 p. 2 col. 4; p. 5 col. 2.

3. *Idem.*, June 22, 1897 p. 3 col. 5; RECORDER, June 21, p. 2 col. 3.



pectedly on a force of Afghans who retreated to a realistic fort at the north end of the Rink. With the aid of the Engineers and the Navy a bridge was built across a river, and amid a perfect fusilade the British reached the fort, the Engineers blew up the gates, and the Afghans were captured and taken prisoners. The tournament was repeated on Monday and Tuesday nights, and on Natal Day an audience of three thousand attended the show.<sup>1</sup>

On Sunday there were special church services with visiting preachers of note and extra programmes of music, and every church was filled to capacity. A number went to the Garrison Chapel where there was a church parade by the Berkshire Regiment, and in the afternoon the Forresters' Society paraded to St. Mark's and the Sons of England and St. George's Benefit Society to St. Paul's.<sup>2</sup>

Haligonians were disappointed that Natal Day was not "Queen's Weather" for rain disrupted their plans for the Ramblers' Road race to Bedford, the massing of school children at the Exhibition Building for songs and addresses, a picnic and Manchester Unity Parade, and a baseball game between the Standards and the Halifax teams, though some of these attractions took place later in the week.<sup>3</sup> However, the city was gay with bunting and over three hundred flags from the windows of the City Hall, thousands witnessed the exciting race on the harbor when Whelan and Brennan of Prospect unexpectedly defeated the Lynch Brothers who were the local champions, three thousand attended the military tournament, and others the interesting and exciting play "Brother for Brother" performed by the W. S. Harkins' Company at the Academy of Music where the "S. R. O." sign was out long before the rising of the curtain.<sup>4</sup>

June 22nd. was a great holiday. Halifax was in gala attire with Union Jacks, ensigns and bunting fluttering in the breeze and with the streets and hotels thronged with strangers who had taken advantage of the cheap excursion rates and were gazing at the decorated residences and artistic show windows. A vast crowd of over twenty-five thousand gathered for the Review on the dusty Common and the Citadel was literally covered with people who watched the imposing military spectacle while the bayonets flashed in the sun. At noon there was a Royal Salute from the Citadel and a sixty gun salute from H. M. S. *Crescent*. Then there was much sport at the afternoon regatta

1. RECORDER, June 22, 1897 p. 3 col. 4.

2. *Idem.*, June 21, p. 2 col. 2-3.

3. For the programme of Jubilee Week see RECORDER, June 18, 1897 p. 2 col. 2.

4. *Idem.*, June 22, p. 2 col. 3; p. 3 col. 2; p. 3 col. 4.

for the citizens who congregated near the Lorne Club House and on wharves and piers and ships till some of the wharves were black with heads. There were one or two minor mishaps among the large flotilla of rowboats and sailboats, one of which upset in the wind and sank. Among the events were scull races, contests between fishermen's flats, Labrador whalers, five and six oared gigs, canoe and tub and jolly boat races till the 21 gun salute from the *Crescent* boomed the closing of the regatta at sunset.<sup>1</sup>

Long before sunset most of the spectators had wended their way to the Common and to the top of Citadel Hill. The military tattoo and display on the Commons that evening was a beautiful and brilliant close to the celebration and delighted about fifteen thousand people who crowded around the big square on the North Common. After a preliminary display of rockets a squad of bugles blew tattoo at 9.30, and the moment the music had died away hundreds of Chinese lanterns were lighted simultaneously by the soldiers who marched and counter-marched to music in the square amid cheers and applause from the crowd at the splendid effect produced by the bobbing lanterns. After the band had played the National Anthem, a wonderfully arranged representation of Her Majesty's face surrounded by all colors of pretty lights could be seen in the sky and the spontaneous roar "left no doubt of the loyalty of Halifax."<sup>2</sup>

Among the various national societies holding their annual meetings at Halifax was the National Council of Women who were entertained magnificently by the Local Council. At the Orpheus Hall the President, the Countess of Aberdeen, explained to a large and talented audience her plan to raise a million dollar Jubilee fund for a trained order of nurses to care for cases in outlying country districts and in cities for people with small incomes, which has become our Victorian Order of Nurses.<sup>3</sup> Lady Aberdeen complimented Haligonians by saying that their hospitality had been so lavish and their hostesses so kind that the Council had almost decided to make Halifax its permanent headquarters.<sup>4</sup> On Friday evening, June 18th., there had been a Symphony Concert at the Exhibition Building sponsored by the Local Council of Women. The decorations were very beautiful with tall palms and ferns banked on either side of the impromptu stage, and

1. CHRONICLE, June 24, p. 6 col. 2-3; RECORDER, June 22, p. 3 col. 4.

2. CHRONICLE, June 24, p. 6 col. 3-4.

3. *Idem.*, June 17, 1897 p. 2 col. 3-4.

4. *Idem.*, p. 2 col. 2.

with a row of lovely roses and pink azaleas in the front. Conductor Max Weil won high praise for the excellence of his musicians and at the request of Lord Aberdeen he repeated the "William Tell Overture."<sup>1</sup> The Royal Society of Canada also held meetings at the Legislative Council Chamber and Lord Aberdeen was present at the unveiling of the Cabot Memorial Tablet at the Province House on June 24th.

One day of the Diamond Jubilee Week was set apart to honor Joseph Howe for his prophetic utterances, and as a patriot, orator and Imperial statesman who first propounded the idea of organization of the Empire. A large audience assembled at the Academy of Music on June 23rd. to hear Rev. Dr. George M. Grant's oration on "Nova Scotia's Greatest Statesman, Orator, Patriot, Poet and Journalist", and the story of his life, his character and achievements were depicted in a masterly manner.<sup>2</sup>

Dominion Day was never celebrated with such fervor as Natal Day because most Haligonians had opposed Confederation, and the strong repeal agitation of 1868 and 1869 had been revived in the 1880's by hard times, and had culminated in the election of June 15, 1886 when Repeal was given overwhelming support by the people.<sup>3</sup> An example of the lingering of old resentments was that in 1896 a large majority of the Nova Scotia Assembly defeated Charles Tanner's bill to declare Dominion Day a holiday in the province. Although July 1st. had been declared a holiday by Dominion Statute the provincial public offices and the schools were open because they were under provincial jurisdiction. Mr. Tanner felt there was a growing sentiment in favour of having a national holiday. He wanted the young people to have one day to think about their country and to realize that Canada was worthy of their admiration. William Roche, Liberal member for Halifax County and coal merchant and steamship agent in Halifax city, expressed the opinion of the majority when he declared that the Provincial Government should not force this holiday upon the people, and that it would be better to leave the celebration of Dominion Day to the free action of the people. He remarked that "Confederation was brought about by one of the blackest acts of treachery and outrage which were ever committed by representatives of a free people" and

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1. *Idem.*, June 22, p. 6 col. 4.

2. *Idem.*, June 21, p. 2 col. 1-2; June 24, p. 1, 4.

3. Blakeley, P. R.—"The Repeal Election of 1886" pp. 131-152 *Collections of N.S. Historical Society*, Vol. 26.



that the day was not one of rejoicing and bonfires but the anniversary of a day of shame and humiliation.<sup>1</sup>

In marked contrast to the observance of Natal Day, when all businesses were closed and the newspapers suspended publication, was the first Dominion Day. The majority of Nova Scotians did not want union with Canada and resented the fact that the Legislature had agreed to Confederation without consulting the people at the polls. Three-fourths of the 28,000 people living in Halifax had been born in Nova Scotia, and this would partly explain their strong attachment for the sea-girt province of their birth and the lack of patriotic feeling for the new Dominion. Although July 1st. had been proclaimed a provincial holiday nearly one-half of the stores "were doing business: showing unmistakably that it required something more than a proclamation to compel men to rejoice... over the destruction of the liberties of their country."<sup>2</sup> Both the *Morning Chronicle* and the *Acadian Recorder* appeared as obituary editions with broad black lines between the columns mourning the death of Nova Scotia, and the statue of Britannica on top of the New Post Office was draped with black crepe.<sup>3</sup> Arrangements had been made for special church services at 7 a.m., an oration on the Parade by the Rev. Dr. Richey and a "Procession of the Trades and other Societies and Citizens", and a grand military display on the Commons in the morning. The afternoon and evening were to be employed by sports on the Common and rowing and sailing matches on the Harbor and a torchlight procession and fire works. The *Morning Chronicle* gave this ironical description of the procession:

The procession, which we may safely call the principal feature of the day's rejoicing, was a good one, that is about six hundred people, including a large number of boys and girls, took part in it, and flags were borne, and bands played, and hats of decided rustiness were waved in the air. . . . About six hundred people—as many as have occasionally attended a decent funeral in the city—were all that could be scraped up to join in this great display.<sup>4</sup>

The *Acadian Recorder* added that Moir & Company contributed a "bread waggon" gorgeously decorated with spruce etc. Mr. Scrivens' ditto, from which biscuit was occasionally thrown out to the crowd; the Virginia Tobacco Factory a team, whence issue stray cigars and lumps of tobacco. Symonds' Iron Foundry, the Nova Scotia Iron Works, Starr's Nail Factory, had each cars in the procession. The Stonemason's and Carpenter's Societies were represented by a few members from each craft.<sup>5</sup>

1. p. 126 *N. S. Debates*; 1896; HALIFAX CHRONICLE Feb. 17, 1896 p. 2.

2. Reprinted in NOVASCOTIAN, July 8, 1867 p. 1 col. 5.

3. p. 96 *Dalhousie Review* Vol. 14 No. 1, April 1934.

4. July 2, 1867 p. 2 col. 1.

5. July 3, p. 2 col. 2-3.

In 1868 the anti-confederate feeling was so strong that the Queen's Printer of Nova Scotia, E. M. McDonald, had refused to print Lieutenant-Governor Sir Hastings Doyle's proclamation declaring July 1st. a Dominion holiday.<sup>1</sup> Only half a dozen stores were closed on July 1st., 1868 and the Customs House and the banks were open for business. A few flags were displayed and "the Dartmouth steamer plied between the city and Dartmouth with a British flag at the mast head, *ensign down*, as a flag of distress."<sup>2</sup> Men from the Royal Artillery started a salute from the Citadel at noon and while they were ramming the charge into "one of the guns it exploded, killing, almost instantly, two of the men named (James) McHugh and (Robert) Bennett. Both men were mangled in a shocking manner." The *Morning Chronicle* closed its brief description of the first anniversary of the formation of the Dominion of Canada thus: "That it may never reach its second Anniversary is the earnest prayer of every true Nova Scotian."<sup>3</sup>

Time has softened such hostility, and until such antagonisms are forgotten it will be difficult for Canadians from all sections of the Dominion to feel that they are the citizens of a united nation owing a common allegiance to it. Dominion Day was seldom observed as a holiday in the nineteenth century. The twenty-fourth anniversary of Confederation was "very meagerly celebrated" by the closing of the government offices and banks, the decoration of the warships and the Citadel, and the firing of salutes at noon. Many pleasure seekers travelled out of town to Truro and the Annapolis Valley on railway excursions, and the steamer *Bridgewater* took about two hundred to Bridgewater. There was a baseball game on the Wanderers' Grounds between the Mutuels and the Socials "witnessed by about 250 persons inside the fence, and 150 outside."<sup>4</sup>

Natal Day, June 21st., was the most important holiday of the year in Halifax. It was always a time of festivity and a civic holiday. "The day when Britons came over" to Halifax did not mean merely a cessation from work, as it has often been in recent years. A programme was carefully planned by a committee of the City Council and interested citizens, and it was celebrated by a salute fired on the Parade by the Volunteer Artillery, a regatta on the harbor, a Grand Review and Sham Fight on the Common, visits to the flagship, sports on the Common, and a band concert in the Gardens and the theatre in the evening.

1. pp. 51-2 Harvey, D. C.—"Incidents of the Repeal Agitation in Nova Scotia" in *Canadian Historical Review* Vol. 15.

2. CHRONICLE, July 2, 1868 p. 2 col. 1; p. 2 col. 7.

3. *Idem.*, p. 2 col. 1.

4. *Idem.*, July 2, 1891 p. 3 col. 2; THE CRITIC July 3, 1891 p. 18 col. 1.

To make certain that no one missed a minute of the speeches, races, band concerts, excursions or the military review, the Volunteer Artillery and their band marched to the Grand Parade at six o'clock in the morning of June 21st. and fired a "jubilee" of one hundred guns. Having aroused the sleeping citizens, the Company dispersed to partake of breakfast at the Halifax Hotel, while the bells of the city, including the new fire alarm "gave forth a joyous peal which certainly sounded sweet on the morning air."<sup>1</sup> Small boys were already celebrating the Anniversary with fireworks, reminding the police that these delights were forbidden by breaking a window with a rocket. At nine o'clock the youngsters connected with the various Bands of Hope assembled at the Temperance Hall and, led by the Band of the Union Protection Company, they paraded with colors and mottoes flying, through the down town streets to the Government House and back to the Hall for songs and speeches before an audience of admiring parents. Meanwhile other Haligonians were watching a review of the Volunteers on the Common and remained to hear the band of the 47th. "discourse sweet music", or else sauntered along to watch the cricket match between the Thistle Club and Royal Artillery or down to the Harbor to search for a vantage point on some building to cheer the opening races of the Yacht Club.

In the afternoon over a thousand people who wanted to inspect an iron-clad accepted the Admiral's invitation to visit the flagship *Royal Alfred*. Those who had not struggled with the mob to get on board the densely packed steamer *Neptune* for the excursion to Downs' Gardens may have travelled by Horse Car to the Concert in the Horticultural Gardens in the evening. The lovers who had come to the Gardens to wander hand in hand along the shadowy paths undoubtedly enjoyed themselves, but those who had come for the music were sadly disappointed, as the band was very poor. The largest "house within the memory of the oldest theatre goer" crammed into the Theatre Royal and returned homeward, chatting happily about the three popular plays they had seen.

Often, I regret to say, the plans for Natal Day were ruined by rain as in 1868 when the day was celebrated by a salute from the Parade, some horse races on the Common watched by citizens standing beneath umbrellas, and a tour of the New Provincial Building.<sup>2</sup> Again in 1870

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1. RECORDER, June 24, 1867 p. 2 col. 2, 6.

2. CHRONICLE, June 20, 1868 p. 2 col. 2, 6; June 23, p. 2 col. 2.



the "Glorious 21st." was a rainy, disagreeable day when the sole amusements were races off the Dockyard and an Assault at Arms in the Drill Shed.<sup>1</sup>

Business was entirely suspended on the one hundred and twenty-fourth anniversary of the foundation of the city of Halifax which was celebrated with much animation and enthusiasm on Monday, June 23rd., 1873. From the Citadel staff, the war and merchant ships, and from many public and private buildings hundreds of flags of every color, size and shape were flung to the breeze. From all parts of the city people came out in holiday attire to enjoy the cloudless blue skies, the bright sunshine and the streets perfectly free from dust, all rejoicing that the disagreeable stormy weather had ended at last.

The celebrations began at 6 o'clock in the morning with a salute of one hundred guns fired by the Halifax Field Battery at the Grand Parade, and a merry peal of church and fire bells.<sup>2</sup> Commencing at nine o'clock there were boat races, canoe races and tub races on the harbor. A large number of boats of every dimension dotted the calm expanse of the harbor which was perfectly free from even the slightest ripple. The verandahs of the Yacht Club, the hills in the Dockyard, and the windows and roofs of neighboring houses were crowded with spectators watching the Regatta, which was managed by the Royal Halifax Yacht Club with Messrs. D. M. Story and L. G. Power as judges and R. F. Armstrong as starter. All the contestants exerted themselves to the utmost. After a severe struggle George Lovett succeeded in outdistancing Mann, securing the Championship of Halifax Harbor by about four lengths.

A number of citizens gathered at the Temperance Hall at noon to listen to patriotic songs by the school children under the direction of Prof. J. B. Norton and to the eloquent address delivered by M. H. Richey on the past and present of Halifax. The speaker drew a vivid and alluring picture for the future when the city should have widened and prospered and grown rich and mighty, and he endeavoured to stimulate and encourage faith in his predictions.

In the afternoon a multitude assembled at the Common for the horse races, and foot races for soldiers, sailors, civilians, boys and City Councillors, and velocipede and sack races. Thousands of all ages and classes gathered around the course, and all the hills were black with spectators who were wild with excitement when Lt. Fortescue, R. N.

1. RECORDER, June 22, 1870 p. 2 col. 2-3.

2. WEEKLY CITIZEN Halifax, N. S. June 28, 1873 p. 1 col. 2; p. 3 col. 1-3.

on the "Remorse" defeated Mr. Shirley, R.N. on the "Dolly Varden," after a spirited one mile dash over four hurdles, thereby winning ten sovereigns. Between the mile heats for Provincial bred horses, half mile heats for truck horses, pony race and trotting matches the band of the 87th. Irish Fusiliers played a fine selection of music.

Many strolled through the new park at Point Pleasant which was opened during the afternoon, and met there Admiral Fanshawe and his family, Sir William Young, Colonel Montague, Hon. W. Annand, Mayor James Duggan and several Aldermen and many citizens of both sexes on a tour of inspection.<sup>1</sup> Sir William Young and Colonel Montague who had been instrumental in leasing this property and in having the roads and pathways cut through the brush had many praises bestowed upon them by those who were delighted with their wanderings through the green trees and by their view of the sparkling blue waters of the harbor.

The Citizens' Free Library which had been removed to more commodious quarters on Barrington Street, was also opened for the first time and was visited by numbers of people. Largely due to the gifts of Sir William Young, the library had six thousand volumes in splendid condition to suit the taste of all readers except those with a penchant for "yellow literature." Others spent the afternoon visiting the *Royal Alfred* and the *Doris*, the Citadel, Dockyard or Public Gardens, while some had journeyed by train to the quiet country towns and villages.

In the evening there was a "Grand Promenade Concert" at the Horticultural Gardens. The gardens were very beautiful, and were brilliantly lighted with carboline gas. The band platforms had a fringe of chinese lanterns hanging from the canopy. Every one was highly delighted with the music played by the 60th. Rifles and the 87th. Royal Irish Fusiliers. As there were about five thousand at the concert promenading was nearly impossible, and there were nearly as many more standing in the streets and sidewalks around the gardens. A grand exhibition of fireworks on the Commons concluded the amusements for the day. The night was a fine one for the display, and the blue, red and golden colored lights glided through the air and burst into a dazzling meteoric shower creating a brilliant spectacle. Afterward the crowd dispersed quietly to their homes except for a few like the boisterous individual who had imbibed too freely of the cup that cheers and

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1. *Idem.*, June 28, p. 3 col. 2—1200 days have been occupied in preparing the Park for \$430. \$400 more would be necessary to complete the main road.

got into trouble at the head of Cornwallis St. The celebrationist had to be taken away on a shutter with a deep gash over one eye, having been struck with a bottle of brandy.

There was another long weekend when the fiftieth anniversary of the Incorporation of Halifax was observed on Monday, June 22nd., 1891. This was one of the biggest celebrations of Natal Day during the late nineteenth century. Business was suspended as all Haligonians prepared to enjoy themselves with picnics and excursions, baseball, horseracing, the theatre and a concert at the Public Gardens.<sup>1</sup> Unfortunately the unseasonably cold weather spoiled the holiday fun for many.

About eight hundred attended the baseball game between the Mutuels and the Socials on the Wanderers' Grounds on Monday morning. After a splendid game the Mutuels won by a score of three to two. Over four hundred citizens had decided to go on the excursion to Lunenburg by the ship *Halifax*. Once the ship passed Sambro the water was smooth and all had a delightful trip. Some spent the day wandering around Lunenburg while others travelled by train to Bridgewater. Five hundred Sons of Temperance travelled to Truro, and immense crowd went to Bedford, and about fifteen hundred to the Young Men's Literary Association picnic at McNab's Island for sports and races.<sup>2</sup>

Three thousand of the "youth, beauty and fashion of the city" braved the biting winds to see the seven horse races at the Riding Grounds. "Those ladies who wore their seal skin jackets or fur-lined cloaks were the only comfortable ones, and the men who were enveloped in great coats did not look over warm."<sup>3</sup> The races were interesting and aroused the enthusiasm of the spectators, both ladies and gentlemen indulged freely in betting. The pony race was carried off by "Mignonette" who was ridden by her owner C. M. Jack. In the Suburban pony race "Mignonette" and "Tramp" raced neck and neck for the last quarter to the great excitement of the crowd in the grandstand. The two mile race for the Citizens' Purse brought together one of the best fields ever seen on a Provincial track and was won by R. Wilson's

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1. The origin of the term "Haligonian" is obscure. C. F. Fraser, Supt. of the School for the Blind and editor of THE CRITIC preferred the better sounding and more appropriate "Halifaxian", which is what the natives of Halifax, England, are called. A correspondent in the ECHO declared that the next letter after "f" of "Halif" was taken to invent the word "Haligonian" and that Judge T. C. Haliburton, author of "Sam Slick" had made the term popular. THE CRITIC, Aug. 21, 1891 p. 1; ECHO Oct. 10, 1889 "Haligonian Days".

2. RECORDER, June 23, 1891 p. 2; THE CRITIC, June 26, 1891 p. 18.

3. CRITIC, June 26, 1891 p. 18 col. 2, a quarter admission was charged.



"Golden Maxim". The Leicestershire band played between the races, and the meet was under the patronage of Sir George Watson, Sir John Ross and Lt. Gov. M. B. Daly.

In the evening both the Academy of the Sacred Heart and the School for the Blind held their annual closings, that of the School for the Blind being the first to take place in the Assembly Hall in the new wing. Many were disappointed because the Concert at the Public Gardens was postponed because of the weather. A crowded house at the Academy of Music welcomed the old favourites of W. S. Harkins' Fifth Avenue Company in "Captain Swift". W. S. Harkins was highly praised for his impersonation of "Mr. Wilding" and Miss Helen Morgan for her fine acting. When Miss Julia Arthur appeared on the stage as "Mrs. Seabrook" she was greeted with rounds of applause and presented with a beautiful bouquet by those who were delighted that their favourite had returned. "No actress has ever returned to this city who received such a reception, and it was a welcome which showed the pleasure of the audience with her return. Her performance showed she had improved since her last visit, and is making rapid strides in her profession."<sup>1</sup>

The One Hundred and Fiftieth Anniversary of the landing of Hon. Edward Cornwallis at Chebucto Harbor was eagerly anticipated by all Haligonians. Many plans were made for the celebration of Halifax's one hundred and fiftieth birthday on Wednesday, June 21st., 1899 which had been declared a civic holiday by the City Council.

On Sunday, June 18th., 1899 St. Paul's Church observed the one hundred and fiftieth anniversary of the founding of the Church and City. In the morning Bishop Frederick Courtney preached to a Union Service as the people of Halifax regardless of creeds had crowded into the pews of "The Westminster Abbey of Canada" until only standing room at the doors remained.<sup>2</sup> General Lord William Seymour, Col. Collard, Captain Carter of H.M.S. *Indefatigable*, Mayor Hamilton, Attorney-General Longley and representatives of civic, military, naval and provincial authorities were present to hear Bishop Courtney preach on "What means ye by this service." Ex. 12:26. The Chancel was decorated with flags and plants, and a British flag was flown from the summit of the church tower. In the evening the Rector, Rev. W. J.

1. RECORDER, June 23, 1891 p. 2.

2. HERALD, June 19, 1899 p. 1 col. 1-2.

Armitage, spoke on the two fold anniversary of the church and the city, and the many close ties between them, the history of one being the history of the other.

When Natal Day dawned flags were flying from public buildings, and the warships lying in port and the Plant Line steamer *La Grande Duchesse* were dressed from stem to stern with flags and bunting.<sup>1</sup> *La Grande Duchesse* had just made a record run from Boston to Sambro Light in twenty hours and thirty-three minutes at a speed of seventeen knots an hour.<sup>2</sup> Unfortunately the weatherman had failed to co-operate with the programme for Halifax's birthday. The threatening aspect of the weather during the morning ruined plans for out of town excursions and caused the postponement of the Salvation Army picnic. Many did attend the St. Agnes' Church picnic at the Hosterman grounds on the North West Arm.

Others passed the time at two games of the Halifax Amateur Baseball League. In the morning the Standards playing in the rain on wet grass defeated St. Mary's team twenty-four runs to two. The crowd witnessed two casualties. Bennett, the St. Mary's catcher, was hurt, and Freckleton was struck by a thrown ball when he was base running and had to be carried from the field.<sup>3</sup> The afternoon game between the Crescents and the Resolutes at the Wanderers' Grounds was a definite success. Over fifteen hundred spectators including many ladies and many citizens and military men who had never seen a baseball game, watched the contest, while others standing on Citadel Hill, viewed the sport from a distance.<sup>4</sup> The Resolutes outbatted and outpitched their opponents but the loose fielding of the Crescents with other errors enabled the Resolutes to score fourteen runs while the Crescents did not bring a single man across the home plate. The neat appearance of the Crescents and their hard luck aroused the sympathy of the crowd who hooted and hissed at Umpire Frank J. Power who completely ignored their jeers. For those who did not care for baseball, two military elevens, one from the engineers and artillery, and the other representing the remaining branches in the Garrison, played cricket on the Garrison Grounds.<sup>5</sup>

Two yacht races had been arranged by the Yacht Squadron, one in the morning for the Wenonah Cup and the other in the afternoon for

1. *Idem.*, June 22, p. 1 col. 6-7; for programme see HERALD, June 21, p. 1 col. 3

2. *Idem.*, June 19, p. 1 col. 3.

3. *Idem.*, June 22, p. 1 col. 6.

4. RECORDER, June 22, 1899 p. 2 col. 3.

5. HERALD, June 22, p. 1 col. 6.

the Edwards Cup.<sup>1</sup> Because of the weather, the second race could not be sailed. There was a howling breeze with a big sea for the yachts racing for the one thousand dollar Wenonah Cup. The wind was blowing about twenty-five knots with squalls reaching thirty knots. Because of the heavy seas outside the harbor J. W. Stairs and F. W. Bullock decided to change the course to twice around the Meagher's Rock course, a distance of about twenty-two miles. The *Dione* was showing her heels to the others before the first round had ended, while the *Wym* and *Youla* and *Alba* struggled for second place. The *Dione* revelled in the stormy breezes and finished twenty-nine minutes ahead of the *Wym*, winning the cup for H. C. McLeod and Col. Isaacson. The race was not without incident. The *Hebe* had crashed into the *Nim* at the start carrying away some of her gear and forcing Mr. Bethune to jump to the *Hebe* to escape being crushed. Rounding the Dartmouth Cove the *Hebe* nearly lost one of her crew, Frank Salter, who fell into the water when the bobstay gave way. Fortunately he was able to grab one of the ropes and was hauled on board by one of the crew.<sup>2</sup>

In the evening the band of the 1st. Battalion Leinster Regiment (Royal Canadians) gave a Natal Day Concert at the Public Gardens.<sup>3</sup> Another attraction was the performance of St. Mary's Minstrels at St. Mary's Hall. Such a large crowd gathered at the Academy of Music to see Roland Reed's farce "The Wrong Mr. Wright" that several hundred went away rather than struggle for admission.<sup>4</sup> Those who succeeded in gaining admittance declared that it was the best comedy ever performed by the Harkins' Company, who were paying their annual Natal Day visit to Halifax, for it had many bright and witty lines and an interesting plot which did not rely on horseplay. Robert McWade was "simply immense" and gave one of the finest pieces of character acting ever seen on the Academy stage. Many of the audience thought Miss Mabel Eaton surpassed herself as the female detective and Lottie William's dance was a memorable feature to be long talked about.

The people of Halifax were reminded of their long and eventful history by "The Annals of This City By the Sea" published in the *Halifax Herald* and by the meeting of the Nova Scotia Historical Society. The meeting in the Legislative Council Chamber in the Province House was opened by the President of the Society, Attorney-

1. *Idem.*, June 21, p. 8 col. 1.

2. RECORDER, June 22, p. 2 col. 2.

3. HERALD, June 21, 1899, p. 8. col. 1.

4. RECORDER, June 22, p. 3 col. 4.



General J. W. Longley. James S. McDonald read a paper on Governor Edward Cornwallis, founder of the city, which embodied the results of his research in London, for until this time little was known of his career.<sup>1</sup> George Mitchell, M.P.P., followed with a paper on the commercial history of Halifax and concluded by expressing his belief that there was a great industrial future for Halifax, particularly in iron ship-building.<sup>2</sup> "A Centenary Ode", a poem by Mr. John A. Bell, the laureate of Halifax was read by the author, part of which follows:

Once more we greet thee, Natal Day,—  
 The claim to greet thee ours alone;  
 With blithesome songs and banners gay,  
 The joy that stirs our hearts be shewn.  
 An hundred years and fifty more,  
 Have joined the dim procession gone,  
 Since first Cornwallis touched our shore,  
 And Britain's standard place thereon.

— — — — —  
 Our country for itself we prize,—  
 Its stores of sea, of mine, of soil,—  
 The varied wealth that ne'er denies,  
 A fair reward to honest toil;  
 The thrifty hand secures from want,—  
 Not cursed our plains as lands afar,  
 With spectre dread of famine gaunt,  
 Nor scourge of desolating war.

Our hills we love,—our woods, our brooks,—  
 The od'rous air the fir tree sheds,—  
 The quiet pools in leafy nooks,  
 Where lilies lay their languid heads;  
 For us in Spring the Mayflower blows,  
 Acadia's emblem—sung of old—  
 Regardless it of ling'ring snows,  
 That oft too long its buds infold.

— — — — —  
 But last, on this our Natal Day,  
 'Twere strange indeed could we forget,  
 The monarch good whose gentle sway,  
 Through Britain's realms extendeth yet:  
 Her life, God grant, long years to spare—  
 Be Thou her stay as Thou hast been,—  
 Our Anthem this and this our prayer,—  
 God bless and keep our Gracious Queen.

1. Published in Vol. XII of *Collections* of N. S. Historical Society.

2. RECORDER, June 22, 1899 p. 2 col. 3; HERALD, June 22, p. 1 col. 6-7; The Ode is published on page 8 of HERALD of the same date.

"It is the unanimous opinion that it is the most ornate of that gentleman's many poetical tributes on special occasions" remarked the reporter.

The outstanding events of Natal Day were the dedication of the Pierce S. Hamilton monument and the Charity Ball at the Armouries. At three o'clock in the afternoon a number of people assembled at Camphill Cemetery to pay honor to Pierce Stevens Hamilton, barrister, and man of letters—honor that had not been accorded to him during his lifetime.<sup>1</sup> Henry J. Morgan, William Dennis of the *Halifax Herald*, Lt. Col. McShane and Mr. C. W. Lundy of the Direct Cable Company had collected subscriptions from all over Canada to mark P. S. Hamilton's grave with a shaft of New Brunswick red granite, on a grey granite base, surmounted by a Maltese Cross.<sup>2</sup> Attorney-General J. W. Longley opened the ceremony by reviewing Mr. Hamilton's life briefly as a political journalist and author, and by paying tribute to his great labors to promote the union of the British North American Provinces. Indeed Mr. Hamilton was often called "Father of Confederation" because by his speeches, articles and books he had aroused public support for this idea. His devotion to the cause of Confederation brought him no material reward, for he lost his position as Chief Commissioner for Mines in Nova Scotia and the Dominion Government had rewarded him with a bronze medal instead of a suitable position in their service. The efforts of his friends could find for Mr. Hamilton, who was then in ill health, only employment as an extra clerk in the Census bureau at Ottawa until the scholarly and sensitive old man became homesick and returned abruptly to Halifax, to die soon afterwards on February 22, 1893.<sup>3</sup> He had used his energies and his talents for the public good without thought of personal gain, and his fellow countrymen were gathered at last to honor his memory, stated Mr. Longley.<sup>4</sup>

Mr. Henry J. Morgan of Ottawa, author and historian who was well known as editor of the "Dominion Annual Register & Review" and "Sketches of Eminent Canadians", and also an intimate friend of P. S. Hamilton, was unable to come to Halifax to make an address. Instead a long, elaborate and interesting sketch of the career of Mr. Hamilton prepared by Mr. Morgan was read by Postmaster Hugh W. Blackadar who had been an apprentice on his father's newspaper in 1853 when Mr. Hamilton became editor of the *Acadian Recorder*.

1. Shannon, M. Josephine—"Two Forgotten Patriots" *Dalhousie Review* pp. 85-98 Vol. 14 No. 1, April 1934.

2. For list of subscribers see HALIFAX HERALD, June 22, 1899 p. 8 col. 3-4.

3. HERALD, June 22, 1899 p. 5 col. 5, p. 8 col. 3.

4. *Idem.*, June 20, 1899 p. 1 col. 1-2; p. 5 col. 3-5; p. 8 col. 4-5; June 22, p. 1 col. 1-2, p. 5 col. 3-5; p. 8 col. 3-4 gives sketch of life of Pierce S. Hamilton and the ceremony at Camphill, also RECORD-ER, June 22, p. 3 col. 5.

Mr. Blake Crofton, librarian of the Legislative Library, read the following poetical tribute:

Among these trees 'neath many a summer sky,  
He mused upon a nation's destiny.  
Aspired to know, to mount, his foes defy,  
And drink the mirage of futurity!

High hopes and burning thoughts flashed through his brain,  
And loud his clear tones for a season rung:  
He sang his country's deeds, nor sang in vain,  
Till silence fell ere all his songs were sung.

So in this holy ground, one dreary day,  
We hid a harp that broke from rust and strain,  
And, in its case of consecrated clay  
Is waiting, tuneless, to be strung again.<sup>1</sup>

The ceremony concluded when Mr. Percy St. C. Hamilton, journalist of the *Yarmouth News* and the only member of the Hamilton family residing in Canada, briefly expressed for the family their appreciation of the thoughtfulness of those who erected this handsome monument. Revealing that he had inherited his father's conciseness and skill in expressing himself, he thanked the ladies and gentlemen who had come to pay this high honor to the memory of the deceased on a day usually given up to holiday merrymaking.

Before the Armouries echoed to the sound of martial music and the tramp of marching feet it had been the scene of a large Ball in aid of the Haliux Infants' Home on Natal Day in 1899.<sup>2</sup> As the guests rolled up to the doors of the fine imposing freestone structure with its massive granite towers creating the impression of a medieval castle, many remembered the old shanties that once stood on its site between Cunard Street and John's Lane. Instead of depriving the citizens of another piece of the Common, the authorities had improved the city by clearing away a block of the slums down to Maynard Street to make a site for the new militia headquarters.<sup>3</sup> Others recalled the busy scene in 1896 and 1897 when under the direction of Contractor J. E. Askwith men and horses were plying back and forth, derricks were hoisting blocks of stone into place, and men were cutting granite in the yard among piles of pressed brick from Elmsdale.<sup>4</sup>

1. RECORDER June 22, 1899 p. 3 col. 5.

2. CHRONICLE, June 23, 1899 p. 3 col. 3-4; RECORDER, June 22, p. 2 col. 3.

3. EVENING MAIL, Dec. 19, 1894 "Churches in Halifax."

4. HERALD, Sept. 29, 1896. Building cost about \$175,000. Excavating for foundation began August 1, 1895 and cornerstone was laid without ceremony in September 1896. \$25,000 worth of brick from Elmsdale was used and \$17,000 worth of freestone from Pictou.



As the merrymakers entered "the finest and most imposing drill hall in Canada" they discovered that the bare halls had been transformed into a bower of beauty by palms, ferns, flowering plants and hawthorne, with electric lights installed and oriental rugs scattered over the floors. Comfortable easy chairs and divans were provided for those who preferred to listen to the hum of merry voices and the tinkle of glass and china, to watch the dancers dip and sway to the strains of the waltz on a floor that was too large for the hundred couples, and to admire the gay dresses of the ladies. The gowns which excited the most praise and envy were the black brocade with robins' egg blue velvet worn with a pearl necklace and pendant by Mrs. David McKeen, the rich blue brocade of Mrs. R. L. Borden, wife of the federal representative for Halifax who was to be Prime Minister of Canada during World War I, the yellow brocade and ostrich tips and the pearl necklace of Mrs. Roberts, and the blue satin with white lace overdress and pearl ornaments worn by Miss Daly, daughter of the Lieutenant-Governor.<sup>1</sup>

Thus ended the celebration of Natal Day after one hundred and fifty years of history for the city of Halifax—a day which was observed by the citizens with sports, picnics, races, plays, dances and other merrymaking as well as tributes to the men who had helped to build the city of Halifax and the Dominion of Canada.

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1. Before the building of the Armouries by the federal government, the militia continued to drill in the Drill Shed, a long low ugly wooden building on the south side of Spring Garden Road where the Technical College is today. The Imperial troops also drilled in the Drill Hall, and political meetings and bazaars were held there. Premier Alexander McKenzie and Richard Cartwright, then Minister of Finance, spoke there to a large assemblage during the election campaign of 1878. *CITIZEN*, August 17, 1878 p. 2 col. 6. The Hall was abandoned by the Militia in June 1899 when one summer night the 66th. Princess Louise Fusileers, five hundred strong, headed by their splendid band, marched to the new Armoury on North Park Street while five thousand gathered to watch the parade. *CHRONICLE*, June 29, 1899 p. 6 col. 3.

## CHAPTER X

**Halifax in 1900**

Tourists returning to Halifax in 1900 to renew their acquaintance with the city of 1867 would find that the capital of Nova Scotia had altered and expanded in the intervening decades. Standing on the glaxis of Citadel Hill they could see that although it was still true as it had been at the time of Confederation that most of the city lay between the harbor and the Citadel, the houses and buildings of Halifax had spread over more of the peninsula. In 1900 the city was bounded on the east by the harbor, south by a line drawn along Inglis Street, Tower Road and South Street; west by Robie and Windsor Streets; and on the north by a line running along Young Street, Longard Road, (now north Robie Street) and Duffus Street to the harbor, with the exception that Richmond did extend slightly farther north near the harbor.<sup>1</sup>

Only a few dozen houses had been erected south of Inglis Street along Pleasant Street, Young Avenue, Atlantic and Brussels streets. West of Tower Road were fields and farmhouses, the wilderness of Marlborough Woods, and Pinehill College and the country estates of Fernwood, Maplewood, Winwick, Belmont and Oaklands along the wooded shores of the North West Arm. In the south end the greatest expansion had taken place between Morris Street and Inglis Street but many fields and vacant lots remained among the elegant dwellings of this new residential area. Although wealthy and socially prominent families were still living in the large houses on Gottingen and Brunswick streets more and more of these families were moving to the exclusive residential section in the south end on Pleasant Street, Kent, Tobin and Inglis Street, Young Avenue, South Park Street, Victoria Road and Tower Road.

On the uneven fields of the South Common had appeared the School for the Blind, the Victoria General Hospital and the new Poor House, the Exhibition Building and Dalhousie College, and houses along Spring Garden Road facing the Public Gardens and Camphill Cemetery.

The movement of the population west of the Commons which was to be so marked in the twentieth century and which was to leave the Citadel and the Commons empty in the centre of the city for recrea-

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1. PANS MAP COLLECTION: No. 57 Plan of the City of Halifax, published by McAlpine Publishing Co. Compiled by Doane c. 1900; No. 59 Plan of the City of Halifax. Halifax Electric Tramway Co., Ltd., c. 1900; No. 60 Panoramic View of the City of Halifax, N. S. 1879; McAlpine's *Halifax Directory* 1898, 1901.

tion, had begun west of Robie Street between South and Coburg along Edward, Henry, Seymour and LeMarchant streets; and also between Jubilee and Quinpool roads on Louisburg, Pepperell and Shirley streets. Here and there a farmhouse could be seen among the fields and woodland of the west end.

West of Windsor Street between Quinpool Road and Young Street the streets were laid out in several sections and houses were appearing on Allan, Duncan, Lawrence and Beech Streets, and farther north in Willow Park near the new Exhibition Grounds, where one or two houses had been built on Edinburg, London and Liverpool streets although the full development of these areas awaited the period between the two world wars. The north-west of the city was still devoted to farms. Chebucto Road was a dusty road winding through the country with occasional farmhouses, fields, cows and horses grazing in the pastures.

There had been an amazing growth in the north end as the city expanded along the harbor beyond North Street until it joined the outlying suburb of Richmond. Richmond had grown until its population supported four churches—Grove Presbyterian, Kaye Street Methodist, St. Mark's Anglican and St. Joseph's Roman Catholic Church. In this bustling suburb which still had ample land to spare, many artisans, railroad men, workers in the shipyard and sugar factory and shopkeepers had built their own modest homes.<sup>1</sup> The little railway station at Richmond had been replaced in 1877 by the large and imposing North Street Depot, one of the finest in Canada, and trains were able to run into the heart of the city to discharge passengers and freight at the Deep Water Terminus, south of the Dockyard on Upper Water Street. The railway cut had not yet been blasted from Fairview through the west and south end to the present Ocean Terminals and Union Station.

The most spectacular development had taken place between Brunswick Street and Kempt Road. Where in 1867 Creighton street had been the westward line of the city, at the end of the century people were living as far west as Windsor St., particularly on Maynard, Cunard, Agricola and those streets intersecting with it, and on the extension of Willow and Charles streets. Along Robie Street from Cunard to Kempt Road fine, large, costly residences were constructed while older dwellings were improved by new owners and a few stores erected.<sup>2</sup>

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1. Crowdis, Rev. C. J.—"A Common Sorrow and A Common Concern" Brief statement of Halifax Disaster.

2. *Evening Mail*, Feb. 28, 1896, p. 1 and 8.



Farther north in the vicinity of the Cotton Factory and Henderson and Potts' Paint Factory on Kempt Road, old estates and farms had been invaded by new streets and cheaper houses constructed between North St. and Young St. on Black, Ontario, Bloomfield, Bilby, Macara and Islesville streets, and on Longard Road, Stairs and Merkel streets where the prosperous merchants of Halifax had once lived in spacious houses in the midst of trees, gardens and fields.

Although Halifax had grown in population from about 28,000 in 1867 to 40,832 in 1901 it had not increased as much as other cities in Ontario or Quebec or as it had itself in the 1860's. Halifax was the fourth city in the Dominion of Canada in the census of 1871 and 1881 and it was surpassed by only Montreal, Toronto and Quebec. In 1891 although the population had climbed to 38,556, Halifax had dropped to seventh place being exceeded by Montreal, Toronto, Quebec, Hamilton, Ottawa and St. John, a position it retained in 1901 though it then outstripped St. John by 121.

Haligonians were disappointed by this slow increase in the size of their city, but blamed Confederation. They turned their efforts to making Halifax the National Port of Canada and a manufacturing centre, viewing their future with pessimism in depression and optimism in the boom of the late 1890's. Throughout this period about two-thirds of the people living in Halifax had been born in Nova Scotia, and very few came from the other provinces of the Dominion. This helps to account for the slow amalgamation of the various provinces of Canada into a nation, and for the strength of the Repeal movement in the 1880's. In the census of 1891 there were 30,756 Canadian-born living in Halifax, 29,586 of whom had been born in Nova Scotia and only 1,170 in the other provinces. There were 7,739 Foreign-born, most of whom had come from Newfoundland, England, Wales and Ireland.

Halifax harbor no longer resembled a forest of spars with hundreds of sailing vessels from all over the world floating on its surface. More freight was carried by steamships, and as ships were increasing in size fewer were needed to carry more passengers and larger cargoes. Some parts of the coast of Nova Scotia remained isolated and sailing vessels continued to carry freight and passengers there. Although a number of wharves had rotted in the 1870's they were replaced with returning prosperity. The port had been improved by the building of the Deep Water Terminus in the north end and the extension of the railway to connect with these wharves, by the erection of a new Grain

Elevator with a capacity for 600,000 bushels, and the construction of the Shipyards and the largest Dry Dock on the Atlantic seaboard of North America. Halifax had ceased being the importing centre for the Maritimes for the custom of importing heavy stocks from Britain and elsewhere in spring and autumn had been abandoned in favor of smaller orders by telegraph and speedy transportation by steamship and railroad.

The Intercolonial Railway had been completed in 1876 giving Halifax direct rail communication with the major cities on the continent. The railway brought goods from "Upper Canada" to compete with local manufactures for the Maritime market as well as agricultural produce and lumber to be shipped abroad. Over one thousand vessels a year cleared from Halifax for transatlantic, West Indian or American ports. Six steamship lines offered ample connections with European ports, and the Pickford and Black fleet ran to Cuba, Jamaica and the West Indies.

A number of small local factories producing goods in 1867 had failed due to the depression and competition from other parts of Canada. Others had prospered for Robert Taylor's shoes, Clayton's clothing, Moir's candy, Schwartz's coffee and spices, Mott's soap and cocoa, and the skates, rails and hardware of the Starr Manufacturing Company and the twine and rope of the Dartmouth Ropeworks were known all over Canada. New industries were established under the stimulus of the National Policy—Henderson and Potts' paint factory, the cotton mill, and two sugar refineries—which sold their products in all parts of Canada and in many countries of the world.

At the time of Confederation the best stores were located on Granville and Hollis streets, Barrington Street not having achieved its present pre-eminence as a retail street. Many changes have taken place on Barrington Street since 1900 when small wooden structures still predominated. Halifax was still a wooden city though more brick and stone buildings were appearing in the central part. A number of brick and stone buildings had been erected by the end of the century on Barrington Street, some of which are still used as stores and offices such as the City Hall on the Grand Parade; the Marble Building; the Church of England Institute designed by Henry F. Busch and erected in 1888; the Keith Building, now the Green Lantern Building; St. Mary's Glebe House; and St. Mary's Young Men's Total Abstinence and Benevolent Society building now the Family Theatre. Barrington Street ran only from Salter to Jacob street but under the

names Pleasant, Barrington, Lockman and Campbell Road a thoroughfare extended from Freshwater north to Three Mile House (now Fairview). Until October 21, 1871 it had been impossible to pass from Barrington St. to Lockman and express waggons and private carriages had to drive from the station along congested Water Street to reach the business district.<sup>1</sup>

Although Spring Garden Road remained the centre of a fashionable and very pretty residential district known as Spring Gardens, the last decade of the century saw the beginning of the present shopping district there. In 1879 there was only one shop on Spring Garden Road—the grocery store of R. Urquhart and Son on the south-west corner of Birmingham St. where Hopgood's Grocery is today.<sup>2</sup> There were many vacant lots among the elegant dwellings. East of the present Lord Nelson Hotel stood "Brookside", the residence of Michael Dwyer of John Tobin and Company.<sup>3</sup> Adjoining was the large house and spacious grounds of Daniel Cronan, West India Merchant, now the Dominion Store Property, and opposite were a few wooden houses among trees on large lots. By 1890 the section between Dresden Row and Queen St. had been altered from "an ancient line of edifices into modernized places of business and residence" as retail stores began to move nearer the homes of the people and away from "down town", and other shops expanded to care for the increased business.<sup>4</sup> R. Urquhart and Son had improved their shop, formerly a two-story pitched roof house, by raising the walls and ceiling, putting on a flat roof and enlarging their premises. They had lined the walls with oil-finished spruce, trimmed with mahogany, and installed walnut counters and the largest plate glass window in town. William Hopgood had moved from Birmingham St. to the opposite corner. Another businessman who was contemplating the installation of plate glass to replace the small paned windows was Thomas Major, who owned the wooden building on the corner of Queen St. where the Royal Bank is now situated. He had made the two corner shops into one capacious store large enough for his groceries, and had altered the small houses adjoining on the west into one fine building to accommodate the business of William Reid, victualler, Daniel Falconer, boots and shoes, and Kelly and Company, photographers. Across the street Alderman James Hamilton had replaced

1. RECORDER, Oct. 21, 1871 p. 2 col. 6—Mayor and number of Aldermen and other gentlemen drove through Lockman St. Extension from Buckingham St. to Campbell Road.

2. Hopkins' *Atlas*; City Directories.

3. p. 15 Regan, J. W.—*Sketches of the North-West Arm*; notes of Harry Piers in Hopkins' *Atlas*.

4. HERALD, Sept. 13, 1890 p. 3 col. 2. In 1890 Dresden Row and Birmingham St. were the best lighted streets in the city.



two antiquated dwellings and a vacant lot by three handsome residences which were an ornament to the street as well as having every convenience.

A number of new public buildings and churches, many of which are familiar today, were erected from 1867 to 1900—the City Hall, Y. M. C. A., Masonic Temple, Halifax Academy of Music, Dalhousie's Forrest Building, Victoria General Hospital, Poor House, School for the Blind, Exhibition Buildings on the South Common and at Willowpark, St. Andrew's Presbyterian Church, Fort Massey Presbyterian, First Baptist, Grafton Street Methodist, North Park Street Presbyterian, Church of the Redeemer, St. Patrick's Roman Catholic Church, Tabernacle Baptist, St. Mark's Anglican, St. Joseph's, Kaye Street Methodist, Grove Presbyterian, Charles Street Methodist and Oxford Street Methodist.

Rapid changes in transportation and communication had taken place in the last few decades of the nineteenth century in railway travel and steamships, although the horse and buggy remained the favorite method of locomotion. Haligonians had seen the change from horse cars to electric street car service in 1896 and the gradual expansion of the routes until every section of the city had been reached. Several hundred telephones had been installed, chiefly in stores and offices and residences of merchants and professional men, but they had not yet become a necessity in every home. Lighting underwent a transformation as houses and street lights were changed from gas to electricity. Both streets and sidewalks were unpaved and both drivers and pedestrians suffered from the holes, the mud and dust. The thousands of tons of gravel spread on the thoroughfares produced such a gradual improvement as to be hardly noticeable. In the business district the sidewalks were of brick, elsewhere they were mud topped with gravel. Thousands of dollars were spent on sewers and the water supply yet the city lacked funds to keep the system in first class condition and difficulties with low water pressure and freezing pipes continued to plague the citizens. Haligonians were anxious for good streets, extended and perfect sewerage, an efficient police, newest appliances for fire protection and street lighting, abundant supply of pure water but were not as eager to pay increased city taxes.

Haligonians were not as conscious of their slums as they are now although there were poverty, ugly tenements and overcrowding. One of the few references to poor housing occurs in the annual report of Mayor J. C. Mackintosh in October 1885 when he mentioned that

though few stations of the British Army and Navy were as healthy as Halifax yet "hundreds of hovels in courts, lanes and backyards, which are scarcely fit to house cattle, are rented by poor and hardworking people at rates proportionately higher than houses on some of our best streets."<sup>1</sup>

Halifax was a beautiful city in 1900 with the gardens and lawns and the fields and woods nearby to the west and north where houses sprawl today. The City Council and the citizens took pride in improving the appearance of Halifax by planting trees along the streets and filling in and grading the Common, but particularly by providing beautiful places for recreation for all the citizens of their own and future generations. They obtained and improved two of the loveliest spots in Halifax today—the Public Gardens and Point Pleasant Park. Brunswick Street was one of the few streets that was liberally planted with trees, which enhanced the pleasant appearance of its handsome residences. The City Fathers had tried to overcome the scarcity of trees in the 1870's and 1880's by setting out hundreds of trees in the south end and on the Common. This was not easy for often the earth had to be carted to the Common before the saplings could be planted.<sup>2</sup> These trees have become the shady avenues which give us so much pleasure today.

The inhabitants of Halifax took great pride in the charming expanse of trees, flowers and greenery of the Public Gardens which they considered the finest on the North American continent. They often repeated the praise of such visitors as Rev. Gideon Draper of New York who wrote that the "Public Gardens are exceptionally fine. They are quite extensive, expensively and tastefully laid out, open to the public, and a place of great resort, especially on music days."<sup>3</sup> The citizens also rejoiced in the natural forest of Point Pleasant Park with its paths and roadways winding for miles among dark ravines and rocks, hills and forts, with sudden glimpses of the shimmering blue sea through the pines. The Park was a favourite place for picnics, walks and drives.

There were ample playgrounds and open spaces within the city, and in the fields and farms of the rest of the peninsula. Life was quieter in the nineteenth century than in the twentieth, and there was lei-

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1. p. xli *Annual Report*. . . *Halifax*, 1884-5.

2. In 1878, 92 trees were planted along South Park St. and 50 trees on the north side of Cogswell St leading towards St. Andrew's Cross, now the Willow Tree, filling in a bleak place on the road. Carre, W. H.—*Halifax in Pictures* 1899 and PANS Photo Collection show few trees on streets and reveal saplings where beautiful trees are now.

3. RECORDER, Oct. 4, 1882 p. 3 col. 2—reprinted from *New York Observer*.

sure to enjoy church going, family gatherings, picnics, as well as attending balls, plays and concerts, sleigh drives and horse races, and taking part in outdoor sports such as cricket, baseball, rowing, swimming, yachting, tennis, hockey, skating and coasting.

In 1900 most of the social life centered around the home and many leisure hours were spent in informal gatherings among families and friends. Men worked longer hours than today, and women also labored longer and harder because there were none of the modern electrical appliances which now relieve much of the drudgery of housework. Religion, or at least the social life of the church, seemed to occupy a far more important place than in the twentieth century with the largely attended services and prayer meetings, bazaars, soirees, strawberry festivals, dime sociables, concerts and Sunday School picnics and sleigh drives. Most families went to church twice on the Sabbath, and all the young folk attended Sunday School. Halifax had the reputation of being "a city of churches" in 1867 when it had only twenty-five places of worship, and this number had increased as the city expanded and the population multiplied until there were thirty-nine churches in 1898.<sup>1</sup> Out of a population of approximately forty thousand in 1900 there were 16,700 Roman Catholics; 11,000 Anglicans; 5,000 Presbyterians; 5,000 Methodists; 3,000 Baptists and a few who belonged to such denominations as the Lutheran, Congregational, Adventist, Salvation Army or Jewish Synagogue.<sup>2</sup>

The meetings of the different societies such as the Charitable Irish, North British, St. George's, Y. M. C. A., the N. S. Historical Society N. S. Institute of Natural Science, Royal Yacht Squadron, Wanderers' A. A. C., Y. M. L. A., Temperance Divisions, lodges of Freemasons and Oddfellows all played a notable part in the life of the city, and the processions and celebrations on anniversaries were enjoyed by all.

As Halifax was the summer headquarters of the North American Squadron and an Imperial Garrison town, the Navy and Army contributed much to the gaieties of social life. The various regiments and ships of war offered lavish hospitality to the townspeople who made ample returns. Hardly a week passed that there was not a ball at the Governor's, a "hop" on board ship, or a dance given by the military officers or one of the prominent citizens. There were also driving parties, yachting, skating, amateur theatricals, picnics, military reviews on

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1. p. 92 Hutchinson's *N. S. Directory* 1866-7; pp. 172-3 McAlpine's *Halifax Directory* 1898.

2. Census of Canada for 1901.



the Common, and concerts by the military bands at the Public Gardens. Strangers and citizens still gathered to watch the Imperial troops in their scarlet uniforms marching along with a band at their head to the Garrison Chapel. Soldiers were seen marching in squads through the streets, as sentries at the barracks' gate, drilling on the Commons and escorting in the dusk of evening the young woman occupying the fortress of his heart. Sailors were also seen rolling along in the street in their wide trousers, jumpers and wide collars and black neckties and the big round straw hats with the ship's name on them. It was a pleasure to row on the harbor to listen to the band on the flagship or sea chanties as the stirring chorus rolled from ship to ship and was taken up by listeners in the boats. Many fair and charming young ladies of Halifax married officers, soldiers or sailors, and travelled with them wherever the regiment or ship might be stationed.<sup>1</sup>

An American staying in Halifax during the Carnival of 1889 was interested in the ships of the British navy, fascinated by the contrasts with his home and intrigued by the English atmosphere of the Garrison town and the custom of five o'clock English tea with muffin and gossip. He hoped that the "quaint, delightful, dirty old town" would be saved from the doubtful blessing of becoming a popular summer resort with summer hotels overrun by Americans for then there would be too many strangers to be admitted to the charming social life of Haligonians. He found Halifax hospitality "very extensive, genuine and open-hearted" and learned to disregard uninviting exteriors for:

Dirty the town certainly is, on the outside, but strange to say, after one gets inside the dingy, grimy exteriors, the most exquisite neatness prevails. It is only necessary to see the inside of a Halifax drawing-room to know that no matter how far off England is geographically, practically one is in that pleasant land. They knew how to furnish homes long before the Americans did. It is true that we now do it better owing to unexampled wealth and prosperity, but here the people do it well on but little money.<sup>2</sup>

Much remains today of the Halifax of 1900. A man returning to Halifax for the Bicentenary celebrations who had been away since 1900 would find many things unchanged in spite of two wars, the Explosion of 1917 and the inevitable alterations of half a century. Many buildings familiar to him may still be seen—the old Post Office, the City Hall, St. Paul's Church, office buildings, St. Mary's Cathedral, St. Matthew's Church, the Court House, St. David's Presbyterian church,

1. THE CRITIC, Oct. 16, 1891 p. 8.

1. RECORDER, Aug. 13, 1889, p. 2 col. 4.

School for the Blind, School for the Deaf, old Victoria General Hospital, Poor House, Dalhousie's Forrest Building, St. George's Round Church, St. Patrick's, Old Dutch Church, some of the schools such as the Halifax Academy, Morris Street, Joseph Howe and Alexandra, not to mention the Public Gardens, Point Pleasant Park and the Citadel. Not only was much of the physical appearance of Halifax today and its architecture created in the nineteenth century, but we have inherited the problems of the previous century in transportation and finance, housing and business, and our attitude towards difficulties. In our methods of solving our problems and improving our city as it continues to expand we should remember that what our ancestors built we inherited and what we build our children will inherit.

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