

## HISTORIC SITES AND MONUMENTS BOARD OF CANADA

### RAILWAY STATION REPORT

**Title:** Canadian National Railways Station  
Stewiacke, Nova Scotia

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

# RSR-46

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## INTRODUCTION

The small brick railway station in Stewiacke, Colchester County, Nova Scotia, was built by Canadian National Railways (CNR) in 1926 (Figures 1 and 2). It was designed "in house" in the Moncton Regional Office. Still owned by CNR, it is now used as a section house on the Halifax to Moncton line. Its official designation is Bedford Subdivision, Mile 46.71 (Figure 3).

The railway once played an important role in the life of the community, and the station is appropriately set in the middle of the small town (Figure 4). Although slightly modified and badly neglected, the building and its surroundings retain much of the appearance of an earlier era.

## HISTORICAL ASSOCIATIONS

### Thematic

The rail line that runs through the small town of Stewiacke was built to serve local interests and as a vehicle for linking the mainland colonies of British North America together. It was built and operated from the beginning as a government project. The Intercolonial Railway served the region well until it was swallowed by the CNR. Both lines were owned by the Canadian government, but from a Maritime perspective the latter has not always been judged to operate in the best interests of the region. The present CNR station in Stewiacke is a visible reminder of the days when the railway was a vital element in the daily life of small-town Nova Scotia, and of the expectations that were held of government-owned railway ventures in Canada.

After several false starts, the age of railway construction in Nova Scotia began in 1854 with the establishment of the Nova Scotia Railway Company, having a mandate to build, own and

operate lines linking Halifax with the Annapolis Valley and the eastern counties of the mainland.<sup>1</sup> Under the leadership of the energetic Joseph Howe, the important concept of government rather than private ownership and operation was quickly established. The idea of the railway as a public service rather than as a means of corporate profit was thus deeply rooted in the province from the very beginning.

The line from Halifax to Truro, passing through Stewiacke, was completed on 15 December 1858,<sup>2</sup> putting an important part of the colony in easy and daily contact with the capital. This main line, plus the branch line to Windsor, tapped into some of the best farmland in the colony, and the farmers found a ready market for their products in an expanding Halifax. In this way, the lines served the purpose that T.C. Haliburton had forecast a quarter of a century before.<sup>3</sup>

The providing of transportation to local markets was, however, only one of the purposes that railway building in Nova Scotia was expected to serve. The provision of a rail link between the Maritimes and the colony of Canada was fully as important a part of the plan, but one more difficult to fulfill. Such a venture would require intercolonial cooperation, a commodity in short supply in the mid-nineteenth century. Even the outbreak of the American Civil War in 1861 and the rapid deterioration of Anglo-American relations were not sufficient to break down the barriers of suspicion and dislike which separated the colonies.<sup>4</sup> It was not until construction of the intercolonial line became a condition for the union of the colonies at discussions at Charlottetown and Quebec City in 1864 that the earlier hurdles were overcome. The railway was, in fact, one of the few benefits that some Maritimers could see in such a union.

The commitment to build the line binding the colonies together was included in the British North America Act of 1867,<sup>5</sup> and the two issues, intercolonial railway and nation, became inextricably linked. Sanford Fleming, the man chiefly responsible for the construction of the line, wrote that "The Intercolonial Railway owes its existence to the creation of the Dominion, although it may be said that neither could have been consummated without the other."<sup>6</sup> With the proclamation of the union on 1 July 1867, the assets of the Nova Scotia Railway Company, including the Halifax to Truro line, were turned over to the Canadian Government. On 9 November 1872, it was formally incorporated as part of the Intercolonial Railway<sup>7</sup> and nine years after Confederation, the Intercolonial Railway was completed. On 6 July 1876, the first train from Halifax arrived in Quebec City; the provinces were finally linked by rail.<sup>8</sup>

The Intercolonial Railway quickly became an integral part of the economic, to say nothing of the political, life of the Maritimes. A federal Royal Commission, appointed in 1916, recommended far-reaching changes in Canada's rail system, and both the Intercolonial and the Maritimes were profoundly influenced by

these. The nationalization of many of the smaller lines and the amalgamation of these with the Intercolonial Railway provided the Maritimes with a transcontinental rail line, but it deprived them of the benefits of what had been largely a locally-run transportation system.<sup>9</sup> The creation of the CNR ended much of the special relationship which had existed between the easy-going Intercolonial Railway and the small communities it had served. Formerly, the all-important freight rates in the Maritimes were quite low and fairly flexible; one might negotiate an even lower rate at the regional office in Moncton. Even the station agents were given the flexibility to alter freight rates in order to encourage the movement of goods. All of this was swept away in the new "national" system; flexibility was replaced with rigidity, low rates with staggeringly high ones. Between 1917 and 1920 rates increased from 140% to 216%, depending on the goods carried.<sup>10</sup> Gone was the traditional view of the railway as a stimulator of the regional economy, and a public service (Figure 5). Communities such as Stewiacke could not recover from the blows dealt them at this time. The building of a new passenger station in the community in the late 1920s could never compensate the town for the virtual destruction of vital freight service. Passenger and freight service for the small towns on the line would decline as the century progressed, until it ceased altogether. CNR continues to own the old route from Halifax to central Canada, although responsibility for passenger service on it was taken over by VIA Rail in the 1970s.

The rail line through Stewiacke, and the station which is the tangible symbol of it, is a strong reminder of important themes in Nova Scotia railway history. The rise and decline of the concept of rail ties between Halifax and its hinterland, the expectations and destruction of the dream of a government-controlled vehicle for regional economic growth and the high hopes of the rail line to link the provinces together in one great nation are reflected here.

### Local Development

When the main line of the Nova Scotia Railway Company between Halifax and Truro was constructed in the 1850s, it passed through the small community of Stewiacke, Colchester County. For the next hundred years, that rail connection would be of vital importance to the growth of that area, providing the focus for much of the rhythm of the economic and social life of the community. In many respects the station was the very heart of the town. The successive stations built there represented the connection with Truro and Halifax, and became the meeting place for many of the area's inhabitants. Furthermore, it would ultimately be the policies of the CNR that would contribute largely to the town's decline.

The arrival of the railroad in Stewiacke in the late 1850s was a momentous occasion. The first station was built in that

community in 1858,<sup>11</sup> and over the next few decades would provide considerable stimulus to the economic growth of the region. Shortly after the building of the line, a foundry was established in Stewiacke and before the end of the century there was a busy lumber industry.<sup>12</sup> By 1910, a shoe peg factory had been established (the only one in Canada), producing wooden pegs and shanks for shoe making.<sup>13</sup> As well, the produce of this rich agricultural area could now find a ready market in nearby Halifax, thanks to the daily trains which stopped in Stewiacke. By 1907, the community was shipping by train approximately 30 tons of milk, two tons of butter and seven tons of fresh meat per month.<sup>14</sup>

The rail service was used for more than merely freight, however. Postal service was much improved, and the flow of passenger traffic was vastly increased over the old stagecoach days. It was reported that by 1907 2,000 passengers a month used the small Stewiacke station, for by that time sixteen passenger trains per day (eight each way) stopped in the community.<sup>15</sup> In 1876, it was the train that brought the P.T. Barnum circus to Colchester County, the first such occurrence.<sup>16</sup> By the early twentieth century, the train carried some senior Stewiacke students to school in Truro each morning, offering special student rates.<sup>17</sup> At the height of the disastrous fire of 1921, special trains brought fire equipment and men from Truro and Halifax to assist the town.<sup>18</sup>

In many ways, then, the railway brought vast change to the daily life of small inland Nova Scotia communities such as Stewiacke, shaping the very pattern of the life of the area. By the beginning of the twentieth century, Stewiacke had become a prosperous and busy community, large enough to incorporate as a town in 1906.<sup>19</sup> The future appeared very bright indeed.<sup>20</sup>

Instead of prosperity, the post-World War I period brought economic disaster for communities like Stewiacke, and at the centre of many of their problems was the railway. The drastic changes in freight rates and general policy under CNR, coupled with other downturns in the regional economy and the destruction by fire in 1921 and 1923 of several of the key businesses of the town, had a disastrous impact on Stewiacke.<sup>21</sup> The economic and population slide, from which the community has never really recovered, had become so serious by 1975 that a meeting was held to discuss abandoning the community's town status.<sup>22</sup>

The erection of a new station in Stewiacke in 1926-7 reflected some of the changes that were taking place. The old 1858 station had completely outlived its usefulness, and \$10,750 was to be spent on a replacement. The new one was to be smaller than the old one, however, and the area for freight had been considerably reduced. The 1926 letter authorizing the construction originally read "a new standard combined station and dwelling" but was altered to "a new station" only.<sup>23</sup>

A new station, however, could do nothing to slow the declining use of the railway in Stewiacke. In 1967, CNR appealed to the Board of Transport Commissioners for permission to replace the Stewiacke station agent with a caretaker, arguing that in the last twelve-month period only 88 passenger tickets had been sold in the town.<sup>24</sup> The protests of the town council and local residents carried no weight, and permission was granted the following March.<sup>25</sup> The next step in the downward spiral came in 1974 with the replacement of the caretaker with an "On Hand Representative" and the decision by the CN Transportation Department that the Stewiacke Station "may be retired."<sup>26</sup> VIA Rail continued to use a small corner of the former women's waiting room for passenger shelter and the rest of the building was utilized as a "motor car shed and section office."<sup>27</sup> On 3 June 1984, for the first time in over 125 years, the passenger trains no longer stopped in Stewiacke. For that town, the age of the railways was over.<sup>28</sup>

In 1986, the Canadian Transport Commission, having determined that "the removal of the said structures [among them the Stewiacke Station] would benefit CN and the public in general [sic]..." permission for the destruction of the station was granted.<sup>29</sup> Because the building is still in use as a Section Headquarters,<sup>30</sup> the demolition of the building has not yet been carried out.

The brick station in Stewiacke represents both the growth and the decline of the community which it served and is an excellent reminder of an entire way of life, a pattern of existence, that once characterized these small towns but which no longer exists. The station ceased to be the heart of the community a number of years ago; nothing has been able to take its place.

## ARCHITECTURE

### Aesthetic/Visual Qualities

Plans dated 18 June 1926 (Figure 6), prepared by Canadian National Railways, Atlantic Region, Halifax Division, entitled "Stewiacke, NS, Proposed Station," are credited to the office of the Chief Engineer.<sup>31</sup> The drawings show a one storey, brick-faced building with a projecting rectangular centre bay on both the track and the street sides. The hipped roof has a bell cast overhang over the track-side platform with hipped returns at either end. The overhang is supported by ornamental wooden brackets (Figures 7 and 8). The design shows an ornamental dormer breaking the roof line above the bay on the track side. Identical doors and adjacent windows flank the track side bay, which is slightly off-centre to accommodate a baggage/express room at the south end. On the north end of the track facade there is an additional window for the waiting room.

The north and south elevations (Figures 9 and 10) display

different window placements to serve the baggage/express room and the waiting room respectively. The street elevation (Figure 11) is nearly symmetrical, lacking only an additional window in the baggage/express room section. The station would appear to have been built exactly as designed.

The Stewiacke station, which measures 25' x 62', is a traditional Class 4 station built to Intercolonial Railway standard plans, designed for small communities.<sup>32</sup> In style, it closely resembles those built at Sydney Mines and North Sydney, Nova Scotia, especially the former (Figures 12 and 13). The two differ somewhat from Stewiacke in size, dormer details, overhang, door placement and exterior finish. The North Sydney station is more elaborate in its exterior finish, perhaps too much so for a small building.

The Stewiacke station, with its clean straight lines and lack of adornment, seems very well suited to its small-town environment. It is a fine example of an unornamented small community railway station. It was built in an era when rail passenger traffic was still important, and its solid, permanent appearance reflects CNR's belief in and commitment to local passenger service.

The original exterior of the building remains virtually intact, save for such minor changes as the replacement of all the exterior doors with new slab doors; the replacement of the original double doors to the baggage/express room with a wider, shorter door to accommodate the storage of a small maintenance trolley (Figure 14); and the substitution of asphalt shingles for the original asbestos shingles. The projecting dormer was probably removed when the roof was resingled. Most of the changes are minor and do not detract in a serious way from the appearance of the building. The removal of the dormer, however, destroyed one of the few decorative features of the building, and the station now has a much plainer appearance. The dormer provided an important visual focal point, making the station appear somewhat larger and taller. That feeling has now been lost.

#### Functional/Technological Qualities

The Stewiacke station has a full basement under the centre section and crawl spaces only under the rest of the building. This basement was apparently used only for the boiler and for coal storage; its present damp state precludes its usefulness. The main floor of the station contains the operator's office, flanked on the north by a general waiting room and on the south by the women's waiting room. The ticket window is to the rear of the operator's office in a corridor between the two waiting rooms. Directly opposite the ticket window is a door to the basement which separates two washrooms, one each for the general waiting room and the women's waiting room. The south end of the building contained the baggage/express room which originally was

accessible only by the outside doors.

The floor plan for the Stewiacke station (Figure 15) is very similar to that of the station at Sydney Mines, N.S, the location of the washrooms being the major difference.<sup>33</sup> The layout would seem well suited to small-town traffic. The projection of the agent's office out into the platform area would give the agent a clear view of train traffic coming from either direction. By the late 1920s it was perhaps no longer necessary to have separate waiting rooms for the general public and women, but Stewiacke has them nonetheless, perhaps the last faint echo of the Victorian-Edwardian sensibilities.

Most of the interior finishes and partitions remain intact including the original hardwood floors. In the washrooms, wooden toilet partitions and the early toilet fixtures remain. Waiting room benches have been removed and new lighting has been installed. These changes were probably part of the 1975 alterations which left only a small area of the women's waiting room for passenger accommodation and turned the rest into CNR work space (Figure 16). A section of the original partition between the baggage room and the women's waiting room was removed to provide storage space for the section crew. A new door was installed at the general waiting room end of the corridor by the ticket window to provide a lunchroom for the section crews.

The exterior is in fairly good condition, showing no surface evidence of serious deterioration. As with the interior, the alterations that have been made, most of them minor in nature, could be easily reversed, returning the building to its original appearance.

## ENVIRONMENT

### Setting

The exterior of the building and surrounding area have been poorly maintained (Figure 17). The yard is littered with debris and material from the section crews' work. The wooden platform next to the track has been removed and the station is now separated from the tracks by only a gravel strip.

Directly across the tracks from the site of the two stations stood a sprawling lumber mill complex until its destruction by fire in 1923 (Figure 18). For several years following, the strewn wreckage of the mill remained, until Senator William Dennis, a native of Stewiacke, offered to turn the unsightly spot into a park. The town was to acquire the land, and Dennis agreed to provide the money necessary to develop the park. This was accomplished by about 1930. CNR landscaped their strip between the park and the fence in like manner,<sup>34</sup> following a common trend in Canada<sup>35</sup> of beautifying stations by developing adjacent gardens.

Both town and railway maintained their gardens for a number of years, but by the late 1930s there were signs of serious deterioration (Figure 19).<sup>36</sup> Dennis Park was refurbished in the 1960s, but CNR allowed their gardens to disappear; no trace of them remains today. The CNR strip between the tracks and the park is now overgrown with grass and weeds, divided from the park by a chain-link fence.

Although there is neglect and deterioration evident in the general surroundings, the railway character of the station's vicinity remains largely intact. The tracks are still in place and used daily, and the area has not been intruded upon by recently-constructed buildings.

The Stewiacke station is highly visible within its community, partly because of the existence of Dennis Park. It is a dominant element within the small commercial district and as the surrounding land is generally flat and open, the station is visible from a considerable distance (Figures 20 and 21). The unsightly nature of the yard surrounding the station is reflective of the general signs of economic decline in the community. The station and the surrounding buildings, many of them highly altered and some unoccupied, do not speak loudly of a community with a strong sense of pride or economic well-being.

### Community Status

The Stewiacke station is visually very prominent in the community, standing as it does in a largely open area, at the intersection of the town's main streets, and adjacent to the Dennis Park. It is thus well-positioned for some type of community development. The town has repeatedly requested information concerning the disposition of the station and property, and reiterated its interest in purchasing both.<sup>37</sup> There would thus appear to be quite a bit of interest in acquiring the building for community purposes. Although CN (Regional Office) has agreed to contact the Town when it does dispose of the building, no commitment has been made.<sup>38</sup>

Certainly the station at Stewiacke very much represents the rise and decline of the railway in a small Nova Scotia town, and speaks loudly of the days when the life of the community revolved around it.

### Endnotes

- 1 J. Murray Beck, Joseph Howe: The Briton Becomes Canadian, 1848-1873 vol. II (Kingston and Montreal: McGill-Queen's Press, 1983), pp. 67-71; G.R. Stevens, Canadian National Railways: Sixty Years of Trial and Error vol. I (Toronto: Clarke, Irwin and Co., 1960), pp. 156, 159; Marguerite

- Woodworth, History of the Dominion Atlantic Railway (Kentville, N.S.: Kentville Publishing Co., 1936), p. 27.
- 2 Stevens, Canadian National Railways: Sixty Years of Trial and Error, p. 162.
- 3 T.C. Haliburton, The Clockmaker (Toronto: McClelland and Stewart, 1958), p. 26.
- 4 Donald Creighton, The Road to Confederation (Toronto: University of Toronto Press, 1964), p. 24; Stevens, Canadian National Railways: Sixty Years of Trial and Error, pp. 167-175.
- 5 Robert Dorman (compiler), A Statutory History of the Steam and Electric Railways of Canada 1836-1937 (Ottawa: King's Printer, 1938), p. 88.
- 6 Sanford Fleming, The Intercolonial (Montreal: Dawson Bros., 1876), p. 236.
- 7 Stevens, Canadian National Railways: Sixty Years of Trial and Error, p. 185.
- 8 Ibid., pp. 193-4.
- 9 Leslie T. Fournier, Railway Nationalization in Canada: The Problem of the Canadian National Railways (Toronto: McMillan Co., 1935), p. 7; G.R. Stevens, Canadian National Railways: Towards the Inevitable (Toronto: Clarke, Irwin & Co., 1962), p. 282; E.R. Forbes, "Misguided Symmetry: The Destruction of Regional Transportation Policy for the Maritimes" in E.R. Forbes, Challenging the Regional Stereotype (Fredericton: Acadiensis Press, 1989), pp. 114-135.
- 10 Ibid., pp. 117-123.
- 11 Public Archives of Nova Scotia, RG 28, vol. 18, no. 16, Report of James Laurie, Civil Engineer, to Board of Commissioners, Nova Scotia Railway, 31 January 1859.
- 12 S.F. Creighton, Colchester County: A Pictorial History (Oxford, N.S.: The Municipality of Colchester Recreation Commission, 1980), pp. 76, 84.
- 13 Ibid., pp. 93, 96.
- 14 Stewiacke, vol. I, no. 1, September 1907 (Truro: News Publishing Co., 1907), pp. 27-8; Reg Turner, "The Local," Truro Weekly News, 30 July 1970, p. 2, describes the gathering in the 1920s-30s of farmers every morning at the Stewiacke Station to send milk by "The Local" (the 6:40 a.m. CNR train bound for Halifax).

- 15 Ibid., pp. 27-8; Creighton, Colchester County, p.45.
- 16 Ibid., p.45.
- 17 The Town of Stewiacke, Nova Scotia (np, 1967), p. 22.
- 18 Ibid., p.25.
- 19 See Stewiacke, vol. I no. 1, for excellent description of the community at the time of incorporation.
- 20 Historian Ernie Forbes maintains that such growth was the norm for communities along the Intercolonial line. Forbes. "Misguided Symmetry," p. 118.
- 21 The Town of Stewiacke, Nova Scotia, pp. 67-8.
- 22 Truro Weekly News, 29 May 1975, p.1.
- 23 CNR, Moncton Office, Stewiacke File, A.F. Stewart to P.O. Condon, R.A. Black and J.T. Hallisey, 31 August 1926.
- 24 Truro Weekly News, 5 October 1967, p. 2.
- 25 Ibid., Order No. R-1890 Canadian Transport Commission, 29 March 1968.
- 26 Ibid., H.A. Rousseau to D.A. Slack, 15 October 1974, citing Board Order R-19000, 16 July 1974.
- 27 Ibid., Plan, "Proposed Alterations to Stewiacke Station," 13 January 1975; P. J. MacDonald to Isabelle Denney, 30 March 1979.
- 28 Ibid., R.G. Messenger to S.A. Cantin, 7 May 1985.
- 29 Ibid., J. O'Hara, Secretary, Railway Transport Committee, to C.A. Cantin, 24 April 1986.
- 30 Mr. Ben Levesque, Canadian National Railways, Atlantic Region, in conversation with the authors, 20 February 1991.
- 31 Canadian National Railways, Atlantic Regional Office, Moncton, NB, Stewiacke NS File, Plans of Stewiacke Station.
- 32 Robin H. Wyllie, Heritage Inventory of Pre-1940 Railway Stations in Nova Scotia (Heritage Section, Nova Scotia Department of Tourism and Culture, 1989), pp.5-6.
- 33 Ibid., p. 6. This assessment was made on the basis of the drawings alone; the Sydney Mines station was not examined for this study.
- 34 The Town of Stewiacke, pp. 6-8.

- 35 Edwinna von Baeyer, Rhetoric and Roses (Markham, Ont.: Fitzhenry and Whiteside Ltd., 1985) for a discussion of this trend.
- 36 The Town of Stewiacke, p. 8.
- 37 CNR, Atlantic Regional Office, Stewiacke File, G.C. McLennan, Town Clerk, to C.H. Sparks, 17 December 1971; Ioan Astle, Town Clerk, to J.H. Munro, 12 March 1985; Ioan Astle to C.N. Rail, 12 March 1987.
- 38 Ibid., J.W. Davis to Ioan Astle, 14 April 1987.

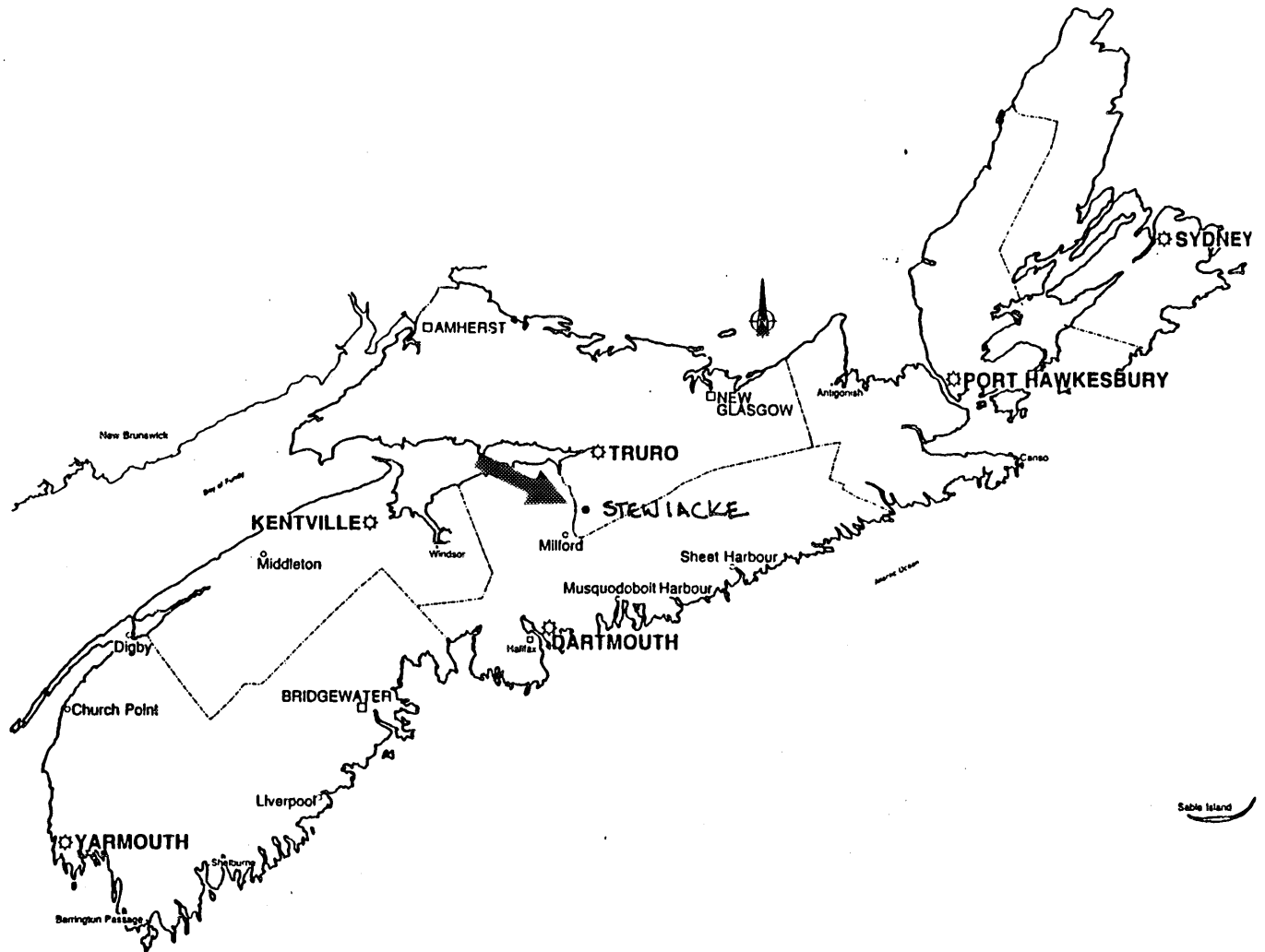


- 1 Canadian National Railways (hereafter CNR) station Stewiacke, Nova Scotia; constructed 1926, plans prepared by Office of Chief Engineer; track side elevation. (Barry Moody, Delta Four Associates - hereafter, DFA - 1991.)



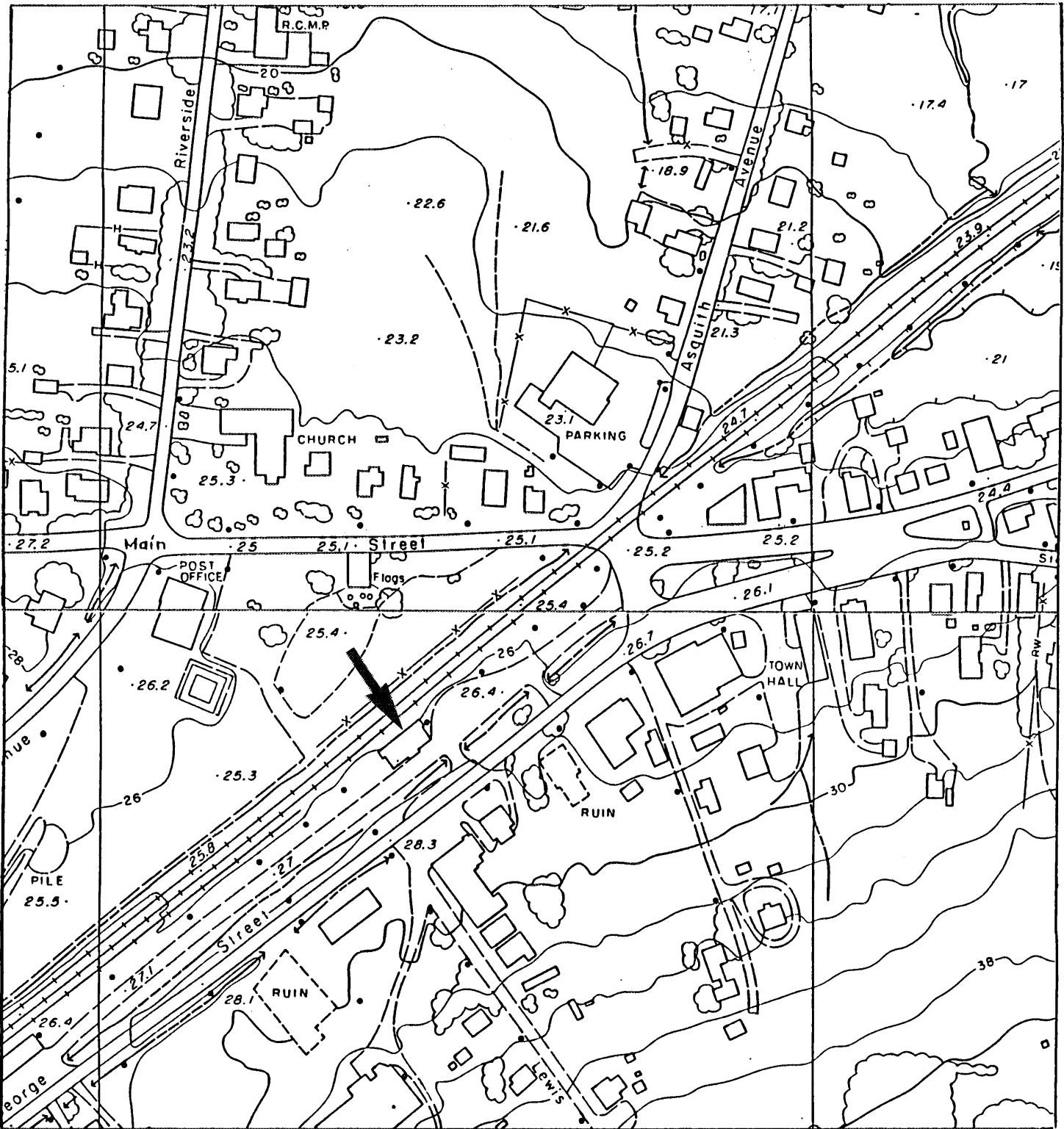
- 2 CNR station, end elevation angled. (Barry Moody, DFA, 1991.)

CANADIAN NATIONAL RAILWAYS STATION, STEWIACKE, NOVA SCOTIA

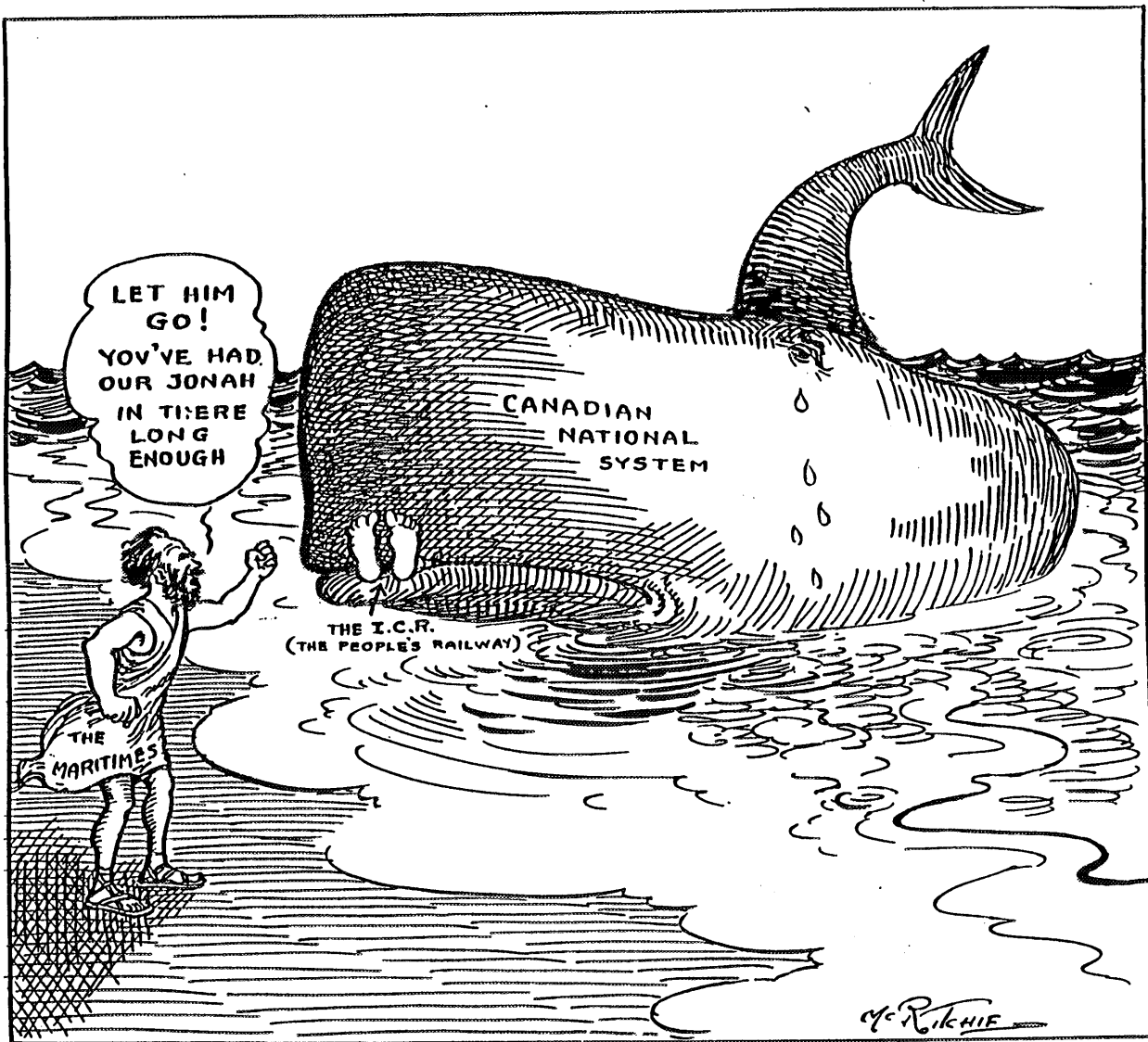


3 Map of Nova Scotia showing location of Stewiacke.

CANADIAN NATIONAL RAILWAYS STATION, STEWIACKE, NOVA SCOTIA

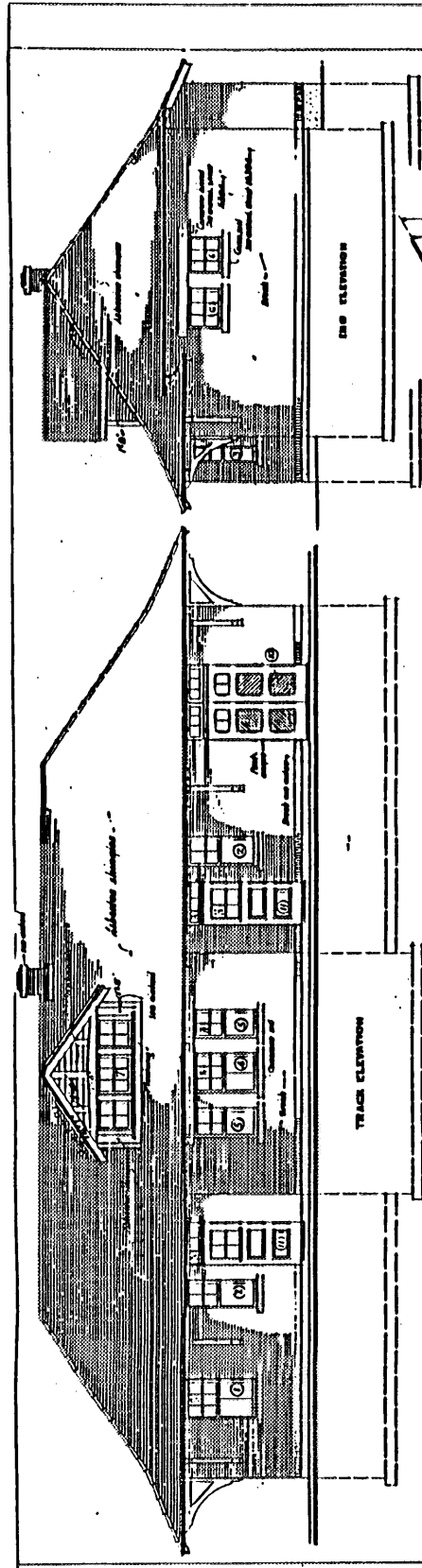


4 Contemporary map of Stewiacke, Nova Scotia, showing location of station. (Plan reproduced from Province of Nova Scotia maps 5P07-91, 5P07-90.)



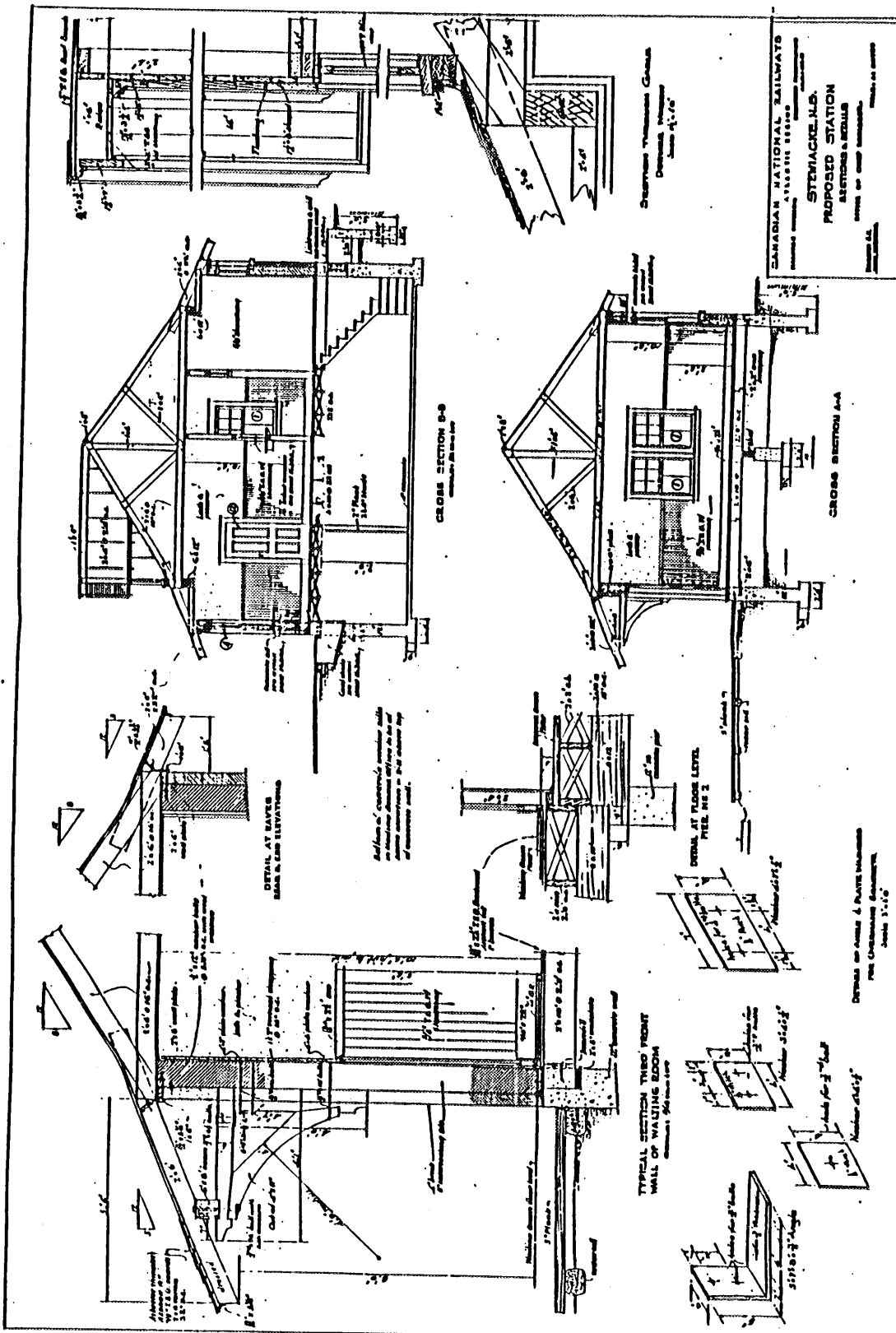
5 McRitchie cartoon, 1920s, showing Nova Scotia view of CNR. (Cartoon courtesy of Acadia University Archives, Wolfville, NS, McRitchie collection.)

CANADIAN NATIONAL RAILWAYS STATION, STEWIACKE, NOVA SCOTIA



6 CNR station, track side and south elevation, 1926. (Drawing courtesy of CNR Atlantic Region, Moncton, NB.)

CANADIAN NATIONAL RAILWAYS STATION, STEWACKE, NOVA SCOTIA



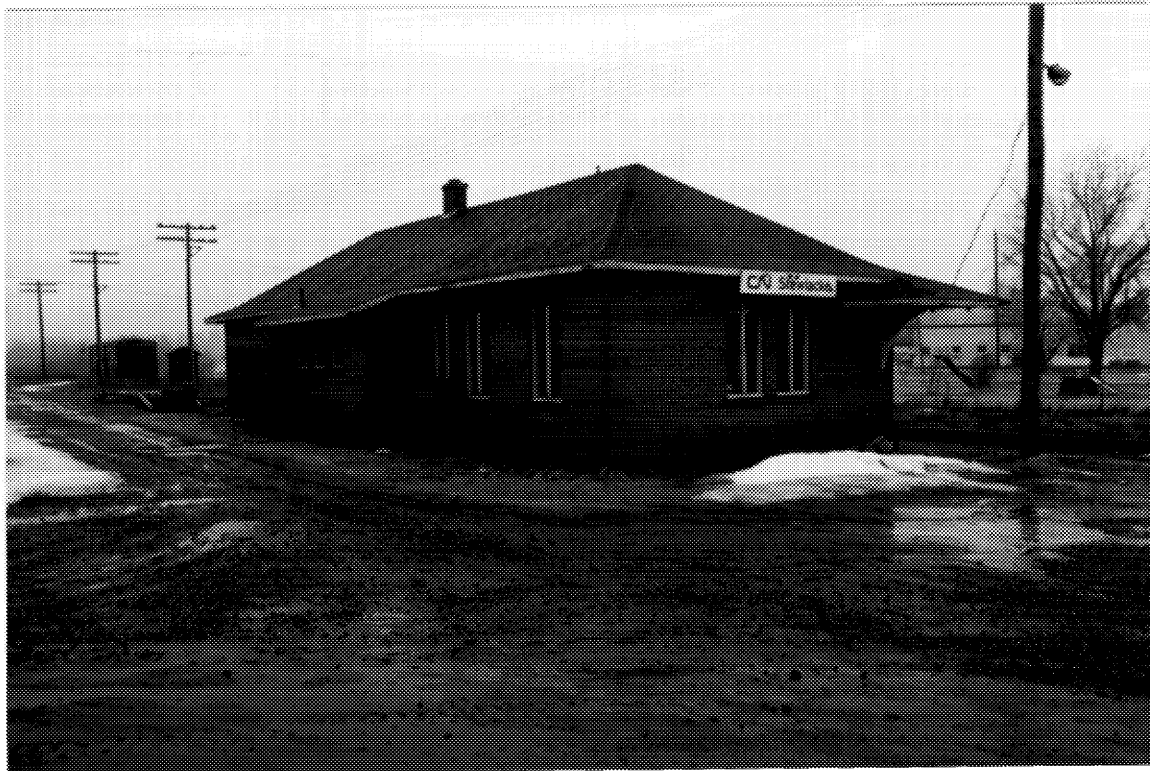
7 CNR station, bracket detail, 1926. (Drawing courtesy of CNR Atlantic Region, Moncton, NB.)

CANADIAN NATIONAL RAILWAYS STATION, STEWIACKE, NOVA SCOTIA



8 CNR station, wooden brackets, track elevation. (Barry Moody, DFA, 1991.)

CANADIAN NATIONAL RAILWAYS STATION, STEWIACKE, NOVA SCOTIA



9 CNR station, north elevation. (Barry Moody, DFA, 1991.)



10 CNR station, south elevation. (Barry Moody, DFA, 1991.)



11 CNR station, street elevation. (Barry Moody, DFA, 1991.)



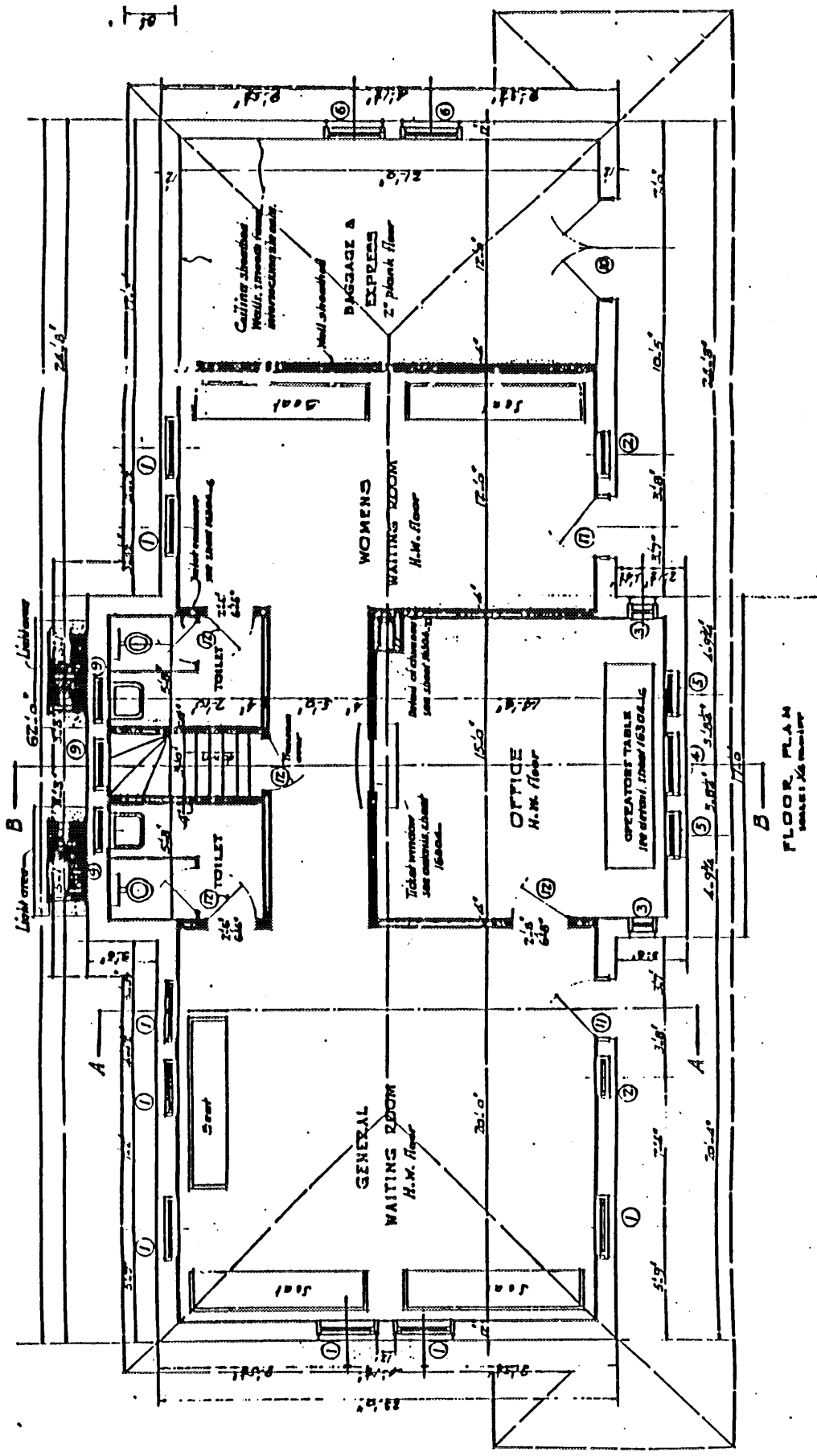
12 CNR station, Sydney Mines, Nova Scotia, circa 1980.  
(Photograph courtesy of J. Barrie Stewart, Waverley, NS.)



13 CNR station, North Sydney, Nova Scotia, circa 1980.  
(Photograph courtesy of J. Barrie Stewart, Waverley, NS.)

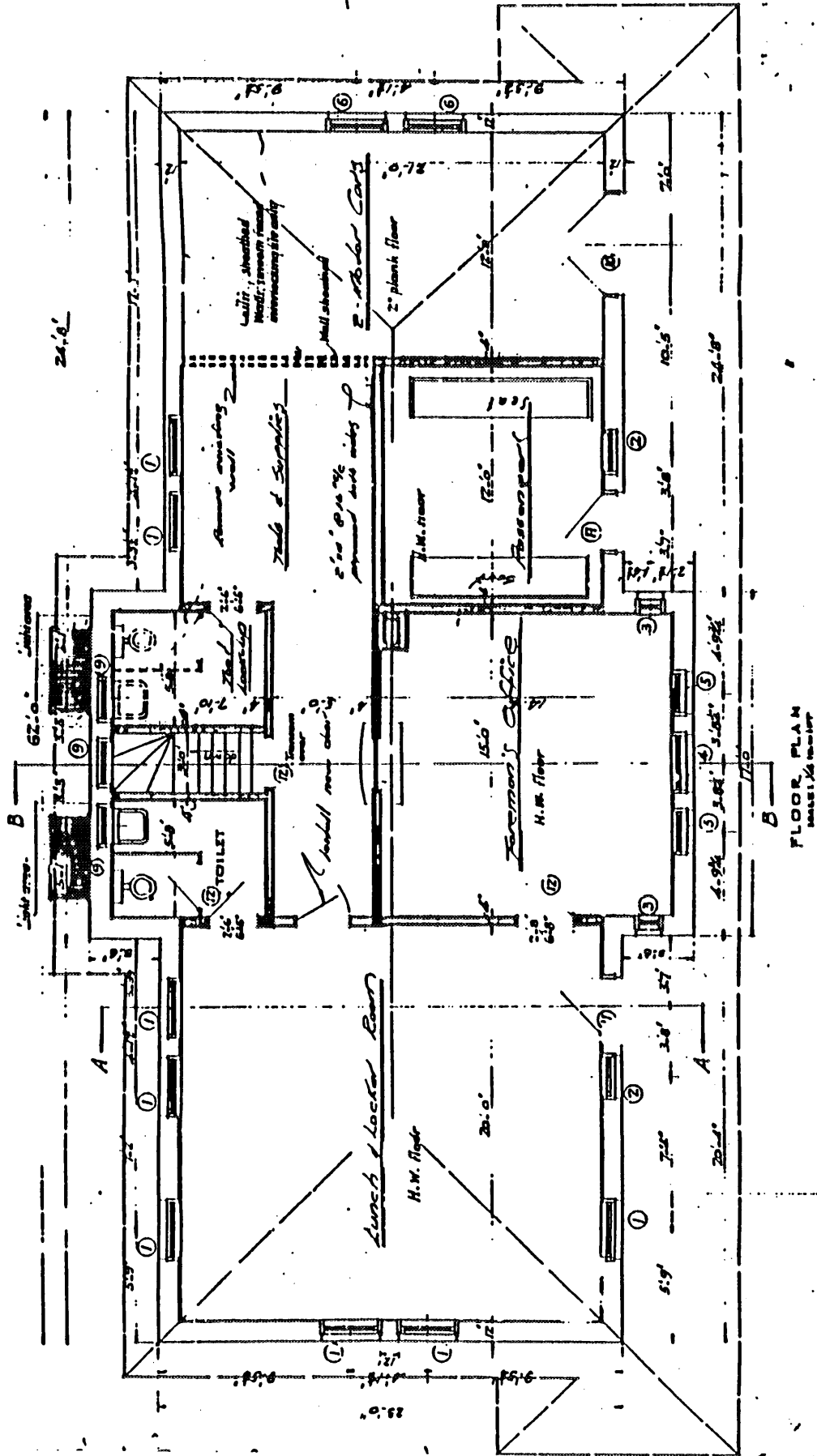


14 CNR station, changes, baggage/express door. (Barry Moody, DFA, 1991.)



15 CNR station, floor plan, 1926. (Drawing courtesy of CNR Atlantic Region, Moncton, NB.)

CANADIAN NATIONAL RAILWAYS STATION, STEWACKE, NOVA SCOTIA



16 CNR station, floor plan showing changes, 1975. (Drawing courtesy of CNR Atlantic Region, Moncton, NB.)



17 CNR station, exterior view from the south showing yard debris. (Barry Moody, DFA, 1991.)



19 CNR station, view showing station and surroundings, circa 1946. (Photo courtesy of Public Archives of Nova Scotia, N-6191.)





20 CNR station, looking south from Main Street. (Barry Moody, DFA, 1991.)



21 CNR station, looking east across Dennis Park. (Barry Moody, DFA, 1991.)