

require, under any circumstances, more than 75,000 gallons per day = 22½ millions gallons per annum; while others who profess to be experts in the art of refining sugar, place the probable consumption at from 200,000 to 300,000 gallons per day = 60 to 90 millions per year. The manager of the works, within the past few days, in answer to an enquiry on the subject, stated that they will want all the water they can get, and that provision must be made for a constant stream from a two-inch jet. The lowest winter pressure in the main at the refinery is equal to that at the base of a column of water 90 feet in height, and after allowing for friction and all other sources of loss, such a jet would discharge at least about 400,000 gallons per day = 120 million gallons per year, which, at 20 cents per 1000 gallons (a low charge), is worth \$24,000. I do not think it was ever contemplated by the City Council that such an enormous quantity of water as this would ever be asked for, and the half of it cannot be given without seriously affecting the supply to the north end of the city unless effective measures are adopted to stop the general waste of this article which now takes place. If the waste of water is brought under control, as it ought to be, the present supply to the city will be found ample, both for the accommodation of the citizens and for many more industrial establishments such as the new Sugar Refinery.

The following statement of water consumed by the principal refineries of Boston during the year ending 30th April, 1880, will be of interest, and perhaps valuable for future reference :

Name of Refinery.	Number of Supply Pipes.	Size of Supply Pipes.	Quantity of water consumed.	Price paid for the water consumed.	No. of days the Refinery was in operation.	Quantity of Sugar produced.	Average produced per day.	Average of water consumed per day.	Average consumption of water per bbl. of sugar.	Remarks.
		ins.	gals.			bbls.	bbls.	gals.	gals.	
Standard...	(1 1 1)	(2 2 4)	64,091,349	\$13,653	.....	.....	.....	213,638	.....
Continental	2	2	23,867,250	4,976	.....	.....	.....	79,557	.....
Bay State...	2	2	14,934,300	3,054	.....	98,768	377	49,781	151	
Oxnard....	3	1	3,392,013	683	145	\$3,114	228	23,400	102	(Molasses House.

* In arriving at this quantity, a barrel of refined sugar has been assumed to weigh, on an average, about 250 lbs.

I regret that sufficient information could not be obtained to enable me to complete the above table in a satisfactory manner. The Standard Sugar Refinery is reported to turn out about 900 barrels per day, and the average daily consumption of water is 213,638 gallons. It would, therefore, appear that under proper control—taking this as a basis—the Nova Scotia Refinery should not require more than about 71,000 gallons per day when producing 300 barrels, which is the quantity of sugar it is expected to turn out; while if the Oxnard Refinery be taken as a basis, the consumption should not exceed 31,000 gallons per day.

From the above it will be seen that it is impossible at present to arrive at any definite conclusion as to the value of the exemptions granted by the city to the new refinery. At the very lowest estimate they are worth at least \$3,000 per annum, to arrive at which involves the assumption that the water supply will not exceed 31,000 gallons daily, and placing the rate at half that specified to be charged to other establishments; it is, however, probable that this estimate will be more than trebled. I would advise placing a meter at this refinery as soon as it is ready to commence operations, and that, in future, in granting similar exemptions to manufactories, a limit be placed to the free supply of water.

On the inside of all the old water pipes there exists a heavy incrustation of oxide of iron, which is very rough, (consisting, on the surface, of large nodules or tubercles) and in some places as much as an inch in thickness, so that the internal diameter and the discharging powers of the pipes are thereby greatly reduced. A few years ago the attempt was made to clean out the old 3-inch pipes by means of scrapers worked by hand, but the process was found expensive, and was deemed unsuitable to be applied to the large mains. In September last a self-acting pipe-scraper, worked by the pressure of the water alone, was imported from Scotland in order to ascertain if the old and foul mains could be effectually cleaned out by such machines. The result of the trials made with this machine has been so successful that I do not hesitate to recommend the purchase of more of the same kind, and, as soon as the season will permit, proceeding with scraping out the mains from the lakes and the principal pipes through the streets. The trial scraper imported was a 12-inch one, and the first pipe selected to be operated upon was that leading from St. Andrew's Cross across the north Common to Cogswell street and from thence to Brunswick street. This pipe is

one of the oldest in existence in the city, having been laid by the late water company in 1848. The original diameter of this pipe was 12 inches, but, by oxidation, it had become reduced to a little less than 10 inches. On the 12th of October, the pipe having been cut open at St. Andrew's Cross, and at a point near Cogswell street the experiment was tried of cleaning it out between these points—a distance of 1400 feet. This proving successful, the break at Cogswell street was made good, and on the following day a public test was made of scraping out the whole length (32,000 feet) from the previous starting point to Brunswick street, where the scraper passed out in three-quarters of an hour after it had been inserted in the pipe at St. Andrew's Cross, carrying with it several cart loads of iron rust. The next pipe cleaned was the Brunswick street 12-inch main from Cogswell street to North street—a distance of 3,800 feet, with a steady rise of 49 feet after passing Proctor's Lane. This trial was not as successful as the former, owing to obstructions in the pipe and the piston leathers of the machine having become much worn away. The scraper stuck fast on three or four occasions, and it was more than once feared that the pipe would have to be cut in order to get it out. However, after about four hours from the time it was put into the pipe, it passed out at North street, carrying with it, as before, a very large accumulation of iron rust. The whole length of 12-inch pipe thus cleaned out has been 7,000 feet, or about $1\frac{1}{3}$ mile, and the total expense, including the cost of the scraper, hatch boxes, patterns, labor, and all other charges, was \$454, or nearly $6\frac{1}{2}$ cents per lineal foot. The contract price paid in 1875 and 1876 for cleaning out the 3-inch pipes was 14 2-10 cents per lineal foot, or more than double the cost of cleaning out the 12-inch main without taking into account that the city has all the new appliances to the good.

Although the effect of these operations has been locally beneficial, no marked improvement in the water supply throughout the city can be expected until all the principal pipes and the mains from the lakes have been treated in a similar manner.

As oxidation is constantly going on in the pipes, it will be necessary to repeat these scraping operations at least once every two years, in order to maintain the works in a satisfactory condition. The expense will be but trifling after the scrapers have been once passed through the pipes,

and hatch boxes have been inserted along the line at proper intervals.

With a view to prevent the rapid formation of iron rust in the pipes, Professor Lawson suggests that a few barrels of lime be yearly deposited in the lakes. This expedient, I understand, has been successfully tried in India.

The suppression of the general waste of water throughout the city is a matter which has received more practical attention during the present winter than probably at any other time. Since the cold weather set in, Inspectors have been almost constantly employed in making visits from house to house. Their instructions are to turn off the water wherever it is found running to waste. The effect of this action has been marked and beneficial. Up to the present date this winter the number of complaints of short supply have not been one-third as many as were made within the corresponding period at any time during the last five years. I have, however, to report that there is still a very large quantity of water wasted, which cannot be controlled by Inspectors, and the pressure at the hydrants is still very far below what it ought to be. This must necessarily continue to be the case, and will year by year grow worse until some effective law or ordinance is passed and enforced, by which the internal water fittings and plumbing in buildings are made conformable to some standard, and subject to the approval of competent judges of such work. At present any person—not necessarily a plumber—may place water pipes and fittings of any description in and through private property, and may extend the pipes any distance to out-buildings, yards or gardens, without the permission or even the knowledge of the department having control of the works. No officer of the city has the right to interfere, even though there should be the certainty that the work being done must occasion enormous waste. The result of this system is that 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. There are also about 800 taps in rough wooden porches, yards and other open places, where no attempt whatever has been made to guard against the action of frost. Some of these have recently been shut off by the Inspectors, but many still remain in poor districts. Effective and frost-proof iron hydrants could be substituted for these objectionable outside taps, at a cost of about \$8 each, complete and set up.

Although the Board has the power to place meters wherever they may be considered necessary, this right is of no practical use as the law now exists, because there is no authority to charge for the amount of water consumed.

As the impression exists with many citizens that the works carried out at Long Lake in 1878 were intended to increase the quantity of water delivered into the city, it may be as well to state here that such an impression is erroneous. The mains do not now discharge any more water than they did before those works were commenced. The object in view in raising the surface level of Long Lake (as was stated in previous reports) was simply to store up an abundant supply of water in the lake, so that it would not give out and leave the city without any water at all after a long season of drought such as was experienced in 1876 and subsequently.

All the lands flooded by raising the water of Long Lake have not yet been acquired by the city. The following owners yet remain to be settled with, viz.:—Wm. Kline, John Moore, John Umlah, Sr., and the heirs of Arthur Murphy. There are also about 10 acres of land lying near Cranberry Pond, which are partly overflowed from the same cause, and which the city should purchase.

SEWERS.

There was but one new sewer built during the past year, viz., on Morris street from Church to Pleasant, a distance of 705 feet, with a branch 31 feet in length at the upper end to connect with the old Morris Street sewer. The new sewer is built of brick-work, with three large man-holes along its length; its internal dimensions are 18 inches in width by 27 inches in height, and its average depth from the surface of the street to the invert is 9 feet 6 inches. The total cost was \$1881. The sewerage assessment on the properties benefited amounts to \$1667.14, of which about \$1000 yet remains to be collected.

The total length of sewers in use in the city remains the same as it was in 1879, because the only new sewer since constructed takes the place of the old one in Morris street.

STREETS, ETC.

The returns of work done and materials in store have been prepared, as usual, by the Foreman of Works, and will be found in the appendix.

There are scarcely any more important duties incumbent upon a City Government than the care of its streets and to keep them always clean and in good repair. The condition and prosperity of a community may pretty fairly be judged by strangers, from the manner in which these matters receive attention. The streets of Halifax are principally made of broken stones, constantly needing extensive repairs and renewals, which they do not always receive. The stone used is probably as good as any that could be got for the purpose without going to great expense. In making repairs, the general practice is to spread on the new material in a thin layer; sometimes the old surface of the street is loosened by hand to effect a better bond between the old and new metal. After a street has been newly made or repaired by the simple stone-spreading process, it is usually left to be consolidated by the ordinary traffic, and is generally regarded as finished at least for some years. Binding material, locally called "Blinding," is often spread over the loose, broken stones of a newly-made thoroughfare, and the whole is then left to its fate. The best material to use for this purpose is a mixture of sand and fine gravel. That which has hitherto been used does not approach to these conditions, is unfit for the purpose, and has never been put on by my orders; its chief recommendation seems to be its cheapness, but in reality it is dear, and still would be so if deposited upon the streets for nothing. One day of wet weather converts it into mud, and a hot sun in a few hours, aided by a light breeze, converts it into clouds of fine dust. The system of letting the streets take care of themselves until they can no longer be neglected is neither scientific nor economical. It is the most expensive plan that could be adopted. The proper system is one of constant and unceasing repairs. As soon as a rut, a hole or a defect is noticed on the surface, experience teaches that it is economy to mend it at once. The stitch in time principle applies with greater force to a macadamised street than it does to clothing. If it is feared that the system of constant repairs would be too great a change to adopt suddenly, the next best would be to send small gangs of men through the city twice a year, say in the spring and autumn, with instructions to make good all defects as they pass along. By keeping a street in its proper shape, and free from ruts or holes, it is much easier to keep it clean, and by keeping it clean the roadway is preserved and its length of life greatly increased, so that one operation helps the other, and economy is the result.

The sidewalks generally throughout the city are not in a satisfactory condition. I once saw it stated in an American paper that "Halifax is a city without sidewalks," but the assertion is not true. There are many miles of brick and stone foot-pavements. Many of those composed of bricks are in very bad condition, and should receive attention as soon as some equitable plan can be arranged for defraying the expense, as the impression exists that the street money cannot legitimately be taken for this purpose. Many of the flag pavements are also bad, and need re-laying. The Scotch flags imported from Caithness many years ago have proved a failure, as they go to pieces under the action of frost. There are several quarries in Nova Scotia, from which very large stone flags can be obtained. It might be as well, when more are wanted, to give the home article a trial. In the suburbs of the city the sidewalks are mostly topped with gravel. The material furnished by the gravel contractors is not always of the same quality; some of it is very inferior, with a large admixture of loam. In future contracts it would be advisable to compel the contractor to furnish an article equal to a certain sample to be sent in with his tender. This remark applies equally to contracts for sand and cobble stones.

A very good foot-path for streets which are not great thoroughfares could be made by laying down flags of some regular width, say $3\frac{1}{2}$ to $4\frac{1}{2}$ feet along the centre of the sidewalk, with gravel on each side; the cost would be about the same as that of ordinary granite curbing. Foot-paths of this description are common in Montreal, and would be well adapted here to such streets as Brunswick, Gottingen, South Park and Spring Garden Road.

The walks made of compositions of coal tar and gravel have not been in use here long enough to judge fairly of their merits. The men employed in laying them will probably be able to do better work after a little more experience has been gained. The cost ranges from 60 to 90 cents per square yard, according to the quality of the work. In some cities sidewalks of this description are in very general use, and appear to give satisfaction when the work is faithfully executed. They cannot, however, be compared with natural asphalt, or with good flag-stone pavements, which are more expensive.

The desirability of paying the roadway of some of the principal streets with blocks, either of wood or stone, has

frequently been considered. The only difficulty in the way is the first cost. Macadamized roadways are often adopted because they are thought cheaper than any other kind. It has, however, long ago been established that when roads of this description are subject to heavy traffic, and are well maintained, they are the most expensive that could be laid down, and if not well maintained and constantly cleaned, they are a continual nuisance. A well-made pavement of stone blocks on a thoroughfare such as water street would be more economical than probably any other description of roadway that could be adopted, and its length of life ought to be from 20 to 25 years, or longer under careful management.

Wooden pavements are not now held in the same estimation that they were a few years ago. They are luxuries suited only to broad streets in wealthy communities, or to such localities as cannot conveniently obtain any more durable paving materials. Chicago, which is, above all others, the city of wooden pavements, has become tired of them. The Commissioner of public works, in his report for 1879, states that "the cheap and short-lived wooden pavements of the city are a species of shoddy that should not be encouraged—cheap only in the first payment. In the long run, when aggregated, they are, in my opinion, the dearest and most unsatisfactory pavement the city has ever used." In Halifax they would not even have the advantage of being cheap in first cost; blocks of granite could be laid almost as cheaply. A few years ago there were 50 miles of wooden pavements in Washington. At the beginning of the present year there were only 17 miles. This fact alone speaks volumes. In a recent report on the streets of Washington the Engineer in charge makes the following statement in reference to wood pavements: "This pavement has been gradually becoming more and more intolerable with each month, until now in the whole 17 miles there is hardly a single square on which a carriage can be driven with safety at a speed greater than a slow walk; the wooden streets are far less passable than those marked as 'unimproved,' and the same tale is told from other cities. Although instances are known where a wooden pavement, under the most favorable conditions, has lasted for 15 or 16 years, their length of life seldom exceeds half of this period, and in narrow streets and damp localities they have been known to be completely destroyed in three years; under such circumstances, the greatest care will not preserve them

for a very great while longer. Cedar blocks are now extensively used in Detroit, and are being tried in Toronto. It is claimed that they are very durable, and will soon supersede all other kinds of wood for paving purposes. The experiment, however, has not been tried for a sufficient length of time to justify any decided expression of opinion. In Chicago macadam streets are being strongly advocated. In Liverpool, for some years, a mixture has been used of broken stones and coal tar pitch in the formation of streets, and the result is said to be favorable.

A good deal of interest has of late years been taken in this city with reference to the employment of heavy rollers to consolidate the broken stones placed upon our streets. Various writers in the local papers have on many occasions volunteered important information and suggestions on the same subject, some of which have been good, while others were the reverse. In the days of Macadam & Telford road rolling received very little attention, and neither of those authorities adopted the practice. Macadam insisted on the roadway being left to be compacted by the traffic alone, taking care to provide for raking in all ruts as fast as they should appear; while Telford employed a top layer of course sand, with the main object of lessening the heavy draught over the newly-made road. Horse-rollers, up to 10 tons in weight, have been used in many cities for a number of years. The testimony as to their advantages is very conflicting; some of the best authorities assert that the results are little better than no rolling at all, besides being very expensive, and others say plainly that "they are no good." Steam-rollers, from 10 to 25 tons weight, are now common in large cities, and from such places the evidence as to their utility and economy is clear. A roller of this description, suitable to the requirements of Halifax, (say of about 15 tons) would cost, delivered here, about \$5,000, and would be capable of consolidating from 1,500 to 2,500 square yards per day, according to circumstances. The cost of operating it would be from \$7 to \$8 per day.

In this city the amount of money usually appropriated to the making and repairing of streets is so small, when compared with the quantity of work required to be done, that I fear the roller would seldom be advantageously employed unless the work could be more concentrated, and more funds were available. There are from 75 to 80 miles of streets to maintain, the appropriation for which, last year, was only

\$25,000, including curbing and all work, whether new or old. It is clear that where so small a sum has to be distributed over so great a space, each ward jealously exacting its share of the work, that there is little chance to expend more labor than is absolutely necessary at the time on any one undertaking. It is true that economy would in the long run result by the expenditure of more money judiciously employed, but the difficulty is the money is not to be had. A very common way for orders to be given is that a certain piece of work must be done between two given points, at a cost not exceeding a fixed sum, which is frequently not one-quarter sufficient to do it properly. On works of this kind the use of a steam-roller would of course be out of the question.

The present system of carrying out the street work under fixed ward appropriations is not calculated to produce the best results; it invariably leads to comparatively heavy expenditures on undertakings which could well be deferred until more prosperous times, and to the entire neglect of others, which would be beneficial. By this system the principal thoroughfares—those leading out of the city, and large districts, such as Ward 6—suffer, while the smaller wards are enabled to lay curb stones and to do similar expensive work in localities little frequented. A far better plan in the interests of the citizens at large would be to appropriate the money to the most needed repairs and improvements, entirely irrespective of the wards in which the work might happen to be.

The workshops and stores of the Board still continue in the same unsatisfactory position and condition which they have occupied for the past few years. Some effort should be made to acquire sufficient space for the shops, stores and yard room in a central locality, and the property should be owned by the city.

Respectfully submitted.

E. H. KEATING,
City Engineer.

Rainfall, Snow, and Total Precipitation, 1880.

IN THE CITY OF HALIFAX.							AT LOWER CHAIN LAKE.		
							(Gauge 215 feet above sea level.)		
	Rain.	Snow.	Total Precipitation.	Days on which rain fell.	Days on which snow fell.	Days on which snow and rain fell.	Rain.	Snow.	Total Precipitation.
1880.	Ins.	Ins.	Ins.	No.	No.	No.	Ins.	Ins.	Ins.
January	5.393	23.4	7.738	16	11	20	5.33	18.50	7.41
February	3.242	18.8	5.122	10	15	19	4.45	9.50	5.36
March	1.015	23.5	3.365	3	17	18	1.13	21.50	3.60
April	4.097	7.0	4.797	12	6	15	3.00	2.00	3.29
May	4.088		4.088	16		16	4.17		4.17
June	1.343		1.343	12		12	2.59		2.59
July	3.086		3.086	20		20	2.90		2.90
August	3.920		3.920	13		13	4.63		4.63
September	5.702		5.702	15		15	5.75		5.75
October	4.590		4.590	11		11	3.26		3.26
November	4.344	3.6	4.710	10	3	11	4.51	4.50	4.85
December	3.101	11.8	4.291	10	14	19	3.26	3.75	3.59
	43.921	88.1	52.752	148	66	189	45.03	59.75	51.45

The returns for the City of Halifax were kindly furnished by Augustus Allison, Esq., Meteorological Agent for the Dominion Government.

The record at Lower Chain Lake was taken by the pipe-house keeper, and, as far as the snow-fall is concerned, is believed to be incorrect. The return of snow-fall given by Mr. Allison is probably much nearer the truth than that of the pipe-house keeper.

APPENDIX No. I.

WATER DEPARTMENT.

List of Streets where Water Pipes have been laid in 1880.

NAME OF STREET.	FROM.	TO.	DIAMETER OF PIPE (INCHES)	LENGTH OF PIPE (FEET)
Love Lane.....	Extending.....	South Street..	3	72
Coburg Road.....	do.....	West Street..	9	124
Young Street.....	Campbell Road	Victoria Street	6	234
Victoria Street....	Young Street..	Sugar Refinery	6	364
do. do.....	Into.....	do. do.	3	26
Exhibition Building	.....	.....	6	43
Service.....	.....	.....	6	190
do. ....	.....	.....	6	1692
Young Street.....	1 Fire Hydrant	Cor. Victoria St	6	15

No. of feet excavated for pipe during the year 1880.....2,760

Viz:—9.....124 of 9 inch.

6.....656

3.....98

Lead pipe.....1882

2760

Pipe Stock on hand January 1st, 1880.

Diameter.	No. of pieces.	Weight of one.	Weight in lbs.	Weight of the whole.	Cost per lb.	Total Value.	REMARKS.
27	11	2651	29,168	.....	1 ⁰⁰⁵	.....
24	8	3192	25,537	.....	"	.....
20	6	1263	7,578	.....	"	.....
15	11	1029	11,319	73,602	"	\$1106 03	
12	223	680	151,640	.....	1 ⁸⁹	.....
9	261	533	139,113	.....	"	.....
6	79	328	25,912	.....	"	.....
4	194	196	32,024	.....	"	.....
3	29	128	3,712	352,401	"	3136 36	
1½	14	22	308	.....	4	.....	S'vce Stand Pipes
	52	10	520	.....	"	.....	" Plates.
	40	4	160	.....	"	.....	" Caps.
	46	1½	69	1,057	"	42 28	" Thimbles.
						\$4374 67	

Wood Wedges.

Diameter.	No. of Pieces.	Weight of one.	Weight in lbs.	Weight of the whole.	Cost of each.	Total Value.	REMARKS.
24	234	.....	.....	.....	1	.....
20	702	.....	.....	.....	1	.....
15	7855	.....	.....	.....	1	.....
12	2700	.....	.....	.....	1	.....
6	9133	.....	.....	.....	1	.....
9	2176	.....	.....	23,000	1	\$230 00	
Key.	200	.....	.....	.....	20	40	Per hundred...
						\$220 40	

Branch Pipes and Irregular Pieces.

No. of Pieces.	Diameter.	Description.	Weight of one. (lbs.)	Weight of the whole.	Total weight.	Cost per lb.	Total cost.
3	27	Bell Mouth Pieces.....	831	2493	2,493	3 $\frac{1}{2}$	\$ 97 60
2	24	Caps	290	580			
5	24	Clamps	166	830			
14	24	Thimbles	396	5444			
2	20	Caps	200	400			
8	20	Thimbles	234	1872			
3	15	D. B. of 15 in.....	896	2688			
3	15	“ 6 “	660	1980			
2	15	S. B. of 15 “	812	1624			
2	15	Y. B. of 15 “	1012	2024			
8	15	Clamps	110	880			
3	15	Caps	54	162			
2	15	Thimbles	234	468			
1	15	S. B. of 12 in reducing. “ to 12 in.....	500	500			
1	15	Reducing to 12 in.....	400	400			
2	15	“ 6 in.....	232	464			
2	12	“ 9 in.....	252	504			
3	12	D. B. of 9 in.....	500	1500			
1	12	A. B.....	50	50			
10	12	Caps	45	450			
8	12	Thimbles	160	1280			
1	12	S. B. reducing to 9 in.....	200	200			
2	9	Extra Branches.....	384	768			
2	9	S. B. of 9 in.....	400	800			
10	9	“ “	351	3510			
7	9	Offsets.....	136	952			
12	9	Caps	36	432			
13	9	D. B. of 9 in.....	411	5343			
4	9	“ 6 in.....	354	1416			
6	9	Thimbles	107	542	38,943	2 $\frac{3}{4}$	
17	6	D. B. of 6 in.....	233	3961			
1	6	“ 3 in.....	180	180			
9	6	S. B. 6 in.....	203	1827			
6	6	“ 4 in.....	180	1080			
4	6	“ 3 in.....	160	640			
6	6	Redc'g to 4 in. with facets	124	744			
5	6	“ 3 “	114	570			
6	6	“ 4 no facet... ..	94	564			
6	6	“ 3 “	74	444			
23	6	Thimbles	29	667			
6	6	Caps	27	162			
22	4	D. B. of 4 in.....	123	2706			
2	4	S. B. 4 in.....	100	200			
3	4	A. B. 4 in.....	86	258			
26	4	Thimbles	29	725			
45	4	Caps	8	360			

Branch Pipes and Irregular Pieces.—Continued.

No. of Pieces.	Diameter.	Description.	Weight of one. (lbs.)	Weight of the whole.	Total weight.	Cost per lb.	Total cost.
6	4	Reducing to 3 in.; no facet	74	444	.....	22 $\frac{3}{4}$	
5	4	“ with “	84	420	.....	
6	3	D. B. of 3 in.	90	540	.....	
2	3	“ 3 in.	81	162	.....	
2	3	“ 2 in.	75	150	.....	
3	3	Thimbles	26	78	.....	
21	3	Caps	8	168	.....	
8	2	D. B. of 2 in.	28	224	.....	
1	2	S. B. 2 in.	23	23	.....	
8	2	A. B.	23	184	17,481		
1	15	Stop Cock, new				\$1 05	105 00
5	12	“ “				79 $\frac{20}{100}$	396 00
5	9	“ “				55	275 00
9	6	“ “				32	288 00
5	4	“ “				24	120 00
1	3	“ “				18	18 00
1	2	“ “				12	12 00
2	12	“ old				36	72 00
1	9	“ “				27	27 00
2	6	“ “				18	36 00
6	3	“ “				9	54 00
2	2	“ “				6	12 00
2	15	Gun Metal Screws.	28	168	.....	
8	12	“ “	18	144	.....	
7	9	“ “	14	98	.....	
22	6	“ “	9	198	.....	
13	4	“ “	6	78	.....	
13	3	“ “	5	65	.....	
17		“ Nuts.	5	85	836	65	543 40
4	4	Fire Hydrants				66 50	266 00
		Newest Pattern.					
5	4	Old Pattern				50 00	250 00
12	2 $\frac{1}{2}$	Old Style				4 00	48 00
7	3 $\frac{1}{2}$	Domestic Hydrants.				4 00	28 00
2	3	American Meters.				75 00	150 00
1	2	Scotch “				92 70	92 70
1	1 $\frac{1}{2}$	“ “				48 00	48 00
3		.....				22 50	67 50
2		Pressure Gauges.				16 50	33 00
100		Extra Pieces for Fire Hy.				1 00	100 00
		Lead Pipe.			627	6 $\frac{3}{4}$	42 32
		Tin Tubing			260	40	104 00
		Brass Fittings.			534	80	427 20
		Blacksmiths' Tools.					100 00
		Carpenters' “					100 00
		Grand Total.					

RECAPITULATION.

Lbs.	Description.	Cost per lb. or price.	Value.	Total Value.
73,602	Pipe.....	1 $\frac{3}{8}$	1196	3
352,401	".....	1 $\frac{8.9}{100}$	3136	36
1,057	".....	4	42	28
Nos. $\frac{1}{2}$ 3,000	Wood Wedges.....	1	230	28
200	" " Keys.....	$\frac{1}{5}$		40
2,494	Branch Pipes, &c.....	3 $\frac{1}{2}$	97	60
59,424	" ".....	2 $\frac{3}{4}$	1669	20
Nos. 27	Stop Valves from 15 inch to 2 inch, new.....		1214	00
" 13	" " old.....		201	00
" 69	Gun Metal Screw, &c.....			
" 17	Nuts.....	65	543	40
" 7	Fire Hydrants, New Style....	50	266	00
" 5	" " Old Style....	50	250	00
" 12	" " Old 2 $\frac{1}{2}$ inch....	4	48	
" 7	Domestic Hydrant.....	4	28	
" 7	Meters from 3 inch to $\frac{3}{4}$ inch..		358	20
" 100	Fire Hydrant Fillings.....		100	
2	Pressure Guages.....	16	50	33
Lbs. 627	Lead Pipe.....	6 $\frac{3}{4}$	42	32
" 260	Tin Tubing.....	40	104	
534	Brass Fittings.....	80	427	20
	Blacksmith Tools.....		100	
	Carpenter ".....		100	\$10,186.99

STREET DEPARTMENT.

NO. 1.

List of Streets Graded and Macadamized, 1880.

Ward.	STREETS.	FROM	TO	Graded.	Macadamized.	No. of Bushels Broken Stone.	REMARKS.	
1	Robie.....	Coburg.....	College.....	225			Cut down.	
	South.....	South Park.....	Half way to Queen.....	450				
	Church.....	Morris.....	South.....	600	375	1508		
	Queen.....	Rottenburg.....	Morris.....		450	1890		
	Tower Road.....	Morris.....	South.....				Slight repairs.	
	South Park.....	".....	Victoria Road.....	600	1425	10715		
	Victoria Road.....	Tower Road.....	Bland.....	1300	1200	4161	Cut out Gutters.	
	Inglis.....	Mitchell.....	Pleasant.....		400	1946		
	Bowery Road.....	Opposite.....	Cogswell Field.....	450	450	322		
	Spring Garden Road.....	Carleton.....	Robie.....	450	450	3064		
	2	Water.....	Sackville.....	Bishop.....		1200	3752	
		Hollis.....	".....	Salter.....		600	224	
Barrington.....		".....	Spring Garden Road.....		750	3920		
Granville.....		".....	Salter.....		550			
Grafton.....		".....	Blowers.....		337	1176		
Birmingham.....		Spring Garden Road.....	Sackville.....				Slight repairs.	
South Park.....		".....	".....				" "	
Sackville.....		Corner of.....	South Park.....		200	159	" "	
Summer.....		Spring Garden Road.....	Sackville.....				" "	
Salter.....		Water.....	Barrington.....				" "	
Blower.....		Granville.....	Albermarle.....				" "	
Jubilee Road.....		".....	".....				" "	
Robie.....	Top of hill.....	Quimpool Road.....		675	1988			

List of Streets Graded and Macadamized, 1880.—CONTINUED.

Ward.	STREET.	FROM	TO	Graded.	Macadamized.	No. of Bushels Broken Stone.	REMARKS.
2	Cedar.....			275			
	Preston Road.....	Quinpool Road.....	Coburg Road.....	1275			Cut down.
	Shirley.....	Louisburg.....	In front of Evan's.....	200			Slight.
	Pepperel.....	".....	Preston Road.....	1050			With ashes.
3	Barrington.....	Sackville.....	Duke.....	1087	1928		
	Hollis.....	".....	George.....	570	3421		
	St. Paul's.....	Barrington.....	Argyle.....	168			
4	Cogswell.....	Brunswick.....	North Park.....	1575	5610		With Ward 5.
	Water.....	Duke.....	George.....	400	3480		
	Grafton.....	".....	Jacob.....	780	5694		
	Barrington.....	Bell's Lane.....	".....	450	3780		Including Bell's Lane.
	Brunswick.....	Duke.....	".....	425	1498		
	Across Common.....	Cogswell.....	Summer.....	975			Not finished.
5	Cogswell.....	Brunswick.....	Park.....	1575	5610		With Ward 4.
	Lockman.....	Jacob.....	Gerrish.....				Slight repairs.
	Creighton.....	Cogswell.....	North.....	3300	3436		
	Cunard.....	Gottingen.....	Windsor Road.....	2790	6133		
	Windsor.....	John Ead's.....	Corner.....	250	957		
	Moran.....	Cunard.....	Sarah.....	500	1696		
	Upper Water.....	Jacob.....	Gerrish.....	2625	2117		Where required.
6	Brunswick.....	Artz Lane.....	North.....	675	2556		
	Gottingen.....	North.....	Bloomfield.....	1050	564		Where required.
	Almon.....	Gottingen.....	Agricola.....	900	5364		
	Campbell Road.....	Iron Bridge.....	Old Depot.....	2700	3000	16776	

6 Campbell Road.....	J. Creighton's.....	Duffus.....	.....	.....	.....	Slight repairs.
Young.....	Campbell Road.....	Gottingen.....	1237	.....	.....	Made passable.
North.....	Water.....	Lockman.....	.....	315	261	.....
Longard.....	Lady Hammond Road....	Young.....	.....	.....	.....	Slight repairs.
Lady Hammond Road..	Longard.....	Kempt Road.....	.....	.....	.....	Made passable.
Water.....	Gerrish.....	North.....	.....	300	290	.....

NO. 2.

List of Streets in which Curbing have been Set.

Ward.	Street.	From.	To.	New.	Re-set.	Remarks.
2	Barrington.	S. G. Road...	Blower.....	387		
2	Hollis.....	Front of.....	Governor Archibald's		40	
3	St. Paul's..	Barrington.....	Argyle.....	177		
3	Albermarle	Duke.....	George.....	309		
3	Barrington.	George.....	Prince.....		337	
4	Brunswick.	Buckingham...	Duke.....	342		
4	Duke.....	Brunswick.....	Albermarle.....	119		
5	Up. Water.	Jacob.....	Op. DeWolf's Factory		200	Where required.
5	do.	do.....	Op. Cunard's Wharf.		630	
5	do.	End of Curbing	Gray's Lane.....	212		
5	Cogswell..	Maynard.....	Bauer.....	162		

NO. 3.

List of Crossings.

Ward.	Street.	From.	To.	New.	Re-set.	Remarks.
1	South Park.	at.....	South.....		35	
2	Barrington.	North Side...	Blowers.....		25	
2	do.	South Side...	do.....		25	
2	do.	North Side...	Salter.....		25	
2	do.	do.....	S. G. Road.....		25	
2	Albermarle	South Side...	Sackville.....	56		Double Crossing.
2&3	Sackville..	East Side.....	Albermarle.....		30	

NO. 4.

List of Streets in which Gutters have been Paved.

Ward.	Street.	From	To	New.	Re-set.	Remarks.
1	Church.....	Morris.....	Harvey.....	375		West side.
1	Water.....	Fawson.....	Morris.....	375		East "
2	Hollis.....	Sackville.....	Salter.....	500		Both "
2	S. G. Road...	Grafton.....	Queen.....	525		North "
2	Barrington..	S. G. Road...	Blower.....	387		
3	St. Paul's..	Barrington.....	Argyle.....	177		
3	Albermarle	Duke.....	George.....	309		
3	Barrington..	George.....	Prince.....	337		
4	Brunswick..	Buckingham...	Duke.....	342		
4	Duke.....	Brunswick.....	Albermarle.....	119		
5	Up. Water.	Jacob.....	DeWolf's Wharf..			Where required.
5	"	".....	Cunard's Wharf..			"
5	Cogswell....	Maynard.....	Bauer.....	162		
5	Creighton..	End of Old Ba'gn	North.....	450		Not finished.
5	Moran.....	Cunard.....	Sarah.....	350		Both sides.
6	Campbell road	Iron Bridge....	Young.....	1850		East "
6	North.....	Water.....	Lockman.....	315	315	
6	Water.....	Gerrish.....	North.....			Where required.

NO. 5.

List of Sidewalks Graded and Gravelled, 1880.

Ward.	STREET.	FROM	TO	Distance in ft.	Bushels of Gravel.	REMARKS.
1	Bobie.....	Coburg Road..	College.....	225	.....	Both sides Graded.
1	Church.....	Morris.....	Harvey.....	600	264	West Side.
1	Kent.....	Front of.....	Mr. Stairs.....	100	48	
1	South Park.....	South.....	S. Garden Road..	1500	.....	Rough Stone picked out.
1	".....	".....	Morris.....	600	.....	West Side Graded.
1	".....	".....	Victoria Road.....	750	.....	East Side Rough Stones picked out.
1	Victoria Road..	Tower Road....	Bland.....	1200	.....	Graded.
1	Queen.....	S. Garden Road	Rottenburg.....	375	252	West Side.
1	Pleasant.....	Gas Lane.....	South.....	315	168	East " " Graded.
1	Water.....	Fawson.....	Morris.....	375	624	" " " Graded.
1	Kent.....	".....	".....	150	48	South " " Graded.
1	Bowery Road..	Cogswell's Gate	Bend.....	200	.....	Graded.
1	Tower Road....	".....	".....	.....	72	Where required.
2	Barrington.....	S. Garden Road	Sackville.....	660	516	
2	Granville.....	Sackville.....	Salter.....	525	516	
2	Argyle.....	".....	Blowers.....	337	192	East Side.
2	Grafton.....	".....	".....	377	.....	Slight Repairs.
2	Birmingham..	Queen.....	S. Garden Road..	360	360	
2	South Park.....	Corner of.....	Sackville.....	150	252	
2	Salter.....	Water.....	Barrington.....	600	300	
2	Sackville.....	".....	South Park.....	1275	984	Where required.
2	S. Garden Road	Grafton.....	Queen.....	525	336	
2	Dresden.....	Row.....	".....	.....	84	Slight Repairs.
2	S. Garden Road	Carleton.....	Robie.....	225	.....	Graded North Side.
2	Robie.....	S. Garden Road	Cemetery.....	300	120	Graded East " "
2	Hollis.....	In front of.....	Gov. Archibald..	.....	.....	Put down new Bk. Sidew'k
3	St. Paul's.....	Barrington.....	Argyle.....	168	300	South Side.
3	Sackville.....	".....	".....	.....	480	Where required.
3	Albermarle.....	Duke.....	George.....	309	636	East Side.
3	Park.....	Sackville.....	Boundary o Ward	1200	.....
3	Barrington.....	George.....	Prince.....	336	312	East Side.
3	Argyle.....	Prince.....	Duke.....	600	420	
3	St. Paul's.....	Barrington.....	Argyle.....	177	60	North Side.
4	Grafton.....	Duke.....	Jacob.....	680	934	Including Buckingham.
4	Brunswick.....	".....	".....	780	624	" Duke.
4	Duke.....	Brunswick.....	Albermarle.....	119	.....
4	Brunswick.....	Buckingham.....	Duke.....	342	.....
4	Park.....	Cogswell.....	Boundary of Ward	780	.....
4	".....	".....	Summer.....	975	.....	Both sides; it has no name.
5	Water.....	Jacob.....	Cunard's Wharf..	3768	.....	Brick re-set, & where bad.
5	".....	".....	DeWolf's Wharf..	.....	.....	New Brick put down.
5	Cogswell.....	Brunswick.....	Park.....	1500	1260	
5	Lockman.....	Cornwallis.....	St. Patrick's Lane.	150	36	Slight Repairs.
5	Proctor's Lane.	Lockman.....	Brunswick.....	100	156	Rock cut down.
5	Jacob.....	Upper Water..	Poplar Grove.....	.....	60	Bricks re-set.
5	Gov'mt. Lane.	Brunswick.....	Maitland.....	.....	.....	Loose Stone removed.
5	Brunswick.....	".....	".....	.....	624	Where required.
5	Maitland.....	Cornwallis.....	Brunswick Lane..	450	540	Both sides.
5	Gottingen.....	Gottingen.....	Kempt Road.....	.....	.....	Excav'g. Rocks for gutter.
5	Creighton.....	Falkland.....	Cornwallis.....	700	1608	Both sides.
5	".....	End old paving	North.....	450	.....	Not finished.
5	Moran.....	Cunard.....	Sarah.....	300	864	Both sides.
5	Starr.....	Jacob.....	Hurd's Lane.....	150	276	Made passable.
5	Gottingen.....	".....	".....	.....	72	Where required.
5	Gray's Lane.....	Water.....	Lockman.....	320	828	Both sides.
6	Brunswick.....	Gerrish.....	North.....	1275	1152	
6	Gottingen.....	North.....	In front of Black's	975	193	
6	Artz Lane.....	Water.....	Brunswick.....	1200	216	
6	Russell.....	Campbell Road	Gottingen.....	.....	.....	Cutting down Rock.
6	Campbell Road	Iron Bridge.....	Young.....	1350	1428	
6	".....	".....	Russell.....	600	.....	Graded.
6	".....	J. Creighton..	Duffus.....	300	.....	"
6	Young.....	Campbell Road	Gottingen.....	900	.....	"
6	North.....	Water.....	Lockman.....	315	1848	"
6	Water.....	Gerrish.....	North.....	1850	1092	East Side.
6	Lockman.....	".....	".....	.....	240	Where required.

List of Sewer Pipes, Branches, etc., in store.

No.	Size.	Crock Pipe and Branches.	Sizes of Branch.
2	15	Single Branches	15
11	15	“	12
5	15	“	9
1	15	“	3
8	12	“	3
10	12	“	9
11	12	“	12
51	9	“	9
52	9	“	6
3	9	“	3
3	12	Double Branches	9
1	12	“	3
15	9	“	6
7	9	“	9
2	6	“	6
2	15	Angle Branches	15
11	15	“	12
4	15	“	9
8	15	“	6
15	9	“	6
		Pipes	
10	15	“	
6	12	“	
3	9	“	
3	6	“	
5	3	“	
1	10	Bend	
5	15	Elbows	
29	12	“	
47	9	“	

CLERK OF WORKS REPORT.

OFFICE OF COMMISSIONERS,

BOARD OF CITY WORKS,

February 8th, 1881.

To the Chairman and Commissioners Board of City Works :

GENTLEMEN,—In accordance with the usual practice, I have the honor to herewith submit, for your information, the annexed Report for the year ending December 31st, 1880, of the various disbursements for the different Departments under your control.

All of which is respectfully submitted.

J. B. JOHNSTON,

Clerk of Works.

*Expenditure Maintenance Account, Water Department, for year
ending 31st December, 1880.*

COST OF SERVICE.

Labor.....	\$ 5,738 37
Salaries.....	3,759 21
Stationery.....	30 54
Printing and Advertising.....	106 47
Rent of Stores and Workshops.....	450 00
Gas.....	11 75
Wooden Wedges.....	26 20
Hardware.....	39 33
Sundry Castings.....	51 28
Pipe Scraper (including duty and charges)....	114 11
Insurance.....	31 00
Miscellaneous.....	231 02
	<hr/>
	\$10,589 28
	<hr/> <hr/>

MONTHLY DISBURSEMENTS.

January.....	\$ 340 22
February.....	1,620 08
March.....	780 92
April.....	828 60
May.....	792 25
June.....	484 17
July.....	
August.....	1,787 26
September.....	289 82
October.....	1,540 32
November.....	740 48
December.....	1,385 16
	<hr/>
	\$10,589 28
	<hr/> <hr/>

*Expenditure Construction Account, Water Department, for year
ending 31st December, 1880.*

COST OF SERVICE.

Service extension to houses (labor)	\$ 726 72
Sundry Castings.....	974 33
Cast Iron Water-pipes.....	757 05
Hardware, Lead-pipe.....	384 17
Miscellaneous Work.....	79 15
Extension of 3 inch pipe to Love Lane.....	10 33
“ 9 “ “ “ Coburg Road.....	141 93
“ 6 “ “ “ Young Street.....	94 50
“ 6 “ “ “ Victoria “.....	175 74
	<u>\$3343 92</u>

MONTHLY DISBURSEMENTS.

January.....	\$ 8 32
February.....	45 74
March.....	
April.....	138 85
May.....	240 13
June.....	26 06
July.....	
August.....	574 57
September.....	75 65
October.....	1241 06
November.....	670 31
December.....	323 23
	<u>\$3343 92</u>

WARD 1.

*Statement showing Expenditure for Labor, Cartage and Material
for Street Work executed during the year ending
31st December, 1880.*

DR.

GENERAL REPAIRS THROUGHOUT THE
WARD.

To amount paid for labor.....	\$ 83 28	
" " cartage.....	3 66	
" " material.....	4 52	
	<u> </u>	\$ 91 46

BOWERY ROAD, (Repairs.)

To amount paid for labor.....	\$ 51 61	
" " cartage.....	23 07	
" " material.....	8 05	
	<u> </u>	82 73

VICTORIA ROAD, (Grading Roadway and
Sidewalk.)

To amount paid for labor.....	\$100 51 ² / ₃	
" " cartage.....	121 73	
" " material.....	166 76	
	<u> </u>	389 01

CHURCH STREET, (Paving Gutter and
Grading Street.)

To amount paid for labor.....	\$114 44 ² / ₃	
" " cartage.....	69 56	
" " material.....	81 42	
	<u> </u>	265 43

SOUTH PARK STREET, (Metalling, Re-
pairs Sidewalk, etc.)

To amount paid for labor.....	\$256 43 ² / ₃	
" " cartage.....	201 43	
" " material.....	400 54	
	<u> </u>	858 41

KENT STREET, (Grading.)

To amount paid for labor	\$ 88 93	
" " cartage	68 94	
" " material	3 28	
	<u> </u>	\$ 161 15

MORRIS STREET, (Building Retaining Wall.)

To amount paid for labor	\$123 59 $\frac{1}{2}$	
" " cartage	23 94	
	<u> </u>	147 53 $\frac{1}{2}$

SPRING GARDEN ROAD, (Metalling.)

To amount paid for labor	\$ 3 98	
" " cartage	21 02	
" " material	65 10	
	<u> </u>	90 10

ROBIE STREET, (Grading Sidewalk.)

To amount paid for labor	\$262 84 $\frac{1}{2}$	
" " cartage	32 76	
	<u> </u>	295 60 $\frac{1}{2}$

SOUTH STREET, (Grading, Metalling, etc.)

To amount paid for labor	\$ 80 63	
" " cartage	139 22	
" " material	45 82	
	<u> </u>	265 67

INGLIS STREET, (Metalling.)

To amount paid for labor	\$ 4 16 $\frac{2}{3}$	
" " cartage	28 14	
" " material	71 12	
	<u> </u>	103 43

SEYMOUR STREET, (Repairs.)

To amount paid for labor	\$ 35 28 $\frac{2}{3}$	
" " cartage	28 14	
	<u> </u>	63 43

EDWARD STREET, (Grading.)

To amount paid for labor	\$ 62 18	
	<u> </u>	62 18

QUEEN STREET, (Metalling, Repairs, etc.)

To amount paid for labor	\$ 36 89	
" " cartage	45 54	
" " material	44 85	
	<u> </u>	127 28

PLEASANT STREET, (Repairs Sidewalk.)

To amount paid for labor	\$ 17 34 $\frac{1}{2}$	
" " cartage	10 08	
" " material	8 50	
		\$ 35 92

LOWER WATER STREET, (Paving Gutter,
etc.)

To amount paid for labor	\$57 24 $\frac{1}{2}$	
" " cartage	19 62	
" " material	19 60	
		96 46

ARTZ STREET, (Levelling Ashes.)

To amount paid for labor	\$ 46 62	
		46 62
		<u>\$3182 41</u>

1880.

CR.

Jan. 1. By Balance	\$ 510 80	
" Amount of appropriation.	3125 80	
		<u>\$3635 80</u>

1881.

Jan. 1. By amount to credit....	\$453 39	
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WARD 2.

*Statement showing Expenditure for Labor, Cartage and Material
for Street Work executed during the year ending
31st December, 1880.*

DR.

GENERAL REPAIRS THROUGHOUT THE
WARD.

To amount paid for labor	\$ 58 84	
" " cartage	16 42	
" " material	5 25	
		<u>\$ 80 51</u>

ROBIE STREET, (Metalling.)		
To amount paid for labor	\$ 53 89	
" " cartage	34 88	
" " material	52 78	
	<u> </u>	\$ 141 55
LOUISBURG STREET, (Grading, etc.)		
To amount paid for labor	\$ 44 18	
	<u> </u>	44 18
HOLLIS STREET, (Metalling, etc.)		
To amount paid for labor	\$ 64 06	
" " cartage	14 56	
" " material	28 26	
	<u> </u>	106 88
SALTER STREET, (Repairs Sidewalk.)		
To amount paid for labor	\$ 8 76	
" " cartage	9 72	
" " material	6 25	
	<u> </u>	24 73
WATER STREET, (Metalling.)		
To amount paid for labor	\$ 8 50	
" " cartage	75 04	
" " material	74 14	
	<u> </u>	157 68
GRANVILLE STREET, (Repairs Sidewalk.)		
To amount paid for labor	\$ 23 72	
" " cartage	25 64	
" " material	10 75	
	<u> </u>	60 11
BARRINGTON STREET, (Curbing, etc.)		
To amount paid for labor	\$226 26	
" " cartage	130 96	
" " material	416 88	
	<u> </u>	774 10
PEPPEREL STREET, (Grading.)		
To amount paid for labor	\$ 60 31	
" " cartage	12 80	
	<u> </u>	73 11
GRAFTON STREET, (Metalling, etc.)		
To amount paid for labor	\$ 28 99	
" " cartage	29 46	
" " material	24 01	
	<u> </u>	82 46

**SPRING GARDEN ROAD, (Paving Gutter,
etc.)**

To amount paid for labor.....	\$ 92 62	
“ “ cartage.....	32 76	
“ “ material.....	18 75	
	<u> </u>	\$ 144 13

SOUTH PARK STREET, (Repairs Sidewalk.)

To amount paid for labor.....	\$ 17 26	
“ “ cartage.....	16 20	
“ “ material.....	5 25	
	<u> </u>	38 71

MAPLE STREET, (Grading.)

To amount paid for labor.....	\$198 86	
“ “ cartage.....	79 20	
	<u> </u>	278 06

**SACKVILLE STREET, (Repairs Sidewalk,
laying Crossings.)**

To amount paid for labor.....	\$118 17	
“ “ cartage.....	79 38	
“ “ material.....	85 77	
	<u> </u>	283 32

BIRMINGHAM STREET, (Repairs Sidewalk.)

To amount paid for labor.....	\$ 8 64	
“ “ cartage.....	12 60	
“ “ material.....	7 50	
	<u> </u>	28 74

JUBILEE ROAD, (Repairs.)

To amount paid for labor.....	\$ 53 08	
“ “ cartage.....	3 96	
	<u> </u>	57 04

SHIRLEY STREET, (Repairs.)

To amount paid for labor.....	\$ 10 42	
“ “ cartage.....	10 98	
	<u> </u>	21 40

CEDAR STREET, (Repairs.)

To amount paid for labor.....	\$ 94 24	
“ “ cartage.....	20 34	
	<u> </u>	114 58

\$2511 29

1880.	CR.	
Jan. 1.	By Balance	\$1179 04
	“ Amount of appropriation. 2300 00	
		<u>\$3479 04</u>
1881.		
Jan. 1.	By amount to credit	\$967 75

WARD 3.

Statement showing Expenditure for Labor, Cartage and Material for Street Work executed during the year ending 31st December, 1880.

DR.

GENERAL REPAIRS THROUGHOUT THE WARD.		
To amount paid for labor	\$ 2 44	
“ “ cartage	1 86	
“ “ material	11 15	
		<u>\$ 15 45</u>
SACKVILLE STREET, (Laying Crossings, Repairs Sidewalk.)		
To amount paid for labor	\$ 25 12	
“ “ cartage	27 54	
“ “ material	29 83	
		<u>82 49</u>
HOLLIS STREET, (Metalling.)		
To amount paid for labor	\$ 56 20	
“ “ cartage	37 60	
“ “ material	136 86	
		<u>230 66</u>
ST. PAUL'S STREET, (Curbing)		
To amount paid for labor	\$ 77 44	
“ “ cartage	23 04	
“ “ material	118 09	
		<u>218 57</u>
ARGYLE STREET, (Repairs Sidewalk.)		
To amount paid for labor	\$ 15 50	
“ “ cartage	29 34	
“ “ material	12 10	
		<u>56 94</u>

BARRINGTON STREET, (Metalling, etc.)

To amount paid for labor.....	\$ 89 39	
" " cartage.....	44 32	
" " material.....	76 49	
	<u> </u>	\$ 210 20

ROAD WEST OF CITADEL, (Repairs.)

To amount paid for labor.....	\$ 19 85	
" " cartage.....	14 58	
	<u> </u>	34 43

PARK STREET, (Repairs.)

To amount paid for labor.....	\$ 18 50	
" " cartage.....	14 22	
	<u> </u>	32 72

ALBERMARLE STREET, (Curbing, etc.)

To amount paid for labor.....	\$145 05 ³ / ₄	
" " cartage.....	23 04	
" " material.....	199 32	
	<u> </u>	367 41

\$1248 87

1880.

CR.

Jan. 1. By Balance.....	\$ 42 09	
" Amount of appropriation.	1275 00	
	<u> </u>	\$1317 09

1881.

Jan. 1. By Balance to credit.....	\$68 22	
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WARD 4.

*Statement of Expenditure for Labor, Cartage and Material for
Street Work executed during the year ending
31st December, 1880.*

DR.

**GENERAL REPAIRS THROUGHOUT THE
WARD.**

To amount paid for labor.....	\$ 00 80	
" " cartage.....	00 50	
" " material.....	1 73	
	<u> </u>	\$ 3 03

COGSWELL STREET, (Metalling.)

To amount paid for labor.....	\$ 39 97	
" " cartage.....	64 73	
" " material.....	226 10	
		<u>330 80</u>

WATER STREET, (Metalling.)

To amount paid for labor....	\$ 12 28	
" " cartage.....	38 70	
" " material.....	140 30	
		<u>191 28</u>

GRAFTON STREET, (Metalling, Repairs
Sidewalk.)

To amount paid for labor.....	\$ 62 73	
" " cartage.....	91 41	
" " material.....	103 34	
		<u>260 48</u>

BRUNSWICK AND DUKE STREETS, (Curb-
ing and Metalling.)

To amount paid for labor.....	\$234 58	
" " cartage.	129 17	
" " material.....	489 51	
		<u>853 26</u>

BARRINGTON STREET, (Metalling.)

To amount paid for labor.....	\$ 24 85	
" " cartage.....	87 13	
" " material.....	113 40	
		<u>225 38</u>

PARK STREET AND ROAD LEADING TO
LIBERTY TREE, (Repairs.)

To amount paid for labor.....	\$114 36	
" " cartage.....	76 68	
		<u>191 04</u>
		<u>\$2055 27</u>

1880.

Cr.

Jan. 1. By balance.....	\$ 747 76	
" " appropriation.....	1275 00	
		<u>\$2022 96</u>
To amount overdrawn.....	\$32 51	

WARD 5.

*Statement showing Expenditure for Labor, Cartage and Material
for Street Work executed during the year ending
31st December, 1880.*

DR.

GENERAL REPAIRS THROUGHOUT THE
WARD.

To amount paid for labor.....	\$ 42 77	
" " cartage.....	14 26	
" " material.....	40 24	
		\$ 97 27

COGSWELL STREET, (Metalling, Curbing
Sidewalk.)

To amount paid for labor.....	\$120 20	
" " cartage.....	116 01	
" " material.....	379 84	
		616 05

UPPER WATER STREET, (Relaying Side-
walk and curbing, etc.)

To amount paid for labor.....	\$472 96	
" " cartage.....	101 88	
" " material.....	397 50	
		972 34

NORTH STREET, (Forming Gutter.)

To amount paid for labor.....	\$95 34	
		95 34

CREIGHTON STREET, (Metalling, Repairs
Sidewalk, etc.)

To amount paid for labor.....	\$303 94	
" " cartage.....	119 62	
" " material.....	250 65	
		674 21

CUNARD STREET, (Metalling.)

To amount paid for labor.....	\$ 34 64	
" " cartage.....	71 44	
" " material.....	245 34	
		351 42

WINDSOR STREET, (Metalling.)

To amount paid for labor.....	\$ 1 50	
" " cartage.....	7 92	
" " material.....	38 28	
		<u>47 70</u>

MAITLAND STREET, (Repairs Sidewalk.)

To amount paid for labor.....	\$ 18 21	
" " cartage.....	16 18	
" " material.....	11 25	
		<u>45 64</u>

GRAY'S LANE, (Repairs.)

To amount paid for labor....	\$ 23 04	
" " cartage.....	29 52	
" " material.....	16 00	
		<u>68 56</u>

PROCTOR'S LANE, (Repairs Sidewalk.)

To amount paid for labor.....	\$ 32 07	
" " cartage.....	10 62	
" " material.....	4 75	
		<u>47 44</u>

MORAN STREET, (Paving Gutter.)

To amount paid for labor.....	\$ 87 05	
" " cartage.....	54 18	
" " material....	148 56	
		<u>289 79</u>

JACOB STREET, (Re-laying Brick Sidewalk.)

To amount paid for labor.....	\$ 49 55	
" " cartage.....	15 12	
" " material.....	69 16	
		<u>133 83</u>
		<u>\$3439 59</u>

1880.

CR.

Jan. 1. By balance.....	\$ 607 26	
" Amount of appropriation..	3125 00	
		<u>\$3732 26</u>

1881.

Jan. 1. By amount to credit.....	\$292 67	
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WARD 6.

*Statement showing Expenditure for Labor, Cartage and Material
for Street Work executed during the year ending
31st December, 1880.*

DR.

GENERAL REPAIRS THROUGHOUT THE
WARD.

To amount paid for labor.....	\$41 54	
" " cartage.....	10 33	
" " material.....	5 74	
		\$ 57 61

SEWER OUTLET AT RICHMOND.

To amount paid for labor.....	\$ 93 63	
" " cartage....	5 90	
		99 53

UPPER WATER STREET, (Repairs Sidew'k.)

To amount paid for labor.....	\$ 30 38	
" " cartage.....	36 18	
" " material.....	24 39	
		90 95

LOCKMAN STREET, (Man-hole.)

To amount paid for labor.....	\$ 22 66	
" " cartage.....	3 10	
" " material.....	3 89	
		29 65

GOTTINGEN STREET, (Repairs Sidewalk.)

To amount paid for labor .	\$ 26 32	
" " cartage.....	14 94	
" " material .	31 17	
		72 43

NORTH STREET, (Grading, Building Catch-
pit, etc.)

To amount paid for labor.....	\$110 68	
" " cartage.....	65 42	
" " material.....	114 24	
		290 34

BRUNSWICK STREET, (Metalling.)

To amount paid for labor.....	\$ 77 11	
" " cartage.....	58 76	
" " material.....	114 11	
		249 98-

CAMPBELL ROAD, (Metalling, Paving
Gutter.)

To amount paid for labor.....	\$611 70	
" " cartage.....	485 18	
" " material.....	436 39	
		<u>1533 27</u>

YOUNG STREET, (Repairs.)

To amount paid for labor.....	\$114 60	
" " cartage.....	72 36	
" " material.....	8 00	
		<u>194 96</u>

LADY HAMMOND ROAD, (Repairs.)

To amount paid for labor.....	\$122 31	
" " cartage.....	18 90	
		<u>141 71</u>

ALMON STREET, (Metalling.)

To amount paid for labor.....	\$ 9 20	
" " cartage.....	71 52	
" " material.....	107 28	
		<u>188 00</u>

LONGARD STREET, (Repairs.)

To amount paid for labor.....	\$ 27 36	
" " cartage.....	54	
		<u>27 90</u>

DUFFUS STREET, (Building Catch-pit, etc.)

To amount paid for labor.....	\$ 56 22	
" " cartage.....	4 10	
" " material.....	9 64	
		<u>69 96</u>

RUSSELL STREET, (Grading.)

To amount paid for labor.....	\$105 65	
" " cartage.....	11 30	
" " material.....	1 50	
		<u>118 45</u>
		<u>\$3164 74</u>

1880.

CR.

Jan. 1. By balance.....	\$ 525 08	
" Amount of appropriation.....	3125 00	
		<u>\$3650 08</u>

1881.

Jan'y. 1. By Amount to Credit.....	\$485 34	
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*Miscellaneous Account Streets for labor, etc., not charged to
Wards for year ending December 31st, 1880.*

1880.	DR.	
To amount paid for Hardware, Tools, also materials for supplying the different Wards, such as Paving Stones, Broken Stone, Granite Curbing and Crossing, and which is charged to their separate accounts when delivered.....		\$4335 44
To amount advanced on account of new Sewer, Morris Street.....		704 00
To Balance.....		2201 40
		<u>\$7240 84</u>

1880.	CR.	
Jan'y. 1. By Balance.....		\$632 32
Amount of Appropriation.....		775 00
Sundry credits for materials delivered to Wards..		5833 52
		<u>\$7240 84</u>

1881.		
Jan'y. 1. By Balance.....		\$2201 40

General Cash Account Streets.

1880.	DR.	
Dec. 31. To am't. expended during the year..		\$14,853 77

1880.	CR.	
Jan'y. 1. By amount to credit..		\$ 4,244 34
“ “ appropriation..		15,000 00
“ “ sundry credits..		78 20
		<u>\$19,322 54</u>
Dec. 31. By Balance.....		<u>\$4,468 77</u>

Memoranda showing the above balance.

Amount to credit Ward 1.....	\$ 453 39
“ “ “ 2.....	967 75
“ “ “ 3.....	68 22
“ “ “ 5.....	292 67
“ “ “ 6.....	485 34
“ “ Miscellaneous account..	2201 40
	<u>\$4468 77</u>

Monthly Cash Disbursements.

January.....	\$ 154 94
February.....	115 51
March.....	562 19
April.....	89 09
May.....	246 71
June.....	514 46
July.....	297 13
August.....	1,348 06
September.....	2,134 43
October.....	4,458 28
November.....	2,727 25
December.....	2,205 72
	<u>\$14,853 77</u>

INTERNAL HEALTH.

Statement showing Expenditure upon the various services included under the above heading, also Monthly Cash Disbursements, for the year ending 31st Dec., 1880.

Liming Gratings.....	\$ 7 60
Watering Streets.....	707 72
Cleaning Streets.....	3930 88
Spreading Ashes, etc.....	46 62
Cleaning Gratings and Catch-pits.....	296 53
Examining and Cleaning Sewers.....	255 40
Cleaning Snow round City Property.....	48 35
Cutting Snow on Streets.....	133 77
Removing Ashes.....	1495 00
General Work, keep of horse, etc.....	734 05
	<u>\$8018 56</u>

MONTHLY DISBURSEMENTS.

January.....	\$ 107 02
February.....	224 49
March.....	85 80
April.....	658 58
May.....	1171 91
June.....	1534 06
July.....	689 58
August.....	1312 28
September.....	762 93
October.....	1015 90
November.....	432 71
December.....	23 30
	<hr/>
	\$8018 56
	<hr/>

CITY PROPERTY.

*Statement showing Expenditure on each service, also
Monthly Cash Disbursements, for the year ending
31st December, 1880.*

COST OF SERVICE.

Sundry Repairs City Building.....	\$ 669 93
“ “ Central Engine House.....	258 08
“ “ Ladder House, Spring G. Road..	7 07
“ “ Engine House, Freshwater.....	33
“ “ “ Gerrish Street.....	122 60
“ “ “ Islesville.....	43 78
“ “ “ Queen Street.....	21 40
M. E. Keefe, Bal. Contract Exhibition Building..	286 36
Sundry Repairs Exhibition Building.....	232 65
“ “ Office Board of City Works.....	14 32
“ “ City Wharf.....	12 58
“ “ North-end Slip.....	26 57
“ “ City Market House.....	137 86
“ “ Premises Ferry Slip.....	103 33
Care-taker Exhibition Building.....	102 00
Survey of Common Lots.....	25 50
Fuel.....	383 33

Sundry Repairs Fence Freshwater, etc.....	14 83
Salary Keeper of City Clock.....	100 00
Insurance.....	255 75
Advertising, etc.....	7 65
Amount returned to Treasurer.....	2 00
Miscellaneous.....	134 23
	<u>\$2962 23</u>

MONTHLY CASH DISBURSEMENTS.

January.....	\$ 137 60
February.....	150 53
March.....	281 63
April.....	209 06
May.....	470 13
June.....	100 04
July.....	37 82
August.....	112 85
September.....	484 06
October.....	182 42
November.....	612 58
December.....	183 51
	<u>\$2962 23</u>

SEWERAGE ACCOUNT.

*Statement showing Expenditure on Sewerage Works, also
Monthly Cash Disbursements, for year ending
31st December, 1880.*

COST OF SERVICE.

Labor Clearing and Repairing Sewers.....	\$ 26 22
Sewer Morris Street.....	720 00
	<u>\$746 22</u>

CASH DISBURSEMENTS.

January.....	\$ 4 69
February.....	19 37
March.....	2 16
October.....	720 00
	<u>\$746 22</u>

*Statement showing Expenditure on Account of Exhibition
Building Fund for year ending 31st December, 1880.*

1880.

DR.

Jan. 14.	To amount paid M. E. Keefe	\$1700 00	
May 7.	“ “ “ “	.. 286 36	
			<u>\$1986 36</u>

1880.

CR.

Jan. 1.	By Balance to credit	.....	\$1762 68
14.	Cash from M. E. Keefe on		
	Account of Insurance	...	50 00
	Amount taken from City		
	Property Account	.....	173 68
			<u>\$1986 36</u>

*Expenditure on Contingent Account for year ending 31st
December, 1880.*

1880.

Jan. 24.	To amount paid A. Stephen & Son	.....	\$25 20
Feb. 21.	“ “ James Keating	.....	10 00
			<u>\$35 20</u>

Abstract Statement showing the Expenditure for each Service per month, with totals, for 1880 and 1879.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	1880.	1879.
Water Service, Maintenance Account.....	\$ 340 22	\$1620 08	\$ 780 92	\$ 828 60	\$ 792 25	\$ 484 17	\$	\$1787 26	\$ 289 82	\$1540 32	\$ 740 48	\$1385 16	10,580 28	9,813 40
Water Service Construction Account.....	8 32	45 74	.....	138 85	240 13	26 06	.....	574 57	75 55	1241 06	670 31	323 23	3,343 92	5,179 98
Street Service	154 94	115 51	562 19	89 09	246 71	514 46	297 13	1348 06	2134 43	4456 28	2727 25	2205 72	14,853 77	22,138 30
Internal Health.....	107 02	224 49	85 80	658 58	1171 91	1534 06	639 58	1312 28	762 93	1015 90	432 71	23 30	8,015 56	8,495 70
Sewerage.....	4 69	19 37	2 16	.....	.....	.....	.....	.....	.....	720 00	.....	.....	746 22	1,543 03
City Property	137 60	150 53	281 63	209 06	470 13	100 04	37 82	37 82	484 06	182 42	612 58	183 51	29,621 23	1,458 93
Exhibition Building Fund.....	1700 00	.....	.....	.....	286 36	.....	.....	.....	.....	.....	.....	.....	1,986 36	19,390 65
Contingent Account.....	25 20	10 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	35 20	.....
													\$42,535 54	\$63,010 99

J. B. JOHNSTON,
Clerk of Works.

INSPECTOR OF BUILDINGS REPORT.

HALIFAX, February 15th, 1881.

To His Worship the Mayor and City Council :

GENTLEMEN,—I have the honor to herewith submit, for your information, the following Report, showing the number of houses, buildings and stores erected, and repairs and alterations executed, within the limits prescribed by law, from January 1st to December 31st, 1880 :

WOODEN DISTRICTS.

New Buildings	26
Repairs and alterations	32

BRICK DISTRICT.

New Buildings	2
Repairs and alterations	40

72 28

I have during that period reported all alterations or erections not in conformity with the Building Act, and have carefully examined all foundations of houses and other buildings, as the work progressed, so as to prevent any infraction of the law.

I have the honor to remain,

Gentlemen,

Your most obedient servant,

J. B. JOHNSTON,

Inspector Buildings City of Halifax.

It is only justice that special mention should be made in this Report of the very ready manner in which the Colonels Commanding H. M. 97th and 101st Regiments acceded to the request of the Commissioners to allow their bands to play in the Gardens during the summer season two after-noon of each week, thereby adding materially to the attractions of the Gardens as well as to the amusement of the public.

COMMISSIONERS OF COMMON AND PUBLIC GARDENS REPORT.

The Superintending Officer, Richard Power, deserves the thanks of the Commissioners, as well as every one who enters the grounds, for his unceasing energy, as well as constant attention to everything that is possible to the improvement of the Gardens, and the welfare of the public.

HALIFAX, May 1st, 1881.

To His Worship the Mayor and Members of the City Council:

GENTLEMEN,—In order that your body, as well as the public, should be kept informed as to the transactions of the Commissioners of Halifax Common and Public Gardens, they deem it their duty to state that they have, during the past year, endeavored to accomplish as much as they possibly could in the way of rendering the Public Gardens more attractive than ever to visitors. While paying the utmost attention to the Garden and its surroundings, the Commissioners have also directed their energies towards improving and beautifying other portions of the Common by planting a very large number of new trees, and renewing others that had failed or were destroyed maliciously or by accident.

As you are aware, the appropriation towards the maintenance of the Gardens and Common having been considerably reduced from former years, the Commissioners felt it incumbent upon them to direct their efforts towards other means of raising sufficient funds to carry on the necessary works and improvements, and decided on holding open air concerts in the Gardens whenever a favorable opportunity occurred. There were four concerts held, from which the net receipts were \$1,795.25, all of which sum was expended in improving and keeping the Gardens in order. Among some of the most prominent improvements are the rustic summer house, the additional house connected with the conservatory, and new seats for three hundred and fifty people. There are numerous other improvements contemplated by the Commissioners, which it is hoped we will be enabled to carry out, providing their exertions will be sustained during the coming season in the same liberal manner as the past by the patrons of the open air concerts.

It is only justice that special mention should be made in this Report of the very ready manner in which the Colonels Commanding H. M. 97th and 101st Regiments acceded to the request of the Commissioners to allow their bands to play in the Gardens during the summer season two afternoons of each week, thereby adding materially to the attractions of the Gardens, as well as to the amusement of visitors.

The Superintendent of the Gardens, Mr. Richard Power, deserves the thanks of the Commissioners, as well as everyone who enter the grounds, for his unceasing energy, as well as constant attention, to everything that is possible towards making the Public Gardens worthy of a visit.

All of which is respectfully submitted.

WILLIAM NISBET,

Chairman.

The following statement shows the total Receipts and Expenditure from the 1st of October, 1879, to 30th January, 1881.

1879.		DR.	
Oct. 1.	To balance overdrawn	\$	296 82
	Paid Richard Power		50 00
	R. I. Hart & Co., for lime		26 00
	Starr Co., for mower		10 75
	Smith & Kaye, flower pots, etc		12 00
	D. Hoskins, manure		32 00
	J. Dempster & Co., lumber		94 86
	C. Campbell, wheelbarrows		7 00
	Mrs. O'Brien, manure		1 50
	A. M. Bell, hardware		74 24
	J. Hogan & Sons, lumber, etc		21 31
	A. M. Bell, hardware		17 99
	Board of City Works		31 20
	Labor		118 75
	Longard Bros., plumbing		22 63
17.	Labor		105 50
	J. Haverstock, earth		11 92
	J. Hogan & Sons, account		7 81
	H. Harris, seeds, etc		7 45
	W. Rhind, supplies		10 84

Oct. 17.	T. W. Bateman, repairing tools.....	\$ 11 50
	Moir & Co., feed of birds.....	24 00
	J. T. Edwards, mason work.....	6 19
31.	J. E. M. Taylor, account.....	98 40
	Labor.....	91 20
Nov. 1.	Richard Power.....	50 00
13.	Labor.....	34 15
27.	".....	32 30
Dec. 1.	Richard Power.....	50 00
1880.		
Jan. 2.	Richard Power.....	50 00
	Labor.....	27 60
	Acadia Coal Co.....	50 80
11.	Labor.....	32 70
	Truckage.....	19 10
	J. E. M. Taylor, glazing, etc.....	49 13
25.	Labor.....	31 90
Feb. 24.	W. Roche, for coal.....	31 88
	Labor.....	9 00
	A. H. Crowe, for bulbs.....	30 00
	Richard Power.....	50 00
	Labor.....	11 50
	".....	6 00
Mar. 1.	Richard Power.....	50 00
6.	Labor.....	10 00
Apl. 1.	Richard Power.....	50 00
	Labor.....	7 00
8.	".....	8 00
15.	".....	20 95
May 1.	Richard Power.....	50 00
	Labor.....	29 83
5.	J. Umlah, lumber for summer house...	90 00
	H. Harris, seeds.....	50 57
	Labor.....	145 64
June 1.	D. Hoskins, cab-hire.....	24 00
	Blackadar Bros., cheque books.....	5 00
	Hogan & Sons, lumber.....	23 63
	A. M. Bell, hardware.....	4 72
	Labor.....	220 72
	Richard Power.....	50 00
	Labor.....	32 80
16.	I. Sallis, manure.....	2 00
	T. Connell, ".....	220 70
	Labor.....	6 80
July 1.	D. J. Leahy, manure.....	11 60
	E. Ormond, ".....	

July 4.	Longard Bros., lead pipes	\$ 36 69
	Labor	224 84
	W. Cameron, flooring Rink	36 00
	J. Dempster, lumber seats	254 91
	Richard Power	50 00
9.	Labor	219 88
22.	"	240 07
	Hart & Murray, lumber	16 06
Aug. 1.	Richard Power	50 00
	Labor	209 78
20.	"	240 07
Sep. 18.	W. Roche, coal	11 00
	Richard Power	50 00
	Labor	151 77
	"	156 72
	A. M. Bell, hardware	59 45
	J. Hogan & Sons, lumber	30 50
30.	Hickey & Sons, blinds	4 90
	Labor	105 74
Oct. 1.	Richard Power	50 00
	Labor	167 43
28.	"	89 45
Nov. 1.	Richard Power	50 00
11.	Labor	78 87
	E. Walsh, painting, etc	9 00
	W. Flinn, for prisoners	12 66
	J. Dempster & Co., lumber	17 54
	J. Davidson, "	5 26
	George Fraser, feed	1 00
	S. M. Brookfield, earth	76 02
	Longard Bros., account	20 32
	H. Harris, for trees	36 10
	John Kline, granite	3 05
	J. M. Taylor, Painting, etc	176 06
	Theakston & Angwin, mower, etc.	19 50
	T. P. Connolly, stationery	3 00
	D. Hoskins, truckage	20 50
	Moir & Co., feed	30 15
	T. W. Bateman, repairing tools	32 25
	Labor	52 53
Dec. 1.	Richard Power	50 00
	Labor	52 17
	W. Brush, fencing	58 11
	J. & A. McFtridge, iron work	39 92
	Labor	42 92

1881.			
Jan. 1.	Richard Power.....	\$	50 00
	Labor.....		17 50
20.	".....		17 04
	J. E. M. Taylor, glazing, etc.....		58 07
31.	Richard Power.....		50 00
	Labor.....		24 80
Feb. 1.	A. M. Bell, hardware.....		11 65
	W. J. Knight, lawn roots.....		8 00
	George Fraser, feed, etc.....		15 00
	Longard Bros., plumbing.....		38 71
	Labor.....		37 80
	Richard Power.....		50 00
	Labor.....		26 84
	W. Roche, for coal.....		36 71
	Labor.....		28 84
Mar. 1.	Richard Power.....		50 00
	Labor.....		24 99
Apl. 12.	Paid for Rink Buildings.....		100 00
	Labor.....		25 23
	Insurance.....		8 50
	Balance below.....		42 88
			<u>\$6860 41</u>

		CR.	
1879.			
Oct. 31.	By rents from W. J. Morris...	\$ 156	44
	Concert in Gardens.....	681	41
	" " 	779	11
	Rents Exhibition Grounds....	425	00
1880.			
June 19.	Sales of Grass.....	275	50
29.	Rents W. J. Morris.....	120	40
July 9.	Cash from R. Power.....	25	00
23.	Rent of Rink.....	23	00
	Cash for pasturage.....	25	00
	" from Concert.	492	34
30.	" W. J. Morris.....	119	48
Sep. 3.	Rent Tennis Ground.....	50	00
	Cash W. J. Morris.....	33	09
	" from Concert.....	457	11
Nov. 29.	" W. J. Morris.....	134	82
Dec. 28.	" Ald. Nisbet	845	80
	Appropriation for 1880-81...	1500	00
	Interest on Commutation Fund, special deposit.....	132	42
	Interest in Treasurer's hands..	419	51
	Interest on Special Deposit up to 30th April, 1880.....	164	98
		\$6860	41
1881.			
May 1.	By balance brought down.....	\$42	88