HISTORIC SITES AND MONUMENTS BOARD OF CANADA

RAILWAY STATION REPORT

Title: **VIA Rail Station**
Halifax, Nova Scotia

Source: **Harry Jost and Barry Moody,**
Delta Four Associates Inc.

RSR-44

INTRODUCTION

The VIA Rail Station in Halifax (formerly owned by Canadian National Railways), opened in 1930, is the fourth railway station constructed to serve that city (Figure 1). It is located on Hollis Street (Figure 2), and its offical railway location is Bedford Subdivision, Mile 0.00 (Figure 3). It is currently still in use, although the traffic through the station has been greatly reduced in the past two years.

HISTORICAL ASSOCIATIONS

Thematic

The size, location, and design of the Halifax Station reflect much about the philosophy of the Canadian National Railways (CNR) and its dynamic president, Sir Henry Thornton, in the 1920s. The emphasis on passenger traffic and the role of sea transportation are both mirrored in this structure, while its proximity to the attached Nova Scotian Hotel (now the Halifax Hilton Hotel) (Figure 4) speaks loudly of political involvement in railway affairs during the 1920s. Its current lack of use shows clearly the end of the earlier dreams of Halifax as the great eastern terminus of transcontinental rail passenger service in Canada.

For 135 years the rail lines which used Halifax as their eastern terminus existed for two distinct purposes - the servicing of local traffic and the promotion of national interests. Both of these, in the minds of Nova Scotians, demanded that the lines be government owned and operated. The building of the Intercolonial Railway was viewed in Nova Scotia as an integral part of the Confederation deal and in the best interest of all concerned. In the twentieth century, however, other interests have prevailed, and the special relationship between the railway and the province was radically altered. These changes contributed substantially

to the economic problems experienced by the Maritime provinces since the end of World War I.

Nova Scotia railway promoters in the 1830s and 1840s argued strongly that Halifax needed to gain control of its hinterland if it were to grow and prosper.[1] By the 1850s, when railway construction began in the colony, the idea of government ownership and control of railways, rather than mere government subsidization of private railway companies, was deeply entrenched in the Nova Scotian mind.[2] This view would greatly colour the way in which Nova Scotians viewed the CNR in the twentieth century.

The building of lines from Halifax to Windsor and Truro in the 1850s was meant to serve local needs, but other issues were in the minds of the railway promoters as well. A rail line linking all of the mainland colonies, with Halifax as its Atlantic terminus, would bring unprecidented prosperity to Nova Scotia. Colonial politicians pursued this elusive dream through the late 1850s and early 1860s; their failure was a contributing factor to the move toward Confederation.[3] The guarantee that the intercolonial connection would be built was one of the few real advantages that many Nova Scotians saw in the proposed Confederation scheme, and it was a condition of the colony's entry into the union.

On 1 July 1867 the line from Halifax to the New Brunswick border was turned over to the Canadian government, and in 1872 it was made part of the Intercolonial Railway (ICR).[4] In many respects Maritimers came to think of the ICR as <u>their</u> railway, part of the bargain that had brought them, however reluctantly, into Confederation. It existed to serve them, not to make a profit or even necessarily to pay for itself. It was also to be a convenient source of influence and patronage.[5]

In spite of frequent financial losses, the ICR proved its worth during World War I. The Canadian Pacific Railway (CPR) line to the Maritimes ran through the State of Maine and, as the United States was officially neutral from 1914 to 1917, no troop or supply trains could run through her territory. The ICR thus finally, at a crucial time, fulfilled one of her original purposes, that of a military line linking central Canada to the Atlantic. During the war the Intercolonial handled 1,081 troop trains, carrying 691,262 service men. Halifax became the great marshalling yard for the Canadian war effort, and the railway played a crucial role in that endeavour.[6]

By 1916, certain elements of the railway industry in Canada had seriously overexpanded. The royal commission appointed to investigate the situation recommended the nationalization of some private lines and the amalgamation of these with the lines already owned by the government into a new, unified line.[7] Thus, when the ICR had at last proved its economic viability and its national significance, it ceased to exist as a separate entity.

In 1918 it was placed under the control of the government-owned Canadian Northern Railway Co. (CNoR), and the Canadian National Railways was born.[8] The CNR continued to provide passenger service to Halifax until the creation of VIA Rail in 1972.

As E.R. Forbes has convincingly argued, the "regionally oriented transportation policy" of the ICR had substantially benefitted the Maritime region. With the creation of the CNR, the special relationship between railway and community which had served the region so well now disappeared. Freight rates took disastrous jumps in the early 1920s, hitting fragile Maritime manufacturing very hard indeed. Both jobs in the manufacturing sector and freight carried by the CNR fell drastically, further eroding the economic base of the region. The role of the railway had changed from that of economic servant to the province to that of major foe.[9]

The heavy blows dealt by the new CNR to freight service in the Maritimes were accentuated in 1922 by the appointment of the flamboyant president Sir Henry Thornton. According to D'Arcy Marsh, Thornton was essentially a "passenger man," and "was inclined to lay an emphasis upon that phase of railroading not wholly justified in view of the paramount importance of freight business in Canada."[10] A rivalry, very damaging for both, sprang up between the CNR and the CPR, as each sought to outdo the other in rail service, hotels and steamships.[11] This rivalry and Thornton's preoccupation with passenger service would both profoundly affect the Halifax situation.

In 1927 the need of Halifax for a large, modern hotel seemed about to be met with the formation of the Lord Nelson Hotel Co. It was proposed that CNR would subscribe $250,000 of the amount to be raised, and CPR (which desperately wanted to become established in Halifax) was to put up $100,000. The matter became mired in political intrigue, and on 14 July 1927 it became the subject of federal cabinet debate. An acrimonious public quarrel was fueled by Thornton's announcement on 20 July that CNR would build its own hotel in Halifax. In order to get J.L. Ralston, Minister of National Defence and Nova Scotia's ranking Liberal, out of a tight political spot, it was decided that the hotel would be combined with a new railway station, which Halifax needed badly (Figure 4). In an exchange of accusations of bad faith, Beatty of the CPR announced that his company would subscribe the additional $250,000 for the Lord Nelson.[12]

The sod was turned for the new Lord Nelson Hotel on 21 October 1927 (Trafalgar Day). On the previous day Thornton staked out the site for the new hotel/station so that work could begin on his hotel on 21 October as well.[13] When designed, the two hotels would bear a striking resemblance to each other (Figures 5 and 6).

Although such a combination of railway station and hotel, either under one roof, or, as here, immediately adjacent to one another,

was fairly common in the late nineteenth century, it is now very rare in Canada. Several examples still exist, such as the old Montreal station/hotel and the McAdam, New Brunswick, combination, but the Halifax station and the former Nova Scotian Hotel appear to be the only examples left in Canada in which both elements are still used for their original purposes.[14] Clearly the age of railway tourism, indeed of rail passenger service in general, is largely at an end in most parts of Canada.

A centralist government policy has been viewed in the Maritimes as more and more hostile to regional interests. The past twenty years have seen the cessation of freight and passenger service on line after line, and the eventual closure of all but the main line into Halifax. Even that line no longer serves regional passenger interests. By the end of the 1980s, Nova Scotia stood essentially destitute of significant, and essential, rail service; empty stations alone remain.[15]

The Halifax station illustrates very clearly the emphasis once placed on rail passenger service by CNR and the high expectations held for the future of that service. It is also the last remaining example of the railway hotel-station, reflecting the emphasis by the rail companies on tourism and passenger accommodation. The very existence of the station reflects the impact of politics on the railways of Canada. The competition between CNR and CPR, and the ambitions of Henry Thornton, are revealed clearly in the history of the station/hotel complex. Suitably, a plaque in memory of Thornton was erected in the main concourse of the Halifax station by the employees of CNR (Figure 7).

Local Development

The Halifax station/hotel brought new activity and expectations to Halifax in the late 1920s. Many saw it as a sign that the city was finally picking up after the post-war slump. For several generations of Nova Scotians, the station provided the first glimpse of their capital, while large numbers of tourists, military personel, immigrants and others flowed into and through the city via the CNR station.

Halifax was founded in 1749 chiefly as a British military base, to counter the French presence in nearby Louisbourg; therein lie some of the difficulties that the railway would experience in its first crucial sixty years of existence. From the very beginning, the British Navy and the Board of Ordnance controlled much of the crucial waterfront area of Halifax Harbour. When the Nova Scotia Railway was under construction in the 1850s, it was recognized that a terminus on the waterfront, in the heart of the city, was critical for the success of the venture.[16] In 1855, Joseph Howe went to London to seek permission to extend the railway through the naval and ordnance property to the harbour itself. After much argument, the British officials agreed, but at such

staggering costs that the Nova Scotia government was forced to refuse the offer.[17] The first Halifax station (begun in 1854[18]) had to be built in Richmond, on the outskirts of the city, thus seriously damaging the railway's ability to serve as an important link between land and sea. It proved an inconvenient location for passenger and freight traffic alike.

By 1872 the Richmond Station was described as "not fit for a cow stable, or a wood-shed," and in 1877 it was replaced with a new one on North Street (Figure 8), closer to the heart of the city, but still lacking that crucial access to the harbour.[19] The new station was an elegant affair of pressed brick and granite, with slated mansard roof, a lofty central tower and dome with an electric clock on all four sides. Ornamental towers at each corner and iron cresting on the roof completed the picture.[20] The building served the railway well until 6 December 1917, when the Halifax Explosion flattened the building, killing 58 Intercolonial employees and many passengers.[21]

Fortunately for the future of rail service in Halifax, authorization had already been given in 1912 to build a new line into Halifax, and work had pushed ahead in 1914-17.[22] At last the railway would have its long-sought ocean terminal, and on a vast scale.[23] The temporary wooden building that was hastily erected at the new location served as the Halifax station until the opening of the present building in 1930.[24]

When the new Halifax station and the Nova Scotian Hotel opened to the public on 23 June 1930, much of the animosity of the public press seems to have faded, and the event was welcomed as a sure sign of Halifax's continued growth and bright future. A unique feature, much commented upon at the time, was the covered walkways from the station to the trains, and covered colonade which linked the station/hotel to the passenger ships which were able to dock just behind the complex.[25]

In the decades after the opening of the new complex in 1930, the more than two dozen trains which daily arrived at and departed from the station served hundreds, often thousands, of passengers - immigrants, tourists, businesspeople, servicemen, families. Passenger service fell off steadily from the 1950s as car and airplane transporation rose in popularity. VIA appeared to be in the process of turning this around by the mid-1980s. In 1987 the station served more than 170,000 passengers, with ten daily arrivals and departures.[26] However, only a year after VIA completed its $1,500,000 renovation of the station drastic cuts in passenger rail service throughout the country were announced, and by 1990 this large, handsome station had only one arriving and departing train per day, except Tuesdays, when there is none. While its architecture and prominent location still make the station an impressive feature of downtown Halifax, it has lost most of its significance as a hub of activity and a main entry point to the city.

The new rail services, symbolized by the station, made an important impact on Halifax, making passenger service to and from the city more convenient for those whose destination was the downtown business core rather than the outskirts. The presence of the station and hotel re-emphasized the significance of the Barrington Street-Hollis Street core, countering somewhat the outward thrust of new ventures such as the Lord Nelson Hotel and, later, the Simpson Sears complex. The station stands as a useful symbol of a difficult economic period in the history of the city. The fact that today the station is largely empty is a grim reminder to Nova Scotians of the negative impact on the region, and especially on Halifax, of late twentieth-century government railway policy.

ARCHITECTURE

Aesthetic/Visual Qualities

Plans dated 4 July 1928 (Figure 9) show the Halifax station to be built in association with the CNR hotel, the Nova Scotian.[27] As designed and built, the station has a three-storey street facade consisting of a monumental, projecting front entry with a two-storey portico supported by four doric columns. The focal point of this facade was the three-dimensional representation of the City of Halifax crest containing a clock. (The clock has since been removed.) Although some contemporaries referred to it as being in the Georgian style, the term Beaux-Arts better characterizes the building.

The École des Beaux-Arts in Paris had a major impact on North American architecture, beginning in the second half of the nineteenth-century.[28] Those influenced by this school stressed composition, symmetry, monumental scale and classical features. In the Halifax station, the use of stone and stucco, a monumental portico, columns and symmetrical wings on the front facade, and the use of classical features in the interior reflect strongly the Beaux-Arts style of the later period.[29] The Trois-Rivières train station (Figure 10), built in 1924 (designated a Heritage Railway Station, see RSR 16), shows a similar influence, although reflecting a "simpler, more abstract approach to the Beaux-Arts style...".[30]

The cornice of the Halifax station is shown as a continuous band across the full front facade with additional elements added over the entry, which is topped by a hipped copper roof. The frieze and supporting pilasters continue across the front of the adjacent hotel, tying the two buildings together. The wings of the station are nearly symmetrical, but the wing to the hotel side is twisted by some 30 degrees on the horizontal plane to line up with the facade of the hotel (Figure 11). The front facade sits on a base of polished granite. Behind this impressive facade, and hidden by it, are virtually two different structures. One is the two-storey, gable-roofed main concourse.

Beside it is a three-storey, flat-roofed waiting room and office complex.

The present main facade closely reflects the original drawings. The handsome cast bronze decorative elements around the windows and doors of the portico and in the lobby have been retained (Figure 12). New bronzed-aluminum doors have replaced the original wooden ones in the centre bay of the front entrance, the CNR sign has been replaced by a new and incompatible VIA Rail sign, suspended from the portico. On the third floor, the drawings indicate paired windows on both wings at all openings, but there is no evidence that the building was constructed other than it is now, with paired windows only at the centre of each of the two wings. The projecting centre is shown as having simulated cut stone. This is now covered by stucco, as is the brick third storey on each wing. It would appear that these changes were made at the time of construction. The station was built with a deeper cornice than indicated on the drawings. In 1987-88 an additional door on the facade of the right wing (in the middle bay) was built to give direct access to the revamped baggage area (Figure 13). These changes made since construction have not seriously altered the appearance of the front facade of the station and several of them, such as the VIA sign, could be easily removed or reversed.

The impact of this impressive facade is somewhat diminished by the plain and inelegant one-storey addition that has grown over the years to the right (south) of the station. Originally this structure was utilized by the expanding CNR services, but now most of it is rented out to private concerns (Figure 14).

The view of the track side elevation (Figure 15) was originally blocked by canopies extending over the tracks. These have been removed as part of a recent modification. There is now a narrow canopy, faced with a plywood band and supported by unornamented steel columns. A new one-storey addition was constructed in 1987-88 to house ticket offices (Figure 16). The positioning of doors and windows on this facade has been altered, probably several times, and the brickwork of the south end of the main three-storey section has been covered in large modern panels. Although there have been serious alterations and additions, most of this facade is not visible except to arriving or departing passengers. The changes, therefore, make no impact on the station as seen by the general public.

The east elevation is a combination of a gable-ended main concourse and a flat-roofed three-storey office section (Figure 17). The 1928 drawings called for a one-storey wing, with provision for the subsequent addition of the next two storeys. However, it is apparent that the first two storeys, and possibly the third, were built at the same time. This provides a visually awkward and technically difficult marriage, resulting in a valley from the gable roof the full length of the abutting office wing. The original drawings do not show the large divided window in the

gable-end of the concourse. Several windows in this elevation have been bricked up.

The north facade (Figure 18) features the three Palladian windows for the general waiting area. Several windows have been bricked in on this side as well. Although this undoubtedly detracts from the original appearance, this facade can be seen only from the rear of the adjoining hotel.

The south, north and east facades are of brick with concrete cornices and trim. The north and east facades sit on a cut-granite-faced foundation which provides a solid visual base.

The original hotel, built concurrently with the station, was a seven storey structure with a two storey base of stone and stucco. The brick superstructure is stepped in plan and elevation and capped by two mechanical towers with hipped copper roofs and parapets with broken railing of classical design and brickwork detailing. Symmetrical wings of four storeys flank the centre structure. The materials, the continuing frieze and the pilasters unite the two buildings, while the symmetry and the modifified classical features of the hotel fit well with the design of the station.

The hotel was enlarged in 1958 with an eleven storey addition to the north (Figures 4 and 19). The facade of the combined building now steps from the one storey brick addition to the three storey station to the seven storey original hotel to the eleven storey addition. The four segments present a rather uncomfortable union, and destroy much of the feeling of balance achieved by the original structure.

The credit for the design of the complex remains something of a mystery. The drawings of the station are clearly signed by John Schofield as Chief Architect. However, many of the contemporary accounts credit John S. Archibald with the work.[31] It would appear probable that the design concept was done by Archibald, while the actual drawings were carried out under Schofield's supervision in the CNR engineering offices.[32] Archibald and Schofield designed many railway stations and hotels for CNR, the CNoR and CPR. These include the Bessborough Hotel in Saskatoon, the Hotel Vancouver, and stations at Saskatoon, Edmonton and Dauphin, Manitoba. Schofield also designed the CNR station at Hamilton (1930) which displays some similarities of design to the Halifax station (Figure 20).[33] The latter is probably not an outstanding example of the work of either of these men, as the station takes a secondary place to the more imposing adjacent hotel. Its angled wing gives it a somewhat unusual appearance.

In designing the Halifax station and hotel complex, the CNR temporarily abandoned its preference for the Chateau style of architecture. The Bessborough Hotel in Saskatoon, for example, was built after the Nova Scotian Hotel, but reverts in style to the Chateauesque form, although somewhat modified. The choice of

style may have been influenced by the classically-inspired buildings of early nineteenth-century Halifax. Government House and Province House are only a few blocks away from the new complex. The style was also favoured for the new buildings that had been constructed for Dalhousie University in the preceding few years. It is difficult, if not impossible, to determine the impact that the new Lord Nelson Hotel had on the thinking of Henry Thornton and the architects. That hotel was already designed, and the drawings were well-publicized before CNR undertook the Nova Scotian.[34] Certainly Thornton was determined that his hotel would be bigger and better than that of his rival, and the two do bear strong similarities in some respects (Figures 5 and 6). Both buildings have the strong central block (with the CNR hotel decidedly higher) and symmetrical wings. Both utilize the rounded Roman arches on the ground floor, and other elements of classical architecture.

Functional/Technological Qualities

The station was constructed with a service basement below the entire building. Much of this is currently unused. The main level included the lobby, concourse, general waiting area with ladies' room, gentlemen's smoking room and washrooms, and the ticket sales areas. The two wings contained the baggage area and stairs to the upper offices, the barber shop and lunchroom, and the ramp which leads to the main level of the hotel. The scale of the concourse indicates the volume of traffic that was expected through the station. The covered walkways to the trains and the connecting link with the nearby ship terminal provided unusual features of the original station, but these have been removed in recent years. The great passenger liners no longer call at Halifax; the link between land and sea transportation is no longer necessary.

The concourse had a large Palladian window on its east face which was filled in during later modifications, then restored in the 1987-88 renovations.[35] The skylight originally ran the full length of the ridge of the concourse roof, but has been partially blocked off. The ticket offices have been moved to the side of the concourse in the new addition on the south wall. The original floor material has been replaced with 8" x 8" ceramic tiles using modern colours.

The original waiting room had been divided and used for offices over the years. These were removed in 1987-88, and fine corinthian columns and plaster work were exposed and repainted (Figure 21). The waiting room thus regained much of its original appearance. A new scaled-down canteen was installed at the end of the waiting room. The concourse, formerly separated by doors, is now open through to the waiting room.

The recent changes reflect an optimism by VIA in the mid 1980s concerning the future of rail passenger service in Canada. There

is now more waiting room space available than at any time in the station's history. The renovations, far more than merely utilitarian, also clearly show an attempt to recapture something of the sense of the elegance of rail travel.

The feel of the spaces has been maintained under the most recent renovations, but much of the detail and material is not authentic. The interior spaces have been reinterpreted to suit modern needs, particularly the offices and the baggage area. This does not affect the scale of the concourse although its modern interpretation has streetlights and trees, out of character with the 1928 original (Figure 22).

ENVIRONMENT

Setting

The west or street side of the hotel and station is visible across Cornwallis Park from Barrington Street (Figure 23), formerly the main commercial street of Halifax. The building is a dominant element at the south end of the downtown business core. Its mass and height are much greater than any adjacent building and can be seen from all sides for some distance. It is particularly evident when viewed from the harbour or from Citadel Hill, a favourite tourist attraction. The station, the original hotel, the 1958 addition and ancillary buildings are an odd and distinctive collection.

The original drawings for the hotel show an Edwardian garden of some scale behind the hotel. This feature was developed and maintained for many years (Figure 24). However, the need for additional parking space for the hotel determined the destruction of the garden. This area is now an asphalt parking lot of nondescript appearance, broken only at the northern end by the recent introduction of a new tennis court and landscaping for the secondary entrance for the hotel off this parking lot.
To the south the station looks out over the rail yards, and in the distance, the freight terminals for ocean traffic and a massive concrete grain elevator. The north and east facades are visible from a public road but the view is spoiled by the large parking lot.

The west facade is the one with the most significant public impact, because of the presence of Cornwallis Park. Thornton and his architects realized that the station and hotel could easily become lost in the midst of the other buildings in the area, and wisely chose to purchase an entire block, raze the buildings and construct a park. This opened up the entire area, and made the station and hotel highly visible from the busiest street in the city. Also, Thornton would have to have been aware of the emphasis placed by the owners of the new Lord Nelson Hotel on the proximity of their hotel to the famous Halifax Public Gardens. He could not duplicate these Victorian gardens as a frontispiece

for his hotel, but he could provide something of the same setting. The park and gardens were laid out by James Freill, a CNR landscape gardener from Jasper Park.[36] A year after the opening of the hotel/station, Thornton presented the park to the city, cleverly turning over to them the annual cost of upkeep. To assure that the city would have to keep and maintain it in the future, Thornton had placed in the centre of the park a statue of Edward Cornwallis, founder of the city. Designed by Massey Rhind,[37] the statue still presides over the now somewhat nondescript park (Figure 25), and the open space still assures the visibility of the hotel/station.

The scale of the buildings, the presence of Cornwallis Park and the setting's relationship to the Barrington Street commercial district of the city form, as was obviously intended, the southern anchor and boundary of the commercial area. This complex of buildings is not the central focus of that commercial area, but rather the last hurrah before moving on to development of a more residential scale. This aspect of the building's setting has not changed substantially in the sixty years since construction, and the basic character of the station and its environment remains unaltered.

Community Status

As the Halifax station is still being used (however infrequently), there is little apparent concern in the community regarding its future. The work of VIA Rail in refurbishing the building, inside and out, was applauded in Halifax, and led to the presentation by the Board of Trade of an award for beautification. The judges concluded that the alterations to the hotel and station "contribute tremendously to the improvement of the area, making it both a tourist attraction and quite an elegant part of the city."[38] There is certainly awareness in the city of the importance of the building, and a close eye is being kept on developments by those interested in heritage conservation.[39]

Endnotes

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6 G.R. Stevens, Canadian National Railways: Towards the Inevitable (Toronto: Clarke, Irwin & Co., 1962), pp. 278-79.

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10 D'Arcy Marsh, The Tragedy of Henry Thornton (Toronto, 1935), p. 113.

11 Ibid., p. 112.

12 Ibid., pp. 119-20; Halifax Herald, 10 October 1927, pp. 1, 12; 11 October 1927, pp. 1, 6; 13 October 1927, p. 1; 14 October 1927, p. 1; 15 October 1927, pp. 1-2, 5.

13 Ibid., 19 October 1927, p. 1; 20 October 1927, pp. 1-2; 21 October 1927, pp. 1-2; 22 October 1927, p.1.

14 Canadian Inventory of Historic Building, Ottawa, Ontario.

15 See E.R. Forbes, "The Triumph of Ideology: Transportation Policy and the Atlantic Provinces in the 1980s" in Forbes, Challenging the Regional Stereotype, pp. 136-47.

16 Public Archives of Nova Scotia (PANS), Halifax, RG 28, vol. 18, no. 8, Report of J.R. Forman, Engineer, to Joseph Howe, Chairman, Railway Board, 20 July 1856.

17 Beck, Howe: The Briton Becomes Canadian, 1848-1873, pp. 97-99.

18 PANS, RG 28 vol. 18, no. 6, Report of Railroad Commissioners to the Provincial Secretary, 6 February 1855.

19 Phyllis R. Blakeley, Glimpses of Halifax (Belleville, Ontario.: Mika Press, 1973), pp. 88-89; PANS, Map Collection, #240-1874, T-9-2548, ICR Plan Shewing Land Required for the Extension of Railway into the City of Halifax, To accompany letter to Hon. Attorney General under date of 14th August 1874. [shows extension to North Street]

20 Ibid., p. 88.

21 Stevens, Canadian National Railways: Towards the Inevitable, p.281; Graham Metson (ed.), The Halifax Explosion, December 6, 1917 (Toronto: McGraw-Hill Ryerson, 1978), p.19.

22 Stevens, Canadian National Railways: Towards the Inevitable, p. 280.

23 PANS, Map Collection, F/240-1915, Canadian Government Railways, Halifax Ocean Terminals Railway Plan Showing Land Required in Point Pleasant Park--James McGregor. [1915]; ibid., F/240-c.1916, Plan Intercolonial Railway [showing proposed terminals].

24 "Now Says No Need Sanction by Parliament," Halifax Herald, 17 October 1927, p. 6.

25 The Halifax Chronicle-Halifax Daily Star, 23 June 1930, p.1; Halifax Herald, 23 June 1930, p.1.

26 History Section, Canadian Parks Service, Atlantic Region, Halifax, File-CN Station, "Speaking Notes for Denis de Belleval, President and Chief Executive Officer of VIA Rail Canada for the official opening of the Renovated Halifax Station June 20, 1988," p. 3.

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30 Rhona Goodspeed, "Trois-Rivières Railway Station", Railway Station Report 16, Historic Sites and Monuments Board of Canada (June 1990).

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32 This is the opinion of Robert Hill, Toronto, who has done much work on the two architects concerned. Robert Hill, in conversation with the author, 8 April 1991.

33 Harold D. Kalman, The Railway Hotels and the Development of the Chateau Style in Canada (Victoria: University of Victoria, 1968), pp. 20-22; Kate MacFarlane, "Former Canadian Northern Railway Station Dauphin, Manitoba," Railway Station Report 9, Historic Sites and Monuments Board of Canada (November 1989), p. 6.

34 See Halifax Herald, 10 October to 15 October 1927.

35 Canadian Parks Service, Atlantic Regional Office, Halifax, Halifax Station File, "VIA Rail Canada: Halifax Station Renovations. Project Description," by Mahon Architects Ltd.

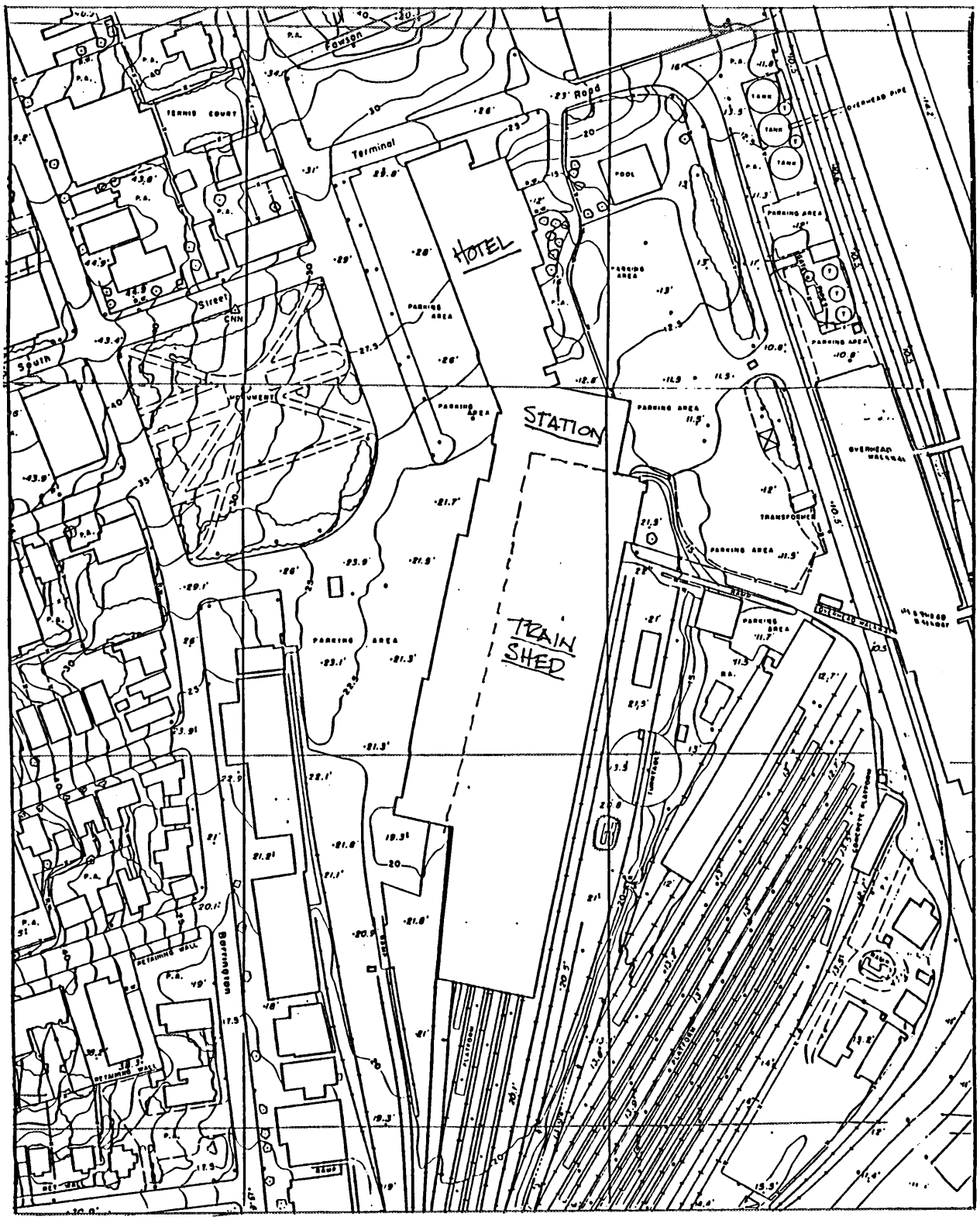
36 Halifax Chronicle-Halifax Daily Star, 23 June 1930.

37 Halifax Herald, 20 June 1931, p. 15.

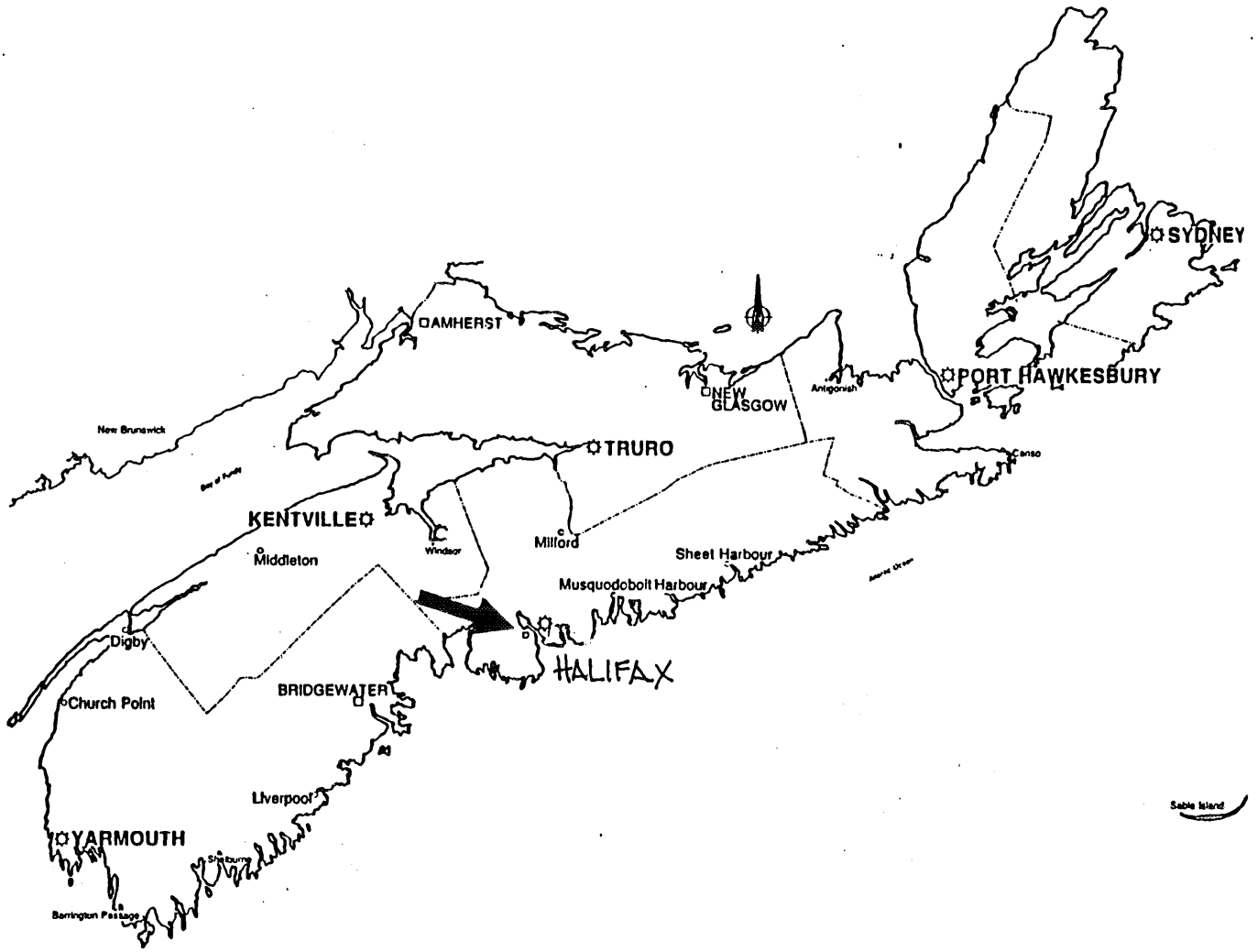
38 Commercial News, January, 1989, [Halifax, NS], pp. 40-41.

39 Mr. Daniel Norris, Heritage Officer, City of Halifax, in conversation with the author, 28 February 1991.

1 VIA Rail Canada Inc. (hereafter, VIA Rail) station, Halifax, Nova Scotia; constructed 1930, J. Schofield, architect; Hollis St. (street side) elevation. (Barry Moody, Delta Four Associates Inc. - hereafter DFA - 1991.)



2 Street map of Halifax, Nova Scotia, showing station hotel and train sheds (now demolished). (Plan courtesy of Nova Scotia Department of Lands and Forests.)



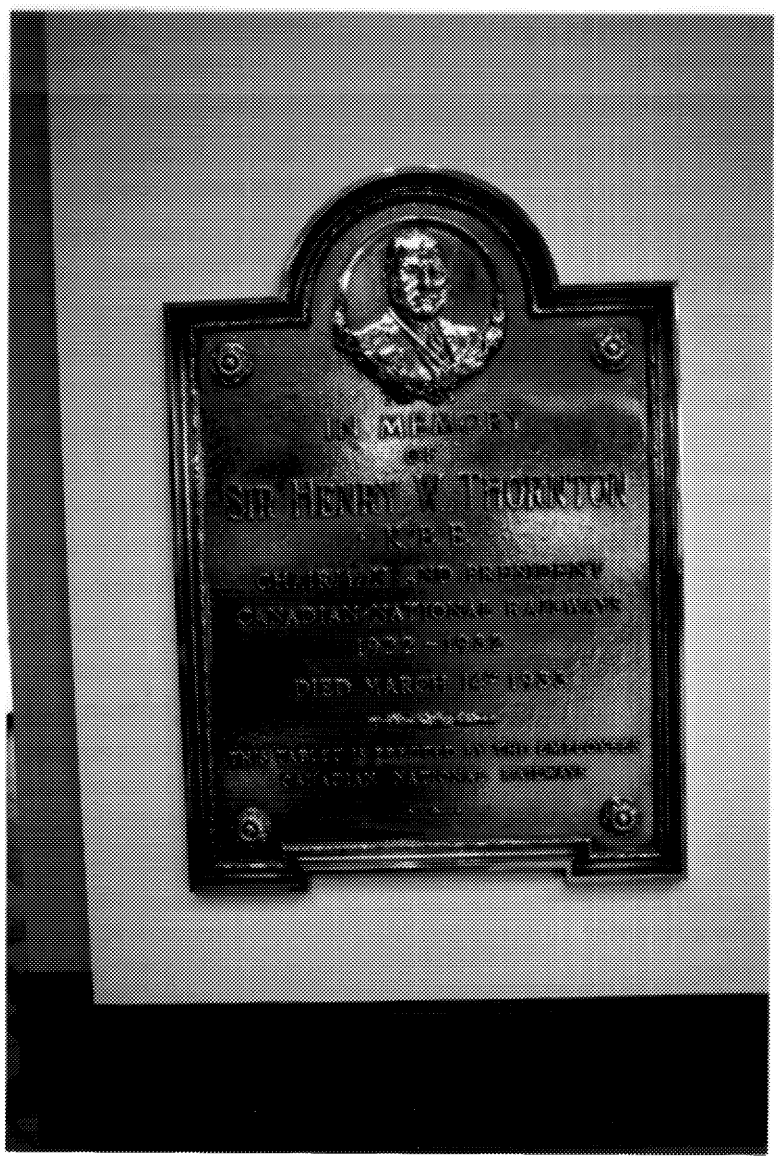
3 Contemporary map of Nova Scotia showing location of Halifax. (Complete atlas of Canada and the world. George Philip and Son Ltd.)

4 VIA Rail station, showing Halifax station and Hilton Hotel (1958 additions shown on the left). (Barry Moody, DFA, 1991.)

5 Lord Nelson Hotel, Halifax, circa 1930s. (Postcard by Valentine-Black Co. Ltd.)

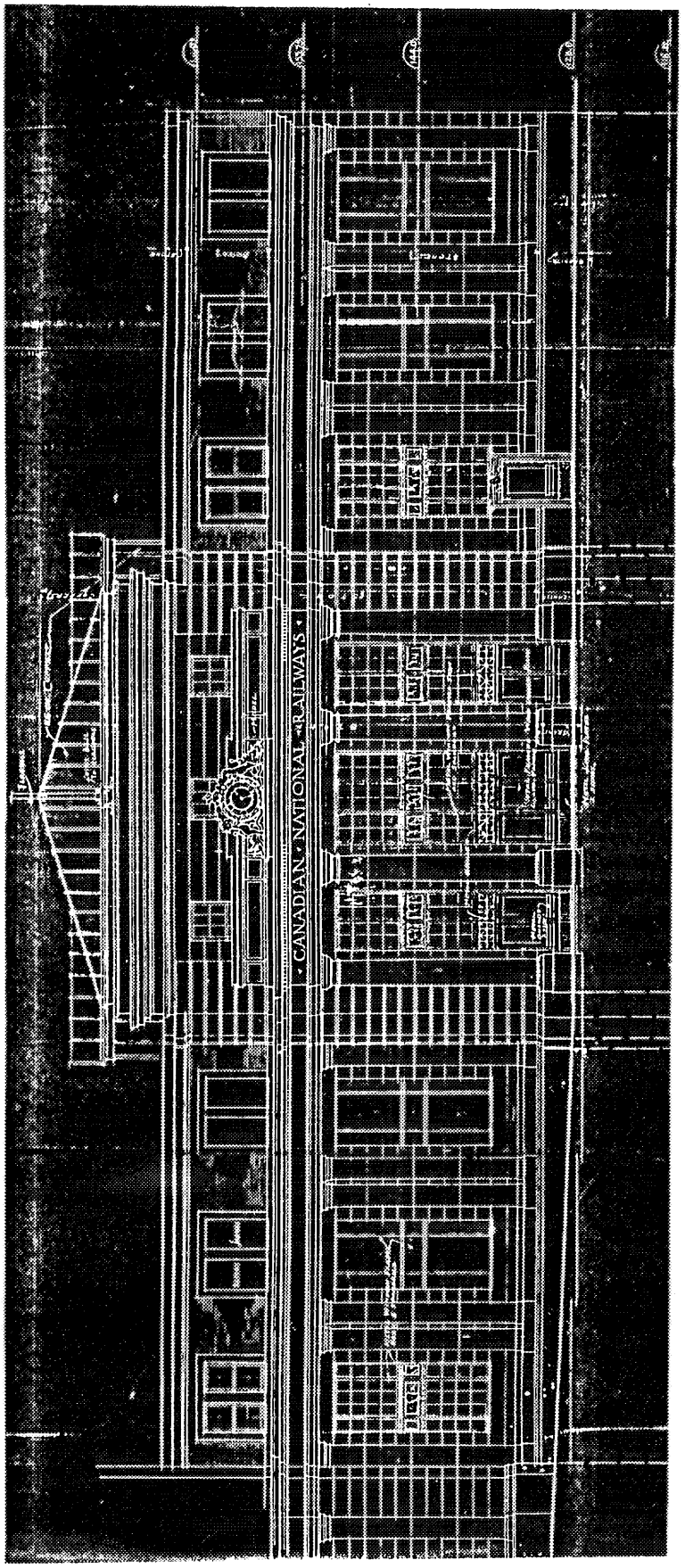
"The Nova Scotian" and C.N.R. Station, Halifax, N.S.-6

6 VIA Rail station, view of station and Nova Scotian Hotel, circa 1940. (Postcard, Photogelatine Engraving Co. Ltd., Ottawa.)



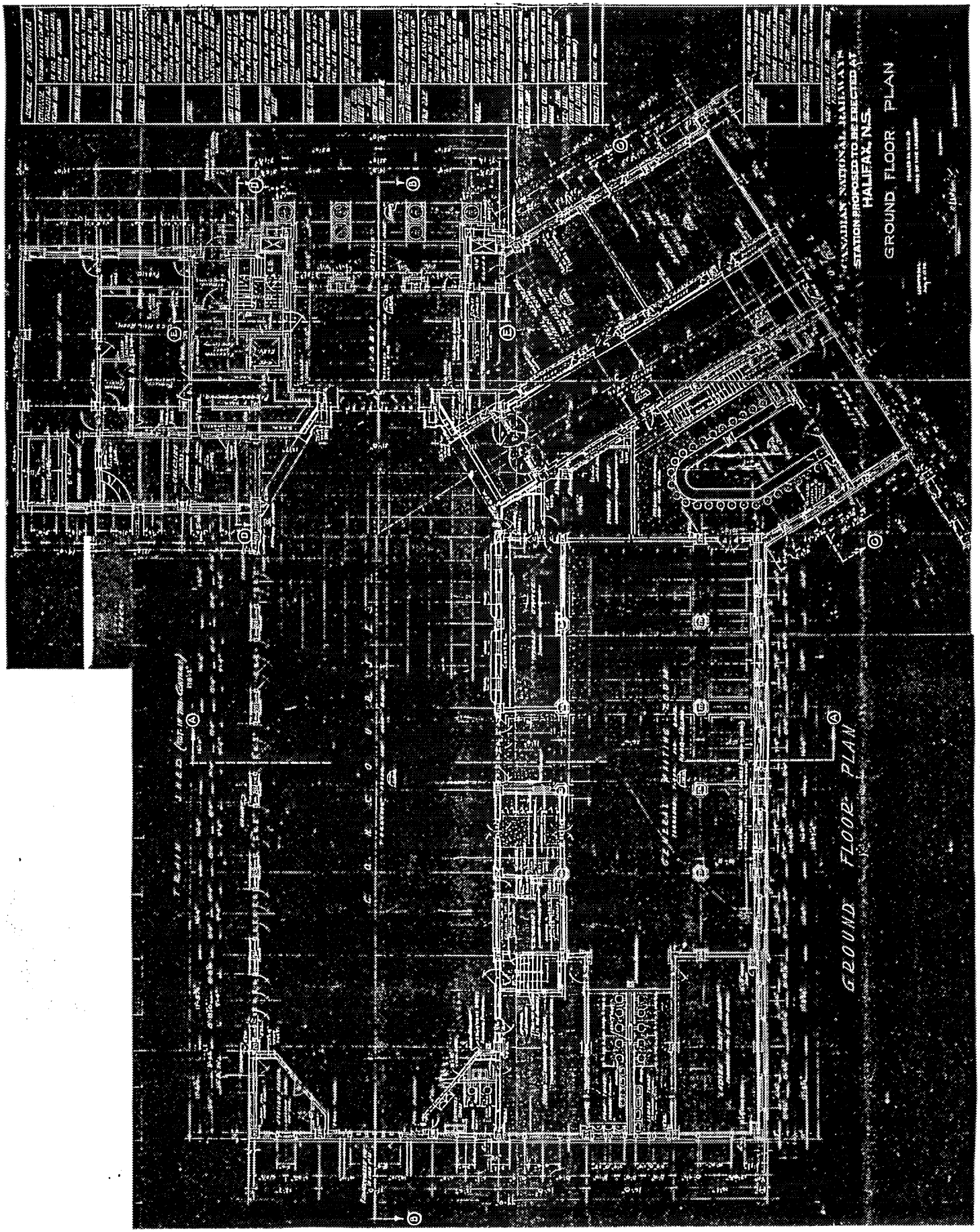
7 Plaque in memory of Sir Henry Thornton, main concourse, Halifax station. (Barry Moody, DFA, 1991.)

8 North street station, Halifax, built 1877, decorated for return of Canada's soldiers from the Boer War, 1901. (Courtesy of Public Archives of Nova Scotia (PANS) N-6192.)



9 VIA Rail station, "front elevation", 1928. (Drawing courtesy of PANS.)

10 Canadian Pacific Railway station, 1065 Champflour Street, Trois-Rivières, Quebec; constructed in 1924, Ross and MacDonald, architects. (Photograph courtesy of Rhona Goodspeed, Architectural History Branch, Canadian Parks Service, 1990.)



11 VIA Rail station, "ground floor plan", 1928. (Plan courtesy of PANS.)

12 VIA Rail station, showing bronze decorative work, front entry. (Barry Moody, DFA, 1991.)

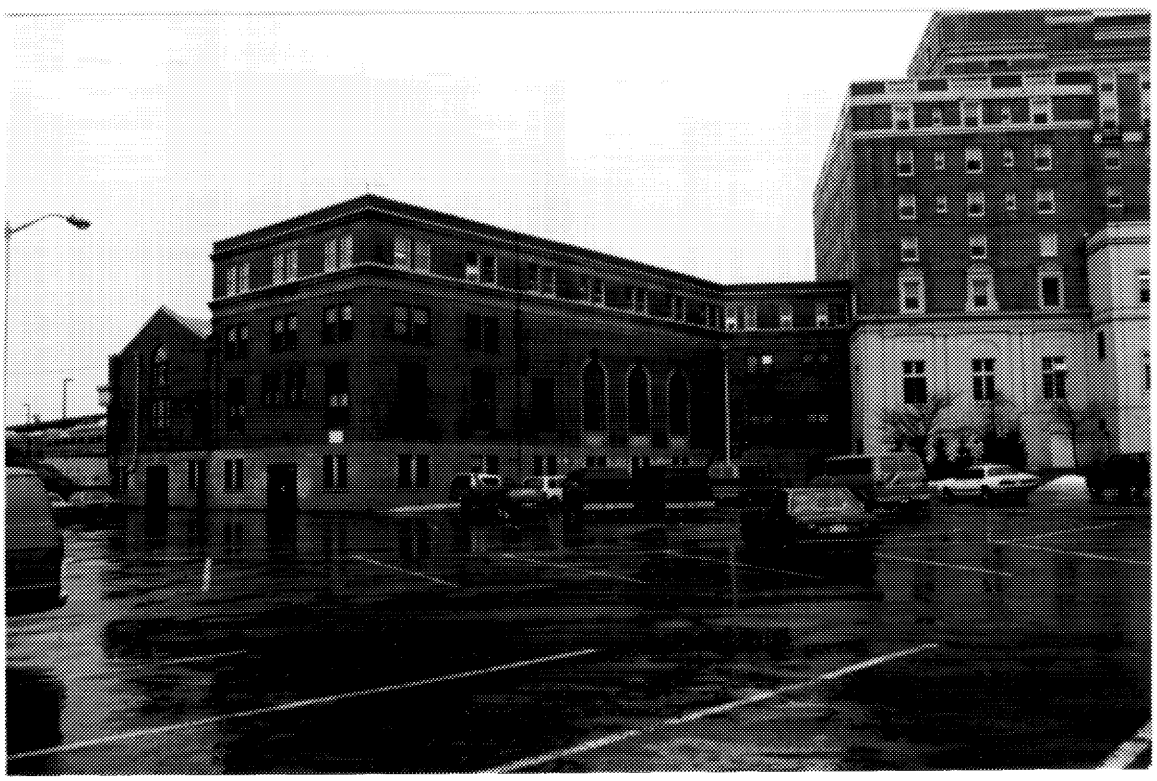
13 VIA Rail station, showing new doors (centre bay). (Barry Moody, DFA, 1991.)

14 VIA Rail station, showing commercial space abutting station. (Barry Moody, DFA, 1991.)

15 VIA Rail station, track-side elevation. (Barry Moody, DFA, 1991.)

16 VIA Rail station, track side elevation showing new (1987) ticket office. (Barry Moody, DFA, 1991.)

17 VIA Rail station, east elevation. (Barry Moody, DFA, 1991.)



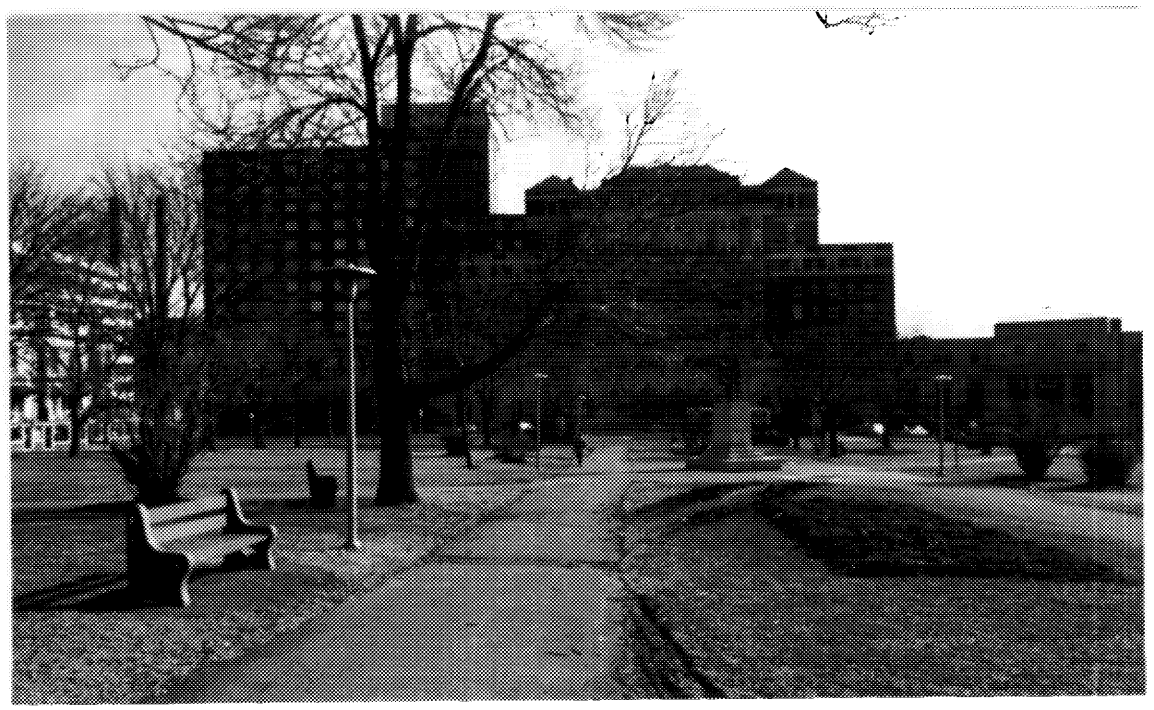
18 VIA Rail station, east and north elevations. (Barry Moody, DFA, 1991.)

19 Via Rail station, east elevation showing station, original hotel and 1958 additions. (Barry Moody, DFA, 1991.)

20 CNR station, Hamilton, Ontario; constructed in 1929-30, John Schofield, architect. (Photograph courtesy Anne de Fort-Menares, Resource Data, 1991.)

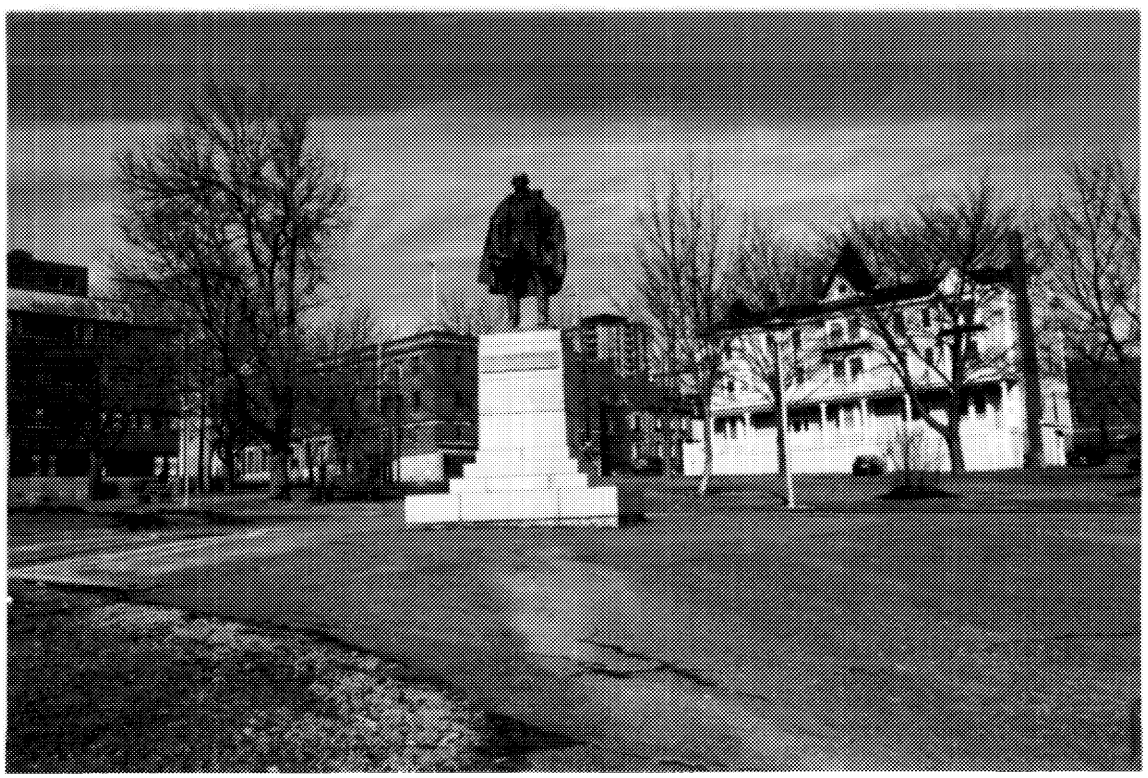
21 VIA Rail station, waiting room, showing 1987 renovations and restoration. (Barry Moody, DFA, 1991.)

22 VIA Rail station, main concourse showing new ticket area on right, waiting room to left and location of the Thornton plaque. (Barry Moody, DFA, 1991.)



23 VIA Rail station, showing Cornwallis Park in foreground. Left to right - 1958 hotel addition, original hotel, station. (Barry Moody, DFA, 1991.)

24 VIA Rail station, view of hotel and station showing relationship to docks; gardens to the rear of hotel, 1930s. (Postcard courtesy of Photogelatine Engraving Co. Ltd., Toronto.)



25 Statue of Governor Edward Cornwallis, presented to City of Halifax by CNR, 1931. (Barry Moody, DFA, 1991.)