



Halifax
an old city
with a brand
new future



*A*FTER READING THIS
BOOKLET, CAREFULLY
STUDY THE COLORED
MAP IN THE BACK

Halifax—An Old City With a Brand New Future



GEOGRAPHICAL MAP OF HALIFAX

SHOWING ITS MAGNIFICENT HARBOUR AND
APPROACHES, NEW TERMINALS AND DOCKS,
NEW RIGHT-OF-WAY AND GENERAL LAYOUT
OF THE SURROUNDING COUNTRY.

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Halifax—An Old City With a Brand New Future



THE most conspicuous evidence of the wonderful progress made by the Dominion of Canada in the last decade is shown in the growth and optimism of her cities. The West filled up so rapidly by immigration that the eyes of progressive people of all nationalities were steadily turned in that direction with the result that the cities of Western Canada have so far broken all records for rapid and steady growth.

In the meantime Eastern cities—Halifax among the number—which had many more natural advantages, were practically neglected while the energies of Canada were directed to the development of the West.

BUT NOW THE TURNING POINT HAS ARRIVED.

It is universally known that Halifax, with one of the finest harbours in the world, is the natural gateway to the Dominion of Canada from the East, but to make this natural advantage a commercial asset, it was necessary to construct railway terminals and docks of such magnitude as to efficiently meet the requirements of present-day ocean traffic.

The people of Halifax have so long expected these improvements that it is difficult for them now to fully appreciate the fact that their dreams are about to be realised and that a decisive move has been made by the new Federal Government that will place Halifax in her rightful position as a great commercial seaport.

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BARRINGTON STREET
Looking towards the harbour. This is
the principal retail street in Halifax.



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A HUGE SUM OF MONEY.

Twelve million dollars is the first estimate for the terminals and docks. This does not include the construction of an enormous breakwater south of the terminals, and it is safe to assume that the amount of money spent on construction before the scheme is fully completed will be greatly in excess of the amounts called for in the first estimates.

Not a cent of this money is to be used in deepening the harbour or dredging channels, as is often the case in a scheme of this kind. Nature attended to this in the beginning by making Halifax harbour deep enough to accommodate any vessel now afloat or ever likely to be afloat.

This enormous sum of money will be spent in actual construction work, and the docks and terminals when completed will be of such proportions as to equal any docking or terminal facilities in America.

The great bulk of this construction money will be in circulation in the City of Halifax. This, in itself, will attract enterprising people to this city, and when the new improvements are in working order the trade of this port will assume proportions hitherto undreamed of.

A GREAT FUTURE FOR HALIFAX.

On the heels of this development will come manufacturing industries; power companies will be organized to supply them with cheap power; and the population of Halifax will increase by leaps and bounds.

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THE NEW DENNIS BUILDING NEARING COMPLETION



THE CANADIAN BANK OF COMMERCE BUILDING
One of the finest pieces of architecture in Halifax.

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At the present time Halifax is not in a position to provide sufficient accommodation for even a slight increase in population. An extensive building campaign is urgently needed to relieve the congestion that would result from a sudden and substantial increase in the population.

VERY LITTLE LAND AVAILABLE.

The large blocks of land taken up by the Government for military purposes, and by the City for public parks, etc., have made Halifax an ideal city to live in, but very little room is left on the peninsula for the City to expand. The land now purchased for the new terminal scheme still further decreases the area available for building purposes as can be seen by a glance at the coloured map in the back of this booklet.

In association with D. Lorne McGibbon, of Montreal, we have secured what we consider the best of the remaining acreage available for building purposes on the peninsula.

A NEW RESIDENTIAL SECTION.

These properties are located in the north-western part of the City. They are far enough back from the new right-of-way to escape the noise and smoke of railroad traffic, and are at such an elevation as to command a superb view of the North West Arm.

This is the logical point for the construction of a new high-class residential section. Part of the south end residential section has been displaced by the new terminals scheme, and no other part of the City now has so many

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NOVA SCOTIA PARLIAMENT BUILDING



GOVERNMENT HOUSE

TWO BEAUTIFUL SPECIMENS OF COLONIAL ARCHITECTURE

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NOVA SCOTIA TECHNICAL COLLEGE

natural attractions as the properties we are placing on the market.

We propose to grade streets, and application has been made to the city council to lay concrete sidewalks, and put in water and sewerage on our properties. We shall also make such building restrictions as to ensure the purchaser that he will be located in a suitable neighborhood.

MODERATE PRICES.

These lots will be sold cheaper than you can buy acreage in similar locations in other cities of the size of Halifax, thus affording the home-seeker an opportunity of securing an ideal location for building purposes at a reasonable figure, and the investor in real estate an opportunity to place his money in high-class city property that is bound to quickly increase in value.

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SCENE IN THE FAR-FAMED HALIFAX PUBLIC GARDENS



HALIFAX CITY HALL

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DALHOUSIE COLLEGE

FACTS ABOUT HALIFAX.

The following facts and figures, published by the Halifax Board of Trade, will be interesting to investors who contemplate purchasing Halifax real estate:—

Halifax was founded in 1749—incorporated 1842; and is the largest city in the Maritime Provinces. Population, latest city census, 51,632.

Halifax is the capital city of Nova Scotia; Provincial Building, Government House, Court House and other public buildings are beautiful specimens of colonial architecture.

Halifax is the most important shipping point in Eastern Canada; it has steamship connections with all parts of the world, and is the Canadian Atlantic winter terminus of the great transatlantic steamships.

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STEAMERS DISCHARGING CARGO AT HALIFAX DOCKS

Halifax is the terminus of the Intercolonial Railway, the Dominion Atlantic Railway (C.P.R.), Halifax & South Western Railway, Halifax & Eastern Railway, and the Grand Trunk Pacific when completed.

Halifax is the best distributing centre for the Maritime Provinces; its manufactured products are worth millions in excess of those of any other Canadian Atlantic seaboard city.

Halifax has 122 miles of streets; an average summer temperature of 66 degrees; magnificently pure water supply; and one of the finest sewerage systems in Canada.

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Halifax Harbour is one of the best in the world: six miles long, five and one-third miles wide at its mouth, and an entrance depth of eighty-one feet. It is one of the best buoyed and lighted in the world; easy of access at all hours, and open all the year round.

Halifax Harbour has many advantages—among them a rise and fall of tide of only four to six feet. Its harbour dues and charges are the lowest on the Atlantic seaboard.

Halifax Harbour is one of the best fortified in the world—second only to Gibraltar, and the only modern protected harbour in Canada.

Halifax Harbour is equipped with one of the largest dry docks in America, with modern repair plant in connection; also a marine railway; a modern grain elevator; a modern cold storage plant, now being extended to cope with increased business.

WORKS NOW UNDER CONSTRUCTION— PLANNED AND PROPOSED.

New railway terminals, Union passenger station, etc.....	\$35,000,000
New railway piers at present terminals....	3,500,000
Halifax & Eastern Railway and equipment	5,500,000
Acadia Sugar Refinery at Woodside.....	3,000,000
Fortifications, etc., Department Militia and Defence.....	1,000,000
Proposed hotel in connection with terminals.....	500,000
Extension to dry dock and plant.....	1,000,000
New public market.....	150,000

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FISHING SCHOONERS IN DOCK AT HALIFAX

Dalhousie University buildings, etc.....	500,000
Extension to Richmond railway yards.....	170,000
New business buildings planned and under construction	980,000
City reservoir, water tower and pipe extension	150,000
Western slope sewerage	100,000
New buildings, quarantine station.....	30,000
New ferry terminal	25,000
Incinerator plant	50,000
Building permits for 1913, estimated (1912, \$564,720).....	600,000
	<u>\$52,255,000</u>

THE TRADE OF THE PORT OF HALIFAX FOR 1912, INCREASED OVER THAT OF 1911 AS FOLLOWS:

Bank clearings	\$12,472,629
Exports.....	3,311,251

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Imports.....	1,675,572
West India trade	422,674
Customs receipts	342,623
Shipping tonnage	632,505
Freight tonnage (railway)	230,400
Immigration.....	14,815
Civic assessment	728,200
Building permits	55,884

AN IDEAL RESIDENTIAL CITY.

As a residential city Halifax holds the same enviable position in Eastern Canada that Victoria holds in the West; the climate is simply delightful in summer, and the winters are comparatively mild. To those who enjoy outdoor life Halifax is a paradise.

The North West Arm, three miles long, and a quarter to three-quarters of a mile wide—a beautiful inlet of the sea, with its ever-changing tides—bounds the western side of Halifax City. It has a reputation almost world-wide for the charm of its scenery, its pure atmosphere and the quiet beauty of its historic surroundings. In the olden times it was a Mecca of the aborigines, who made annual pilgrimages to this spot for the purpose of fishing and hunting. It was second nature with the Indians to pick out the most pleasant locations for their wigwams, and they came in numbers for hundreds of miles to camp on the banks of the Waegwoltic. In fancy one can see the mirrored surface of the Arm broken by a thousand paddles, and the steep slopes of the containing hills clothed with the primeval forest right down to the water's edge. "The

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SCENE OVERLOOKING THE WATERFRONT
Where the new terminals and docks are to be located.



CITADEL HILL IN THE CENTRE OF HALIFAX
Showing large area of vacant land taken up for military purposes.

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SCENE ON THE NORTH WEST ARM WITH THE
MEMORIAL TOWER IN THE BACKGROUND.

memory of the red man, it lingers like a spell," and adds a pathetic and picturesque touch to the story of the Arm. History repeats itself, and the North West Arm now is the pleasure resort of the white man and his children, who disport themselves in thousands of boats and canoes; and with its regattas and illuminated boat parades, accompanied by the sweet strains of military bands, it rivals in fairy-like enchantment the fêtes of the old world.

On Saturday afternoons yacht races are held under the auspices of the Nova Scotia Royal Yacht Club, from the Squadron on Pleasant Street, near Point Pleasant Park. The Yacht Club is a great social institution.

The Lorne Club has always encouraged boating and has a large club house and shed at Richmond. The North West Arm Rowing Club, The Waegwoltic,

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RESIDENCE ON YOUNG AVENUE BUILT ENTIRELY OF NOVA SCOTIAN MARBLE



A TYPE OF SOUTH-END RESIDENCE
MAGNIFICENT HALIFAX RESIDENCES

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Armview, Jubilee, Independent and St. Mary's Rowing Club have large boat houses on the North West Arm, than which no place could be more ideal for boating. Regattas are held annually by some of these clubs, and also by the bankers of Halifax.

The roads in the vicinity of Halifax, and particularly in the Park, are in splendid order for cycling. The road through Dutch Village and past Rockingham to Bedford is at once easy to travel and rich in scenery.

Golf is much indulged in by the more leisurely class.

The Curling Clubs make a feature of quoits in summer.

The South End Tennis Club has splendid grounds on Young Avenue.

The Wanderers Amateur Athletic Club have well-appointed grounds for general athletic purposes and are frequently the scene of some interesting events. The military have splendid grounds on the south-west corner of the Citadel enclosure.

THE PUBLIC GARDENS.

The Public Gardens of Halifax cover seventeen acres of land, bounded by Sackville Street, Spring Garden Road, South Park and Summer Streets.

The strong claim the Gardens have to the attention of every visitor is their rare beauty. It is said that, except for size, they are unrivalled on the continent of America. Some thirty years ago the City got posses-

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sion of this property, turned it into a public pleasure ground that, with splendid taste in its planning and cultivation, has become famous far and wide.

EDUCATIONAL INSTITUTIONS.

Halifax is the most important educational centre in the Maritime Provinces. It is the headquarters of the Provincial educational system; it has splendid public schools, a manual training school, industrial schools for refractory boys, a technical college, a well-equipped business college, schools for those afflicted with loss of sight and speech, a medical college, two theological schools, an art school, a ladies' college, two conservatories of music, several convents, and a university for higher education.

CHARTERED BANKS.

The chartered banks doing business in Halifax are as follows:—The Bank of Nova Scotia, The Royal Bank of Canada, Bank of Montreal, Bank of British North America, Bank of New Brunswick, Canadian Bank of Commerce, Merchants Bank of Canada and The Union Bank of Canada. All these have branches or correspondents in other parts of Canada and the United States.

HALIFAX IS NOW ON THE EVE OF A NEW ERA OF PROGRESS.

Don't make the mistake of waiting until somebody else supersedes you and grasps the golden opportunity, but

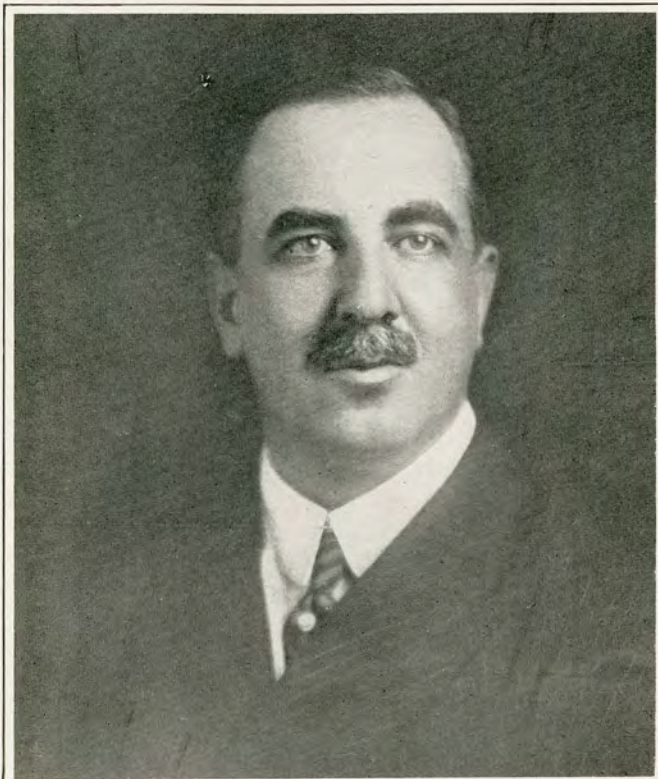
*BUY HALIFAX REAL ESTATE
and buy it now.*

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WE will be pleased to furnish to investors further information, prices, etc., of the best business and residential properties in Halifax. Call, write or wire.

CARRICK LIMITED
33 BARRINGTON ST.
HALIFAX, N.S.

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D. LORNE MCGIBBON

MR. MCGIBBON is one of the greatest powers in the financial affairs of Canada, and was the first to conceive the idea of developing Halifax Real Estate along modern lines, and thus preparing for the great increase in population which is bound to follow the new terminal scheme. Mr. McGibbon secured the co-operation of Carrick Limited to carry out the details of his scheme, and gave substantial proof of his faith in the future of Halifax by investing nearly a million dollars in Halifax Real Estate.

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J. J. CARRICK, M.P.

MR. CARRICK is President of the firm of Carrick Limited, and is probably the best known real estate operator in Canada. Mr. Carrick's work in the development of Montreal and western cities has been as successful as his career in the political field. Mr. Carrick planned and successfully carried out the great land purchase which brought the Canadian Northern into the centre of Montreal, and now Halifax is to have the benefit of his progressive ideas and his years of experience in city-building.



33 BARRINGTON ST. : HALIFAX, N.S.

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