

every citizen of Halifax desire to see it grow, but in order that it may be able to grow unhampered it must be our aim to make this City an agreeable place to live in and to do business in. To shout out patriotism from the house tops will not accomplish this end, but quietly, persistently and unrelentlessly to work for the introduction of modern methods and modern improvements in the City will. It has been the policy of the various civic administrations which have preceded the present one to claim credit from the people for keeping the tax rate and the public expenditures down to the minimum. This policy may have secured them public favor; but in the little that we have been able to accomplish I was not guided by a desire to gain public favor, but by the wish of promoting the public good."

The income of the City from assessment in the year 1905-06 was \$310,982 upon a tax rate for general City purposes of \$1.15, but that amount of money was wholly inadequate and insufficient for the introduction of new improvements and methods and the keeping up of the various improvements we had at that time. It therefore became necessary to obtain increased revenue from other sources than assessment, if possible, and we will see later with what results:

CIVIC DEBT.

The total funded debt on April 30th, 1905, was \$3,470,190, made up as follows:

General purposes.....	\$2,082,990
Water.....	1,056,600
Public Schools.....	330,600
	<u>\$3,470,190</u>

The total funded debt April 30th, 1908, amounts to \$4,061,390, made up as follows:

General purposes.....	\$2,507,379
Water.....	1,111,275
Public Schools.....	442,736
	<u>\$4,061,390</u>

NOTE.—Including Sliker Car Works bond issue.

Leaving out of consideration for the moment the water debt, which is not usually calculated in the City debt, and the debt for public schools over which the Council has no control, and confining our attention to the debt incurred for general purposes, we find that during the past three years there has been an increase of \$424,389
 Less bonds redeemed by sinking fund at maturity.....\$100,000
 And less amount paid into sinking fund during the last three years and accumulated interest..... 85,388
185,338

Leaving the net increase of debt at this date for general purposes.....\$239,051

Now it will be profitable to examine for a few moments the items which go to make up the amount borrowed during the past three years.

Dry Dock Subsidy \$5,000 a year.....\$15,000

This subsidy is payable under Act of Legislature passed in 1889 and will expire in the year 1909-10.

Sewerage\$175,000.00

As proper sewerage must be provided in the interest of public health, and as there were, and still are, sections of the City lacking the benefit of sewerage, money has to be provided. Since April 30th, 1905, 20,943.7 feet of sewers have been constructed at a cost of.....\$141,590.34

A large number of catch pits have been built, and the cost of these together with cost of material on hand, salaries and other expenses paid totals..... \$24,968.01

\$166,558.35

Leaving a balance on hand in this appropriation of.....\$ 8,441.65

LIST OF SEWERS CONSTRUCTED SINCE APRIL 30TH, 1905, WITH LENGTH AND TOTAL COST.

SEWER.	LENGTH.	TOTAL COST.
Black St.....	690 0	\$ 3,237 83
Brunswick St.....	316 6	1,563 77
Uniacke St.....	442 0	1,311 82
Creighton St.....	448 8	2,787 83
Harvard St.....	195 0	1,097 86
King's Place.....	880 0	4,205 03
Pepperell St.....	1,193 0	7,814 15
Preston St.....	550 0	3,415 92
South Park and Bell Road.....	985 0	12,045 78
“ “ “.....	1,238 0	26,163 82
Greenbank.....	48 0	929 36
Binney and Henry Sts.....	950 0	4,724 69
Chebucto Road.....	908 8	6,891 38
Dublin St.....	505 0	4,433 48
Granville St.....	234 0	1,618 98
Hanover St.....	242 0	792 22
Lawrence St.....	1,110 0	6,775 93
Macara St.....	375 0	1,632 18
North St.....	843 6	5,823 37
Shirley St.....	286 0	1,324 26
Veith St.....	711 0	3,604 75
Vernon St.....	1,200 0	7,808 35
Almon St.....	1,491 0	5,441 01
Argyle St.....	300 0	2,351 34
Bishop St.....	76 6	191 37
Dublin St.....		143 95
Henry St.....	450 0	1,033 89
Hunter St.....	637 0	2,823 22
Lockman St.....	147 0	1,522 94
Needham St.....	468 0	1,641 34
North St.....	410 0	2,360 07
North St.....		33 65
Preston St.....	238 9	1,371 08
Veith St.....	541 0	3,246 27

SEWER.	LENGTH.	TOTAL COST.
Vernon St		204 45
Windsor St	1,290 0	6,239 49
Windsor St	543 0	2,783 51
	20,943 7	\$141,590 34

FIRE DEPARTMENT.

ENGINE HOUSE IMPROVEMENTS AND EQUIPMENT.....\$60,200.00

With this appropriation the new Fire Stations on Bedford Row and Morris Street have been erected, land back of Central Engine House for extension of that Station has been purchased and considerable necessary equipment has been provided. To-day the Department is well equipped with the exception of the aerial truck, to face the fire fiend.

The following are the principal items of expenditure:—

Bedford Row Engine House and furnishing.....	\$20413 70
Morris Street " "	19200 00
Land Central "	3200 00
Alarm Boxes and Tappers.....	2735 00
Waterous Engine	5500 00
Combination Chemical and Ladder	280 00
Shand Mason Engine.....	5330 00

I have not referred to the many smaller items of expenditure chargeable to this account, but their remains a balance in this appropriation still unexpended to be used in partly defraying the cost of an aerial ladder.

A large portion of this expenditure was made to meet the demands of the Board of Fire Underwriters in order to secure a reduction in rates, and this phase of the subject will be referred to later when considering the annual expenditure of Fire Department.

STREET WIDENING.

Agricola Street Widening.....	\$27,000.00
Water Street, foot of Bishop Street.....	1,200 00
Water Street, foot of Salter Street.....	1,000 00
Coburg Road.....	3,750 00

These improvements were all desirable and necessary and will be referred to more fully under the head of "Committee on Works."

PERMANENT PAVEMENT. (STREETS).....\$75,900 00

To recall to the mind of the progressive citizen the picture presented by some of our principal streets before the permanent pavement was laid would be to bring a blush of shame to his cheeks on account of the ancient and unprogressive methods pursued previous to the era of permanently paved streets in Halifax. When one reflects that at certain seasons of the year it was impossible for pedestrians to cross some of our principal streets with any degree of comfort, and when one remembers the sight of the line of trucks employed in the summer season carting stone and other material to make streets and in the spring to see the same line of trucks carting away the

material which they had brought to the scene only six months before, one almost stops to marvel that such a system could have remained in vogue so long.

Our principal business streets at the present time ought to be, and are, a source of pride to our citizens, at least to those born within our gates, and the wisdom of expenditure for such a purpose as this cannot be disputed. By the time that Lockman Street is paved to North St., this appropriation will be about exhausted and we shall have laid 95,286.5 square yards of permanent pavement.

PERMANENT PAVEMENT—(SIDEWALKS).....\$25,000 00

For some years previous to the incumbency of the present administration the City had been laying tar concrete sidewalks which were put down under the Permanent Sidewalk Act, and were supposed to be permanent, but our experience showed that their life was very limited.

During my trip, accompanied by the City Engineer, to Winnipeg when attending the meeting of the Union of Canadian Municipalities in that City, we were both struck with the fact that even in the smaller towns concrete was being put down the full width of the sidewalk in the City proper and a strip of concrete 5 feet wide with grass to the permanent curb on the thoroughfares outside of the business district. Such streets presented a neat and tidy appearance and were in striking contrast to our worn-out clay sidewalks and gutters paved with cobble stones. On the matter being brought to the attention of the Council it was decided almost unanimously to adopt the policy of laying concrete sidewalks here. Any ratepayer having any doubt as to the wisdom of this course can settle the question in his own mind in a moment by standing at the intersection of South Street and Queen Street and looking first to the east and then to the west. Under this appropriation 16,887.2 square yards of concrete sidewalks have been laid during the past three years and there is still a considerable balance of the amount borrowed on hand.

GRANTS TO PROVINCIAL EXHIBITION.....\$21,118 00

This grant was made partly in connection with the Dominion Exhibition, partly to pay off the City's share of the floating debt of the Commission and partly to pay the City's share of the cost of erecting the new grand Stand. By issuing bonds to pay off the floating debt the City was able by borrowing the money on its bonds to save a considerable sum in interest which was payable to the bank as its share on account of the overdraft.

PUBLIC GARDENS FENCE.....\$10,500 00

It having become necessary to replace the old fence around this beauty spot with a new one, it was deemed advisable and more in keeping with the Public Gardens to erect a suitable iron fence which would be permanent, at a cost of \$10,500 than to erect a wooden fence at a large cost which would be naturally much shorter-lived. All our citizens were, even under the old condition of things, wont to point with pride to our public gardens as being among the best on the Continent. The marked improvement now evident since the new fence has been erected ought to make our people even more proud of their Public Gardens.

LAND PURCHASED.

Stayner's Wharf property.....	\$13,000 00
Tully property.....	2,000 00
Longard property.....	350 00

\$15,350 00

The Stayner's Wharf property was purchased to be used in connection with the Dartmouth Ferry Landing on this side of the harbour and will place the City and Dartmouth in a position to resume and carry through, I hope, to a successful termination negotiations whereby proper waiting room accomodation and more sightly surroundings will be provided for the ferry on this side of the harbour.

The Tully property is a valuable tract of land and water lot adjoining City property just North of the Narrows and will make an excellent site for a manufacturing enterprise. It was purchased for that purpose negotiations being then pending looking to the establishment of an important industry in Halifax and can be sold at any time for a price in excess of the amount paid for it.

The Longard property at the intersection of Lady Hammond and Longard Road is used in connection with the stone crusher.

IMPROVEMENT HEATING OF CITY HALL.....\$1,500 00

This item explains itself as well as,

HEATING INFECTIOUS HOSPITAL ECT.....\$1,300 00

REPAIRS GRAND PARADE.....\$4,000 00

This money was borrowed for the purpose of repairing the Parade walls and making alterations and improvements in the Grand Parade, a great portion of necessary improvements and alterations have been completed at a cost of \$1,700.00 and the balance remains on hand for the remaining work.

The difference between the sum of all these items and the amount borrowed is made up by expenses of floating loan, engraving bonds etc., and the premium paid.

The above is a brief explanation of the loan for general purposes and it appears to me that an unbaised and progressive citizen at any rate will find considerable difficulty in reaching the conclusion that there has been any extravagance or that any of the objects for which the money was borrowed were undesirable.

PUBLIC SCHOOL DEBT.

The debt for Public Schools increased during the past years from \$330,600.00 to \$442,736.00, an increase of \$112,136.00. The City Council has no control over the amount of money to be borrowed on account of the Public Schools, except that six of its members are members of that Board. The money borrowed was used by the School Commissioners for the erection of new schools and additions to and alterations of old schools and the expenditure was no doubt necessary and unavoidable, and was carefully supervised and guarded by the School Board.

WATER DEBT.

During the same period the water debt was increased by the sum of \$54,675 00

This amount less premium is being expended for the improvement of the service in accordance with the recommendations contained in reports of Willis Chipman, C. E., of Toronto, the expert employed by the previous administration to report what improvements were necessary in our water system to give an adequate domestic supply and effecient fire fighting service.

The foregoing are all the expenditures charged to Capital Account and make up the sum added to the funded debt of the City during the past three years.

In opening this message I stated that when a policy of progress and improvement was decided upon it was considered desirable that the additional money required should not be levied on real and personal property but should be raised from other sources. Let us see if that course was followed:—

The gross increase in debt during past three years for general purposes was.....		\$424,389 00
Interest on this amount.....	\$16,975 56	
Less paid by Silliker Co.....	2,843 04	
	<u> </u>	\$14,132 52
Sinking Fund.....	4,699 00	
	<u> </u>	\$18,741 52

Where does the increased revenue come from to meet this annual charge?

From assessment on real and personal property? No.

The amount received from banks, poll taxes, joint stock and other companies, including the Halifax Electric Tramway Company, liquor licenses and all other sources of revenue in the year 1905-06 amounted to.....\$ 69,920 00

For the year 1908-9 the amount to be collected from the same sources as per annual estimates will amount to.....\$110,950 00

An increase of.....\$ 41,030 00

Therefore the increased revenue from the above sources exceeds the annual charges on increased gross debt by.....\$ 22,298 48

In other words the increased revenue obtained from the above sources separate and apart altogether from the taxes on real and personal property is a sum sufficient to pay all annual charges on an approximate capital expenditure of.....\$850,000 00

As a comparison of this estimated revenue in 1905-6 and 1908-9 may be interesting, it follows:—

	1905-6.	1908-9.
Banks.....	\$15,870 00	\$18,500 00
Joint Stock and other companies and polls.....	29,500 00	35,400 00
Liquor licenses.....	14,500 00	32,500 00
Hacks, trucks and other licenses.....	2,500 00	4,500 00
Fines and fees Police and City Courts.....	3,250 00	4,000 00
Rents City property.....	1,200 00	1,750 00
Dox tax.....	1,100 00	1,500 00
Halifax Electric Tramway Co.....	6,500 00	12,000 00

Therefore the cost of the improvements made during the last three years, that is the interest on debt and sinking funds to meet bonds at maturity, was not provided out of assessment on real and personal property but out of increased income as it was planned before the improvements were entered upon that it should be.

If during the past three years we had contented ourselves with borrowing

and spending, allowing the amount to be made up from taxation on real estate and personal property, there might have been some reason for complaint from property owners, but as shown above if active in making improvements we were also active in looking after revenue, which brings me to a consideration of the subject of

LEGISLATION.

Perhaps at no time in the history of Halifax was so much important legislation enacted relating to the City as during the last three years. To deal fully and justly with all the Acts passed by the Legislature at the instance of the City Council during this period would make this Message too voluminous, and I only propose to refer to the more important of them, and first, those dealing with revenue which shows the means by which our revenue was increased.

Chap. 68, Acts 1906, fixes amounts to be paid by various companies.

	Paid Previously.	Paid under this Act.
Telegraph Companies, each.....	\$100	\$ 300
Express Companies	100	200
Loan Companies.....	100	200
Mercantile Agencies	100
Real Estate Agents.....	25
Telephone Companies	100	600
Life Insurance Companies.....	100	200
Fire Insurance Companies	200	200
Building, Loan and Trust Companies.....	100	200
Stock Brokers with head office in Halifax, \$25 to \$67.50, not exceeding.....		150
Stock Brokers with head office elsewhere		250
Halifax Electric Tramway Co., Ltd., in addition to amount paid previously, to pay 2 per cent. on gross earnings from electric light and power.....		4400

Chap. 68, Acts 1907. By this Act, which took effect during the current year, the number of licenses for the sale of intoxicating liquors to be issued to shops and hotels combined was reduced from one hundred and four to ninety, and after 1911 the number of licenses to be issued will depend on population, being one for every six hundred of population.

This Act also changed the license fees payable in the case of hotels from \$200 and upwards to \$300 and upwards, shops from \$200 to \$250, and wholesale from \$500 to \$600. It is also enacted that travellers for liquor houses coming into the City to do business shall pay a fee of \$200, and resident liquor brokers \$50. No fees had previously been collected from either of these classes of persons.

Junk licenses increased from \$40 to \$100.

By ordinance increased fees were collected from places of amusement.

Taking up some of the important general acts, two worked out by Alderman Murray, one providing a superannuation fund for City officials, and the other a like fund for the Fire Department, will have an important bearing in the future. By these Acts the persons interested create funds for their own superannuation, and in time the City will not be called upon to assess the ratepayers to provide money for such purposes.

Legislation was also secured making two important changes in Committees, viz., the placing of the control of the Library and Camp Hill Cemetery in the hands of Commissioners, the former consisting of six Aldermen and three citizen Commissioners, and the latter of four Aldermen and three citizen Commissioners. A Board of Trustees of Camp Hill Cemetery was appointed to receive grants from persons owning or interested in lots in the cemetery, the annual income from such grants to be used for the upkeep of lots so provided for.

An Act was also passed enabling the City to offer inducements to those interested in manufacturing enterprises to establish in Halifax.

The Juries Act in so far as it relates to Halifax was so amended as to sweep away many of the exemptions from jury duty and thus brought in a large class of jurors who had hitherto escaped jury duty.

Certain additional powers were given to the Board of Health as to sanitary conditions of buildings and the erection of buildings in swampy and other unsuitable locations.

Another important Act was one respecting the assessment of Banks and another in re poll tax.

I have only given a brief outline of the more important legislation obtained. There were a number of bills on other subjects which have been fully reported upon by Ald. Johnson, Chairman of the Committee on Legislation and which reports are readily accessible in the minutes of the Council.

TAXATION.

On the 30th April 1905 the valuation of real estate was \$17,843,650 and personal property \$4,954,400.

On the 30th April 1908 (to-day) the valuation of real estate is \$18,712,250 and personal property \$5,270,800.

Building permits during the same period were issued covering expenditures exceeding \$1,500,000.

The rate of taxation for the years 1905-6 was \$1.73 made up as follows:—

City	\$1 15
County	06
Schools	52
	—\$1 73

The rate of taxation for the year 1908-9 is \$1.91 made up as follows:—

City	\$1 23
County	05
Schools	63
	—\$1 91

For the year 1905-6 the amount of taxes collected for City purposes upon real and personal property valuation was \$262,177.00, while for the year 1908-9 the amount to be collected for City purposes upon real and personal property is \$294,990, an increase of \$32,813.00.

The principal items making up this increased expenditure on current account as appears from a comparison of the estimates of the respective years, are:—

Police and Salaries.....	\$ 5,040 00
Board of Works (increased appropriation for streets).....	8,565 00
Internal health (removal ashes, street cleaning etc.).....	3,000 00
Teams and Stables.....	1,500 00
Lighting Streets.....	2,720 00
Fire Department.....	11,236 00
City Home.....	1,800 00
Public Gardens & Park.....	1,500 00
Health Board and Infectious Diseases.....	8,229 00
Revising City Charter.....	2,000 00
Exhibition Deficit.....	3,076 00

As we have already seen the amount of increased revenue other than taxes collected from assessment on real and personal property after paying for all improvements etc., amounted to \$22,298.48 and had it not been for the large additional amounts required by the Board of Health on account of contagious disease, the large Exhibition deficit and the cost of City Charter together in round numbers amounting to \$17,000 all the above increases could have been allowed to the different services with but slightly added cost to the general ratepayers.

As there has been some criticism in reference to the increase in the rate for City purposes of 8 cents per \$100.00 let see what it means to the taxpayer.

A person assessed \$ 500.00 would pay 40 cents increased taxes annually.
 " " " 1000.00 " " 80 " " " " " " " "

A person assessed \$5,000.00 would pay \$4.00 increased taxes annually in contributing his share towards the above increased expenditure. The question then is were they necessary or justifiable? Let us see.

Police and Salaries.....\$5,040.

Practically all these increases were carried by a two-thirds vote of the Council. In the case of the increase to the Police Force it was clearly only a case of half justice too long deferred. It covers also two additional men on the strength of the force and a messenger who relieves a policeman from station duty.

The increase in street appropriation, which includes the cleaning of paved streets and covers increase of pay to City Laborers, was absolutely necessary. For our population the street mileage is excessive. St. John with about the same population has just half the mileage.

Internal health appropriation covers increased wages of men and additional horses and help and provides for the removal of ashes, street watering and street cleaning.

The increase in teams and stables is required owing to increased cost of fodder, a large number of horses to feed, harness to supply, etc.

The increase in street lighting appropriation is of course for a greater number of lights, the price per light being the same. April 30th 1905 we had 310 street lights. In our 1908-9 estimate we have appropriated a sum sufficient for 360 street lights. More could be advantageously placed.

The Fire Department appropriation shows the next largest increase, and why?

In the Civic year 1904-5 the Board of Fire Underwriters made a very serious increase in Fire Insurance premiums and in the notice of increase stated that when the water supply had been improved and certain additional apparatus and

men were provided for the Fire Department, certain reductions in the rate would be made, such reductions to be granted from time to time as the various demands made should be complied with by the City Council. The increased rate for insurance being very much greater than the increase in taxation would amount to, even if all the demands of the Underwriters were complied with, it was deemed advisable to bring the Fire Department up to the required standard as quickly as possible. This necessarily entailed the expenditure on capital account previously referred to and also, in order to provide the annual expenditure on account of the additional number of men and horses, etc., made the above increase in the yearly appropriation necessary.

In 1905 the Fire Department consisted of the Chief and 102 men and cost.....	\$19,692 00
For the coming year the estimate was for the Chief and 126 men to cost.....	28,704 00

Increase of..... \$ 9,012 00

In 1905 the department employed 21 permanent men.

The last estimate was for 34 permanent men.

Of these 13 new men some are engineers and others are skilled mechanics who perform work at the various stations thereby making it unnecessary to employ outside help as in the past. For instance, horse shoeing which used to be quite an item is now all done by our own men.

Fodder is the other item making up the increase.

In 1905 fodder cost as per estimate.....	\$3000 00
The last estimates placed cost of fodder at.....	5100 00

Increase of..... \$2100 00

In 1905 the Department had 27 horses.

In December last the estimate was 35 horses.

In preparing the estimates for 1907-8 the Fire Board took appropriations to cover the increase for men and horses for new apparatus. As the greater portion of the apparatus ordered was not received or put into service until almost the end of the year and the aerial truck has not yet been delivered, there was a balance available including income of \$4500.00. This sum could either be kept and at the end of the year placed to the credit of unexpended balances account or could be used for Fire Department improvements. The Council on the recommendation of the Fire Board decided to adopt the latter course.

A turrent waggon costing \$895.00 was purchased. Once the three hose lines to this turrent have been laid and connected, the Chief reports that fourteen men are released for other work. In other words five men are required to handle engine streams. With the turrent one man handles three streams.

Four Eastman holders were purchased. With this holder two men do the work of five.

Seven old horses were sold. 1 being 21 years old and five over 18 years old. Thirteen new horses were purchased.

Instead of two or three hose leaks stops for bursts the Department now has one in each waggon.

Among other things provided were 5 3 gallon Chemical Extinguishers, 2 cellar pipes, 5 sets double and 2 sets single harness.

No. 4 Engine was thoroughly overhauled at a cost of \$850.00 and is now in first class condition.

In 1905 we had five engines. To-day we have eight.

In 1905 the Department had two chemical engines. To-day there are three, one a combination chemical and ladder truck. Within the last three years 4200 feet of hose was purchased.

Quinpool Road and West Street Stations were repaired, painted and thoroughly renovated and a hot water heating system was installed in the former out of the yearly appropriation.

A new and cheaper system of lighting was installed in all fire Stations etc.

The City Home called for a larger outlay on account of the increased cost of provisions. Under the able management of the Superintendent and his staff the cost of maintenance of this institution has been kept at the lowest point possible consistent with fair treatment to the poor within its walls.

The additional grants of \$1000 to the Public Gardens and \$500 to Point Pleasant Park, are in the case of the former to meet the increased cost of labor and loss in revenue from Concerts, and in the case of the latter to provide the nucleus of a fund for new ferry house.

The last item revising City Charter, explains itself.

With the above necessarily short explanations, I feel convinced that the ordinary ratepayer will be satisfied that there has not been very much of the extravagance practised that some captious critics have been trying to make us believe existed. If such persons will only point out the items where full value is not being received for every dollar expended and at the same time will put down in dollars and cents the amount by which any item they may see fit to attack can be reduced one would be able to meet them. It is of course safer, if not quite so manly, to take refuge behind generalities.

DEPARTMENT OF CITY WORKS.

The Committee on Works during the past three years has been particularly busy in carrying out the resolutions of the City Council in reference to the various improvements ordered and many other matters, and the work entailed upon the officials of that Department during this period has been very great. With a small staff they have accomplished an amount of work which would not be undertaken by engineering departments with double the staff in other cities.

The permanent pavement of the streets came under the supervision of the Engineer and his staff while they were also charged with the laying of permanent sidewalk and gutters, the renewal of water mains and service pipes, the inspection of the work done by the Tramway Company and very many other onerous duties.

WORKSHOPS AND STABLES.

Owing to the sale of the Old Exhibition property for the purpose of the erection of the Church of England Cathedral and the sale of the remainder of the property in lots it becomes necessary to provide new stables and shops for the Works Department. As the present workshops are in a very

dilapidated condition as well as being an eye-sore, it would have been necessary, had the property not been sold, to have provided for the erection of new shops in any event. In order to save the cost of purchasing a new site for the erection of the proposed work shops and stables, I interviewed the Military authorities and obtained their consent to the erection of the necessary buildings on the property immediately to the north of the Wanderer's grounds. As the Act authorizing the sale of the Exhibition property permits of the proceeds of the sale being used for the purpose of erecting new buildings, there will be no necessity of borrowing for this purpose. The plans for the proposed buildings, which are to be of concrete, are before the Council at the present time together with bids received upon the Engineer's specification.

TOWN CLOCK.

The Imperial authorities before their departure from Halifax having notified the City that it was the intention of the War Department to demolish the old Town Clock on the eastern slope of the Citadel, it was decided to make an effort to save this structure on account of its historical interest as well as its utility. The military authorities finally agreed to hand the building over to the City and to contribute the sum of five hundred dollars towards its repair. An agreement was executed transferring this property to the City, and the sum of five hundred dollars was paid over. Since that time the building has been put in a proper state of repair.

PUBLIC MARKET.

For very many years the City has been endeavoring to obtain the War Department property known as the Large Fuel Yard between Bedford Row and Water Street for a market site. An agreement has now practically been reached between the City and the Militia Department that the property should be transferred to the City in consideration of the City providing convenient buildings suitably located to take the place of the buildings now located on the site in question; further, the City to enter into a bond conditioned to pay the difference between the sum of \$12,000 (the estimate of a new building and site) and the valuation of the Fuel Yard in case the Imperial Government or the War Department, in case of war, should require the City to make such payment to provide land elsewhere. The value of the Fuel Yard for the purpose of this bond to be fixed by arbitration. The necessary legislation to enable the City to enter into this agreement was passed at the last session of the Local Legislature, and it will be for the incoming Council to take the matter up if they are so disposed.

WIDENING STREETS.

The widening of Agricola Street, Lower Water Street at the foot of Salter Street, and Lower Water Street at the foot of Bishop Street was carried out by the present Board, and resulted in greatly improved conditions for traffic.

The widening of Agricola Street was a work too long deferred, and looking back it seems almost a miracle that in the winter many serious accidents did not occur as a result of the condition of this street. The improvement has been most marked, and the value of property on that street must of necessity be greatly enhanced.

Within the past few months it was decided to purchase from the Church of England authorities a parcel of land at the corner of Coburg Road and Robie Streets for the purpose of widening this important thoroughfare. When this

work has been finished the result will be a great improvement and much better facilities will be provided for traffic. This road throughout its length, and more particularly between LeMarchant Street and Oxford Street, is entirely too narrow, and it would seem to me to be very desirable before the land on the south side is built upon that a portion thereof should be acquired for the widening of this thoroughfare. I interviewed persons interested in this land on three occasions, but up to the present have heard nothing definite from them.

We have in hand the sum of \$3500.00 to be used for the widening and improvement of Quinpool Road. This matter has lain dormant for several years. During the past year or two attempts were made to go on with the work, but there being so much work to be done in connection with pavement and other matters the necessary labor could not be obtained. An effort was then made to let the work out by contract, but no bids were received, and it appeared that there was nobody willing to undertake the contract. As soon as the weather permitted this spring the work was begun, and should be continued until completed, as this road is one of the main drives for tourists and others as well as for our own citizens.

CAMPBELL ROAD.

Owing to the double-tracking of the Intercolonial and the operation of the Halifax and South-Western Railway the risk of accident on this road has been greatly increased. All the crossings are at grade and one of them is particularly dangerous. With a view to overcoming danger and providing a safer and better carriage road in place of the present one, I have interviewed from time to time the Deputy Minister of Railways, the General Manager and other I. C. R. officials but so far no agreement has been reached.

My suggestion to them was to close up the present road and if necessary take it over for Railway purposes and in its place grade a street, being a continuation of School Street which would cross under the Cotton Factory Siding, follow around the hill above the Railway coming out on Kempt road at or about the present Halifax and South-Western crossing. Practically all the owners are willing to dedicate a strip of land through their properties to the City for this purpose free of charge.

Many other improvements of lesser note might be mentioned, the erection of a fountain on the Parade and a water trough for horses at the head of Cogswell Street which latter was provided by the ladies auxiliary of the S. P. C., etc., etc.

In the

WATER DEPARTMENT

which comes under the Board of Works, considerable work has been done during the past three years. Venturi meters have been installed at the lakes and plans are now before you for the erection of a permanent gate and meter houses at Chain Lake. In the season of 1905 we experienced a water famine which caused considerable anxiety and it finally became necessary to resort to pumping to keep up the low service supply. Both the high and low service lakes reached the lowest point on record, but happily no serious conflagration occurred. Pumps were installed and commenced work the first of November and towards the end of the month the Autumn rains relieved all cause for further anxiety. Having recently very fully laid the water supply question before your Honourable body, I do not propose to say more about it here other than to re-affirm my conviction that our low pressure is due rather to waste than to underground leakage, and further to say that I am satisfied that when the meters now ordered and partly

supplied have been installed our water pressure will reach a point not hitherto attained.

As the

PERMANENT PAVEMENT

on our hills has been rather unsatisfactory owing to its somewhat slippery surface (which drawback, however, has to a large extent been overcome by the use of sand) it was decided to pave Buckingham Street with block pavement. Previously it was impossible to keep this street in anything like decent repair, and from our experience with the block pavement since it has been laid, I am constrained to think that it is the most suitable paving for hills.

In connection with the Department of Works, as a matter of interest it may be pointed out that during the three years preceding the commencement of my term of office the sums of \$60,000, \$69,000 and \$61,000 were paid for labor, while during the last three years the sums of \$106,000, \$139,000 and \$131,000 were paid for the same purpose by the City. In addition to these amounts during the same period the Tramway Co. disbursed for labor in connection with the work made necessary by permanent pavement operations an average sum of \$35,000 yearly, and the Barber and Warren Pavement Companies approximately \$65,000.00. To all of which must be added the laying of underground conduits by the Telephone Company through the streets upon which pavement was laid. Therefore, if considerable sums were borrowed and collected in taxes the greater bulk thereof was distributed in wages in Halifax, and through the laborers went back to the small shopkeepers and others.

CITY PLAN.

When I entered the Council as an Alderman some years ago I found that we were without any official plan of the City, and after some time succeeded in having an appropriation placed in the estimates for the purpose of commencing the preparation of such a plan. That appropriation was continued from year to year until the present, and I am now glad to be able to inform you that with the exception of two small sections the whole plan of the City is completed, and with the exception of the portion already approved by the Council, is now before you for your approval. It is, of course, needless for me to point out to you how desirable and necessary such a plan is. It only seems a matter of surprise that it was not prepared years ago. If it had been Halifax would not be marred by so many crooked streets and *cul-de-sacs*.

TELEPHONE POLES—UNDERGROUND CONDUITS.

During the past three years the Telephone Company have given considerable attention to the matter of placing their wires underground. A very considerable amount of this work has been done.

Miles of underground conduits have been laid. When the Company's full plan has been completed many of the large poles which obstruct some of our narrower sidewalks will be removed. Already the work of removal has been accomplished on Granville Street, and in the course of a few weeks I am informed by the Manager of the Telephone Company, poles on Sackville Street and some of our other streets will also be removed. Just what this improvement means can be realized by looking at Granville Street and remembering the forest of poles and wires which at one time adorned this street.

BOARD OF HEALTH.

During the past three years this Board has been particularly active in looking after matters pertaining to the public health, and have also had to face outbreaks of contagious disease. Judging from what has occurred in connection with similar outbreaks in other parts of the province they have performed their duty most satisfactorily. It is, of course, correct that to meet the expenditures entailed in connection with the stamping out of such diseases an extra appropriation had to be made amounting to about \$8,000.00, but in this connection it should be pointed out that in many of the smaller towns of the province very much larger sums had to be provided for the same purpose.

CITY CHARTER.

When a member of the City Council as an Alderman, I moved a resolution which was adopted for a revision of the City Charter and Ordinances. At that time our laws and ordinances were in such a shape that it was impossible without considerable labor to determine just what the law was on any particular matter, and in some cases impossible to reconcile conflicting statutes. The work of revision was undertaken by Mr. Justice Graham and Mr. F. H. Bell, our present City Solicitor, and the new Charter was completed and came into effect March, 1907.

Now let us turn to the consideration of a few of the many other subjects which engrossed the attention of the Council during my tenure of office.

TERMINAL FACILITIES.

There has been a very marked improvement in the facilities at this port. The credit for this, of course, must be given to the Railway Department and the Dominion Government. In this connection I desire to say that on assuming the duties of my office and taking up the question of terminal facilities I found the Council of the Board of Trade ready and anxious to co-operate with the City Council in every way in its power to further the interests of the port of Halifax. While, as I have said, the credit for the improvements is due to the Dominion Government, I desire to point out that many of those improvements were brought about upon the joint request of the City Council and Board of Trade acting through the Commercial Committee, which is a joint committee of those two bodies. While it is not desirable in a message such as this to go over all the ground covered by that committee or all the points for which they asked consideration by the Government, I think that some of the more important matters should be referred to as many of our citizens and perhaps some members of your honourable body have no idea of the facilities provided here. Take, for instance, the immigration buildings. They are convenient, commodious, and in every particular up-to-date, and perhaps better equipped than any similar buildings in Canada. The new freight shed on old piers 8 and 9 was opened in 1905 for the handling and storage of goods, and is a very large and commodious building. A large new crib work 750 feet in length north of No. 9 pier has been completed and affords largely increased wharf and track accommodation.

At Richmond the work shops and round house were located practically in the middle of the yard, taking up a great portion of room urgently needed for traffic. This matter was grappled with at once by the Department and now a new round house and shops are being provided at the Cotton Factory Siding. On their completion the old shops at Richmond will be demolished and much greater yard room will be available for tracks.

For many years the Board of Trade had been asking for more accommodation for the storage of flour. To meet this demand and to provide additional accommodation the Cunard property has been purchased and one of the large freight sheds on this property will be used for that purpose.

Another handicap at this port labored under for years was owing to the fact that there was only a single track between North Street and Deep Water Terminus. Within the last three years a double track has been laid and all the property North of Cornwallis Street on the West side of Water Street has been acquired, the buildings thereon razed and the ground excavated to permit of a number of extra tracks being laid and a local freight shed erected for the handling of trade at this port. No bare outline that I could give in this message would convey any idea of the vast amount of work and the great improvement being wrought by the Railway Department for the expeditious and economical handling of freight here.

Another improvement to be noted is the block pavement laid down in front of North Street Station which used to be a veritable quagmire, and which, together with the usual condition of Lockman Street gave visitors such a bad first impression of our City. Now that Lockman Street will all be paved to North St. and as it is impossible to keep the hill from Lockman Street to the Railway Station in anything like proper repair with the use of ordinary macadam, it would seem desirable that the Council should consider whether or not this hill should be paved in the same manner and with the same material as Buckingham Street.

This subject also brings to our attention the marked improvement in the railway approaches to Halifax through the double tracking of the I. C. R. between Windsor Junction and the City, all carried out during the past few years, and the additional siding accommodation provided along the line which permits of a more satisfactory and expeditious passenger and freight service being provided.

Looking forward to the time when the G. T. P. begins to carry some of the promised traffic to this port, and to the day, which let us trust is not remote, when a satisfactory arrangement will have been made with the C. P. R. for running rights over the Intercolonial to our City, it would seem absolutely indispensable that the People's Railway between Moncton and Halifax should be double-tracked. In fact the desirability, aye, even the necessity of this has already been foreshadowed by the present Minister of Railways.

In this connection the move being made by the Parrsboro Board of Trade supported by our own Board of Trade and many other Boards and individuals, raises a question which should receive the thoughtful consideration of every person interested in the Port of Halifax, in the finding of some route between Moncton and Truro by which the curves and grades handicapping the I. C. R., as a freight carrier in the Cobequid Mountains section of the line will be reduced.

To properly lay this matter before you would make a long message in itself but I desire to call your attention to a few extracts from Sir Sandford Fleming's History of the Intercolonial on this subject. Sir Sandford was the Chief Engineer in charge of the construction of the I. C. R., and his eminence as an Engineer is, of course, admitted on all hands. He uses the following language in speaking generally of the portion of the road between Moncton and Truro:—

“ It has the most crooked alignment, the greatest extent of curvature, the sharpest curves, the highest bridge, the deepest embankment, the steepest

“grade, and the second highest summit on the whole railway. It touches tide water at four points, and a considerable summit is found between each two of the points. It has the longest stretches of the most level ground; and it passes through the roughest country, except at the chief summit on the St. Lawrence District.”

In dealing specially with the different divisions of the district he says as to the 27 mile division commencing one mile east of Amherst:—

“The line is much curved, there being forty curves amounting in the aggregate to nearly 13 miles in length, with more than 1600 degrees of curvature. One curve, almost a mile long, enclosing an arc of 127 degrees; and is followed by one 1000 yards long, enclosing an arc of 103 degrees. Only a few of the curves are of short radius.

“Generally the grades are approximately level. But for 14 miles the separate grades vary from 0.75. in 100 to 1 in 100, three ascending eastwards, divided by level, or easy grades in the same direction; the total height ascended is 206 feet in 5 miles, gaining the highest point on the division, 245 feet above the lowest point. The line then descends continuously for 133 feet in a length of 34 miles.”

Of the next division 24½ miles in length, he writes:—

“The division for three-fourths of its length is on ordinary rolling land; but for the remaining distance it lies on steep rocky side-hill, by which it ascends from the valley of the River Wallace, to a high summit at Folly Lake, the highest point on the railway between Metapedia and Halifax. The height of this summit is 607 feet above the sea, and the height of the lowest point, at River Philip, near the west end of the division is 83 feet, so that the total ascent is 524 feet so that the total ascent is 524 feet. On the whole length there are eleven miles of steep grades varying from 0.80 in 100, to 1 in 100, 1½ miles descending, 9½ miles ascending, towards Truro.

“The curves are numerous and some are sharp, one 4 degree curve, 1433 feet radius, is nearly 2100 feet long; and another, a 3 degree 20 foot curve, radius 1619 foot, is over 1800 feet long. The total length of curves is above 10 miles, and the total curvature amounts to 1025 degrees. The tangents are all short except in one instance, where the length is five miles.”

The next division 24½ miles to Truro:—

“As the Railway falls from Folly Lake, 600 feet above the level of the sea to Truro, only a few feet above the sea level, many of the grades are extreme. the greatest difference of level being 578 feet. One continuous grade, more than two miles long, descends at the rate of 1.20 in 100. There is an aggregate length of 5½ miles on grades descending at rates varying between 0.80 and 0.94 in 100. There are in all 10½ miles of heavy grades on the Section.”

For the same reason, that, owing to its grades and curves the Intercolonial Railway was deemed to be unsuitable through New Brunswick for the handling of the promised traffic of the G. T. P. and another line of Railway between Quebec and Moncton necessary, must the portion of the Intercolonial above referred to be unsuitable in Nova Scotia and another line be necessary. Sir Sandford Fleming found and laid down a better route, line “F” of his survey, than that finally approved by the Government of the day. No doubt it is still open or perhaps an even better route can be found.

If the Government have faith in their statements that the G. T. P. is going to bring

a fair portion of its business to Halifax, and if the Railway Department knows, as of course it does know, that such business cannot be profitably handled by any corporation over such grades and curves as we have to-day in the Cobequid Mountain Section of the Railway, it then behooves them to prepare for the traffic which they have promised us and if we are alive to our interests we will join with the people of any Section of the Province, if their scheme is a good one, in pressing upon the Authorities at Ottawa such early consideration of this matter as will find the Intercolonial prepared and ready to handle profitably and expeditiously the increased traffic we are all so anxious to see.

Another very important step in the march of commercial progress is the completion and opening of the Halifax and South-Western Railway between this City and Yarmouth. This railway was opened for traffic in 1906, and already our merchants are capturing a considerable portion of the western trade our province which previously fell into other hands.

MANUFACTURING INDUSTRIES.

During the last three years strenuous efforts were made and strong inducements held out to various persons interested in the establishment of manufacturing enterprises to establish their works in our midst. This matter entailed a very considerable correspondence, very many conferences and interviews which are not disclosed by the results obtained, but in this connection it is satisfactory to note that we were successful, largely due to the efforts of President Bell, Vice-President Clayton and other gentlemen of the Board of Trade, in securing for Halifax the establishment of the Silliker Car Works. That our people were convinced that a step in this direction had to be taken was evidenced by the manner in which they subscribed for stock in this company. This corporation entered into an agreement with the promoters of the company and subsequently with the company itself, which agreement has since been ratified by Act of the Legislature, to issue sufficient of its bonds to realize the sum of \$125,000, and to pay that sum over to the company on certain conditions well known to you all, taking in return therefor, and as security for the redemption thereof, a first mortgage on the property of the company. Under this agreement the company is required to pay to the City yearly the interest and a sum sufficient for the purpose of providing a sinking fund to redeem the City's bonds issued on this account at maturity. This enterprise is already well under way, the first contract for cars has already been made, and the industry gives promise of being successful and of providing employment for a large number of men.

C. P. R. RUNNING RIGHTS TO HALIFAX.

This has been one of the most important matters which has engaged my attention during my term of office, and is one in reference to which I believe our citizens are united. The desirability of having this corporation run its trains into this port cannot be doubted, and no stone should be left unturned to complete arrangements for their entrance here. As I have already addressed a message to you on this subject it does not seem necessary that I should go over the ground then covered. In brief, I believe that the Canadian Pacific Railway is not only ready and willing, but anxious to connect its system with this City, our people want them to do so, but the important and difficult question of running rights over the Intercolonial Railway must be grappled with. As I believe the Dominion Government is anxious to meet the wishes and aspirations of the people of Halifax, it would seem to me as a layman that it would be possible to make a fair traffic arrangement if not on the line of the suggestion in my previous message on this subject, perhaps on some other equally fair and equitable basis. I am of opinion that if the Council continues to press this matter on the attention of the Government a satisfactory arrangement can be reached before the opening of the next winter's Trans-Atlantic business.

FAST LINE.

This question co-related to some extent with the preceding one, has for very

many years been before us. Numerous delegations to Ottawa have discussed the question with the present Government and the preceding Government and our hopes seem now to be nearer realization than they have ever been before. At a public meeting held recently in the Academy of Music under the auspices of the Board of Trade at which representatives from different parts of the province were assembled a resolution was unanimously adopted supporting the claims of an all-year-round port on the Atlantic seaboard for such a service. As, of course, the opposition from other ports affected will be active, it behoves us to leave no stone unturned to establish our claims and to come out fairly, squarely and unitedly for Halifax all the year round.

STEEL SHIPBUILDING.

The Joint Commission having this matter in hand have repeatedly endeavoured to have the matter of granting a bonus to encourage steel shipbuilding dealt with by the Dominion Government. Memorandums on the subject have been prepared, printed, sent to the Government and circulated among members of the Senate and House of Commons and different members of the Cabinet on their visits to Halifax have been interviewed on the subject. As Chairman of the Commission I have repeatedly discussed the question with various Ministers at Ottawa. Immediately after the last memorandum was sent to the members of the Commons and others, I interviewed at Ottawa several members of the House, particularly from Ontario and the West. It is from these members, both on the Speaker's right and left, that the strongest opposition to the bonus comes and from what I know of their feeling the fight is going to be an uphill contest. Sitting down in Halifax passing resolutions will not accomplish much, steady and persistent canvassing of the Ministers of the Crown and Members of Parliament will alone accomplish results and the same course must be followed with the two preceding subjects. At the present time there is a bonus paid on the pig iron, another when the iron is turned into steel, a duty of \$7.50 per ton when the steel is rolled into rails or plates, and then another bonus, so the leading English firm of Swan and Hunter tells us, is necessary, amounting to \$6.00 per ton when the plates are built into a ship. It is to obtain this last bounty that our fight must be waged.

Of course we all realize that it would be a great thing for Halifax if we could succeed in establishing a steel shipbuilding plant on the shores of our harbour not only on account of the work it would directly provide but also on account of the allied industries that it would be the means of creating. Our efforts to accomplish the goal should at least be in proportion to the importance to us of the establishment of the enterprise. Prominent persons interested in Companies on the great lakes will work with us as they have been working with us. Therefore our efforts of the last three years must not be relaxed but on the other hand should be pushed with even greater vigor. Persevere.

POSITION OF HALIFAX AS A MAIL PORT QUESTIONED.

Winter before last the Canadian Pacific Steamers which jointly with the Allen line were performing the mail service refused to come to the wharf here to land or embark mails or passengers, or in fact refused to receive or land passengers here at all. Accompanied by Mr. A. M. Bell, the President of the Board of Trade, I at once proceeded to Ottawa where we laid the matter before Members of the Government and at the same time prepared and left with the Minister of Trade and Commerce and others a memo in reference to our position. On my return to Halifax I transmitted a message to your Honourable body on the subject which makes it unnecessary to rewrite the matter at length now. The justness of our position was conceded. Subsequently the C. P. R., boats landed and embarked mails and any passengers who desired either to land or embark here.

CHILDREN'S HOSPITAL.

For many years the need of such an institution as this has been felt in the Community but until last year when some of our public spirited and philanthropic citizens took hold

of the project in real earnest nothing was ever accomplished. Now this institution is assured.

At the request of Mr. Justice Russell and others who appeared before your Honourable body on behalf of the promoters of this worthy object, it was agreed to make a grant of five thousand dollars towards the erection of the building, provide a free site for it and thereafter to pay yearly to the governing body of the institution the sum of five hundred dollars. You now have before you the report of the special Committee recommending the giving as a site for the Hospital a portion of the City Home property.

SIR SANDFORD FLEMING PARK.

Until eight or ten years ago the North West Arm was practically unknown to the vast majority of our citizens as a pleasure resort though its natural beauty is hardly to be surpassed. During the past decade, each year has brought greater and greater numbers of holiday seekers to its shores, while each year the portion of land available to the public has been steadily diminishing.

It was therefore with the greatest possible pleasure and gratification that the very generous gift by Sir Sandford Fleming of a portion of his beautiful property across the Arm to be used as a public park, was heard of.

Legislation was obtained at the last session of the Legislature to enable the City to take over this property after the details have been arranged between the donor and the Council.

DISTINGUISHED VISITORS.

During the last three years our City has had the honor of receiving several distinguished visitors, among others Rear Admiral Prince Louis of Battenburg, commanding the Second Cruiser Squadron, His Royal Highness Prince Arthur of Connaught, His Excellency the Governor General and General Booth. During the same period a large number of conventions of prominent bodies have been held in this City, among the more important of them being the Union of Canadian Municipalities, which held its meeting in Halifax two years ago. At the same time the Union of Nova Scotia Municipalities was formed, and last year held its annual meeting here also. Those two organizations have before them a large field of usefulness, the one in a Dominion sphere and the other a provincial sphere of activity. in protecting and fostering the rights of municipalities and opposing the encroachments of corporations.

DOMINION EXHIBITION.

In 1906 the Dominion Exhibition was held at Halifax, and was carried out with credit to the management and satisfaction to our visitors.

WITHDRAWAL OF IMPERIAL TROOPS AND FLEET.

Two changes closely affecting the City have also taken place since May 1905. First the withdrawal of the Imperial troops, and secondly, the change in the distribution of His Majesty's Fleet.

The Imperial forces had been a part and parcel of the life of Halifax from the founding of the City until three years ago. They always took a prominent place in our activities, and as an evidence of the kindly feeling existing on their part towards our citizens just before their departure General Sir Charles Parsons and officers presented the City with a souvenir of their good will suitably engraved. On the departure the Canadian forces took over the duties previously performed by their Imperial brothers-in-arms, and already they have given many evidences of their interest in our City and its citizens. In this connection it is to be noted with pleasure that the Colonel and Officers of the Royal Canadian Regiment permitted their excellent band to play once a week on the Grand Parade during the summer and will continue this courtesy during the coming summer.

The change of the plans of the Admiralty was naturally heard of with keen regret by us all because the officers and men of His Majesty's ships by their genial good fellowship had made for themselves a warm place in the affections of our people. This change also necessarily brought about the closing of the Dockyard, but it has since been transferred to the Canadian Authorities re-opened and work for many men thrown out of employment has thereby been provided.

Looking back over a period of three years one is glad to note the spirit of progress and the desire to advance which now possesses our people. There has been a marked improvement in our City apart altogether from the work of the corporation. A large number of buildings have been erected, amongst the most important being the handsome building of the Canadian Bank of Commerce, a large extension to the Union Bank premises which by the way, has perhaps the finest banking premises and office accommodation for its staff in Halifax; the new Custom House; an extension to the Court House; the new Business College; the remodelling of the Post Office, the proposed Technical College; the Chronicle Building and the Telephone Building.

In rendering this necessarily imperfect account of my stewardship through you Gentlemen, to the ratepayers of Halifax, allow me to express the hope that the work which with your help I have done or attempted to do during the past three years may in some measure meet with their approval and that whatever mistakes I may have made they will credit me at least with using my best judgment, poor it may have been, in deciding the many problems coming before me in what I honestly and firmly believe to be the best interests of old Halifax and its people.

Allow me to add how deeply sensibly I am to the honor done me by my fellow citizens in electing me to the office of Mayor for three years and to express my sincere thanks to them for the confidence thus so freely bestowed. I have also to express to my fellow workers in Municipal life throughout the Province my appreciation of their action in twice electing me to fill the Presidential Chair in the Union of Nova Scotia Municipalities and to my co-workers in the larger field of Canadian Municipal activity my sincere thanks for honoring me and the City I represented by electing me to the Presidency of the Union of Canadian Municipalities.

In conclusion I have to thank the members of the Council during my three years of office for their kindness and courtesy to me and their attention to civic affairs. On my part I have endeavored to deal with civic problems in the interest of Halifax and its citizens and to deal with them in an impersonal manner.

In this connection it is only common justice to state and I think that you, Gentlemen, will all agree with me that a large amount of the good which we have been able to accomplish is due to the hard work and disinterested endeavor of Alderman Johnson who has for my full term filled the position of Deputy-Mayor.

On retiring from office, I desire to bear testimony to the faithful manner in which the staff of Civic officials perform their duty. Being more or less in the public eye all the time, they are sometimes harshly criticised, but I am bound to say that after being closely in touch with them and their work for a period of three years I have found them ever ready to use their best efforts to carry on successfully the various duties entrusted to their charge.

Yours faithfully,

R. T. MACILREITH, MAYOR.

ANNUAL REPORT CITY AUDITOR, 1907-8.

OFFICE OF CITY AUDITOR,

HALIFAX, N. S., June 1st, 1908.

His Worship the Mayor and Members of the City Council :

GENTLEMEN,—I have during the year ending April 30th, 1908, examined all books, vouchers, etc., connected with the financial department of the City and find same correct.

Our gross debt May 1st, 1907, was\$3,692,890
Since which time it has been increased for—

Pavements	\$50,000 00
Land L. A. Graves	1,000 00
Special Grant N. S. Provincial Exhibition.	10,100 00
Repairs, etc., Grand Parade	4,600 00
New Engine House, etc.	27,000 00
Public Gardens Fence	10,000 00
City's share floating debt Exhibition Commission	5,718 66
Improving heating City Hall	1,500 00
Permanent Sidewalks	12,000 00
Rebuilding Exhibition Grand Stands	5,000 00
Silliker Car Company	65,000 00
Sewers	25,000 00
Stayner's Wharf Property	13,000 00
Tully Property	2,000 00
Longard Property	350 00
Land for Central Engine House	3,200 00
Heating Infectious Hospital	1,300 00
Land Lower Water Street	1,200 00
Pavements	25,000 00
School purposes	97,519 22
Water purposes	50,000 00
Dry Dock	5,000 00
Coburg Road Widening	3,750 00
Expenses of Loan—Printfng, Plate, etc.	1,496 52

A total of \$434,634.40, which at rate obtained cost..... 468,700

Less amount reduced by Sinking Fund 1882.....
\$4,161,390
100,000

Leaving a total gross debt April 30th, 1908, of
\$4,061,390

That is to say, for—

General purposes	\$2,507,379
School purposes	442,736
Water	1,111,275
	<u>\$4,061,390</u>

Our short term bonds are now \$22,629; but as same are payable from direct assessment yearly I have not included them in our gross debt. We owe the Royal Bank of Canada the sum of \$81,240, which amount has been borrowed on owners' frontage for sidewalks and pavements, and will be returned by them in settling accounts.

SINKING AND RESERVE FUNDS.

Our Sinking and Reserve Funds have increased during the civic year \$26,623 45, and were when examined last by me as follows:—

Sinking Fund, 1902	\$128,313 86
This fund during this year has been augmented by the 1882 fund after paying off \$100,000, also the \$15,000 fund.	
Sinking Fund, 1898	2,155 49
Water Department, 1901	4,985 58
Hallfax and S. W. Railway	15,906 61
Schools	18 143 01
Reserve Fund	51,540 00
Market House Fund	36,807 79
Street Fund	5,000 00
	<u>\$262,813 34</u>
Our gross debt April 30th, 1908, was	\$4,061,390
From which deduct Water Bonds	1 111,275
	<u>Leaving</u>
	\$2,950,115
Less Sinking and Reserve Funds	262,813
	<u>Shows our nett debt April 30th, 1908, to be</u>
	\$2,687,302

I examined the securities of the Sinking and Reserve Funds as well as other Trust Funds May 14th, 1908. They are in the immediate custody of the City Treasurer, and are by him kept in the vault of the Royal Bank of Canada here.

COMPARATIVE STATEMENT OF ASSETS AND LIABILITIES, AS SHOWN
BY MY REPORT OF 1906-7, PAGES 22, TO 28.

Our assets were	\$3,118,184	
Against our net debt	2,338,299	
Leaving an overplus of		\$729,885.
This year we show assets as below, of		\$3,391,828
Against our net debt of		2,687,302
Leaving an overplus of		\$704,526

The valuation of our assets are as follows, viz.:

Lot of land Kempt Road and Young Streets	\$ 1,000 00	
" Chebucto Road	1,000 00	
Market Square	5,000 00	
Ward Lot, Young Avenue	1,000 00	
Market Lot, Governor's Farm	400 00	
Two lots Wellington Street	500 00	
Two lots South Hollis Street	800 00	
Dock foot of Morris Street	500 00	
Dock North Slip, foot of Gerrish Street	1,500 00	
Magazine lots, adjoining Magazine, north	1,500 00	
Lots Afrieville, foot of Longard Road	500 00	
" " " Gottingen Street	500 00	
Lots Pleasant Street, south of Miller's water lots	300 00	
Lots sewer outlet, north of Hurd's Lane	500 00	
" " south of Queen's Wharf		
" " south of Salter Street		
" " Porter's on Plan—Boak's wharf		
Stayner's Wharf property	13,000 00	
Tully property on Bedford Basin	2,000 00	
Longard property, corner Longard Road	350 00	
Land for widening Coburg Road, etc	3,750 00	
O'Donnell and Evans' property	3,200 00	
Public Gardens	100,000 00	
Commons land	50,000 00	
City Hall	150,000 00	
City Home and grounds	120,000 00	
Old Exhibition property	65,000 00	
Sales have been made of this, but same are to be used for new workshops.		
New Exhibition property, track and grounds	70,000 00	
Park opposite Old Exhibition grounds	20,000 00	
Grafton Park, Spring Garden Road	8,000 00	
Mulgrave Park	5,000 00	
Acadia Square	1,000 00	
Esplanade	6,000 00	
Lot Inglis Street	2,000 00	
Lot Tower Road	600 00	
Fish Market	3,000 00	
Dartmouth Ferry and south wharf	15,000 00	
Rockhead and land	20,000 00	
Infectious Disease Hospital	7,000 00	
		\$ 679 900

Engine House, Bedford Row	\$25,000 00	
“ Morris Street	20,000 00	
“ West Street	12,000 00	
“ Central	14,000 00	
“ Gerrish Street	2,000 00	
“ Queen Street	3,000 00	
“ Spring Garden Road	1,500 00	
“ Isleville	2,500 00	
“ Quinpool Road	5,000 00	
“ Grafton Street	6,000 00	
		\$91,000 00
Apparatus, horses and equipment	\$70,928 00	
Fire Alarm System	15,000 00	
		85,928 00
		176,928 00
Halifax Academy	50,000 00	
Acadian School	10,000 00	
Africville “	1,000 00	
Joseph Howe School	50,000 00	
Alexandra “	45,000 00	
Quinpool Road “	18,000 00	
Bloomfield St. “	20,000 00	
Compton Avenue School, site and insurance	12,500 00	
LeMarchant Street “	15,000 00	
Morris Street “	50,000 00	
Richmond “	18,000 00	
Tower Road “	6,000 00	
Young Street “	15,000 00	
St. Joseph's “	20,000 00	
Manual Training “	18,000 00	
St. Patrick's Girls' “	42,000 00	
Furniture in Schools	20,000 00	
		410,500 00
There has been expended on school properties the current year \$97,519.22, but a considerable portion of this was for tearing out, and in consequence we show shortage in assets as against that expenditure.		
Silliker Car Company (included as we are secured through mortgage and insurance for our bonds issued)		65,000 00
Valuation placed on water supply, 1906-7	1,780,000 00	
Loan for the Department cost	54,675 00	
		1,834,675 00
Deduct outstanding water bonds	1,111,275 00	
		723,400 00
Permanent Sewers—including plant and material on hand and catchpits	907,500 00	
Less depreciation	7,500 00	
		900,000 00
Permanent Pavements—including street pavements, concrete, asphalt and brick sidewalks, curbs, gutters, crossings, plant and material on hand	417,815 00	
Less depreciation	17,815 00	
		400,000 00

Streets—Broken stone, scrapers, sweepers, ploughs, paper carts, tools, boxes, picks, shovels, lawn mowers, salt and fresh water sand, gravel, cobble stones, rough granite, stone, granite curb, gutters, engine and cylinder oils		\$1 4,300 00
Two steam rollers	\$ 5,500 00	
Stone crusher and gear	1,500 00	
Three driving and twelve draught horses	1,800 00	
Water and ash tipcarts, sleighs, etc.	6,000 00	
Fish Market Wharf and sea wall	1,300 00	
Public Baths	4,000 00	
Tank and motor, Market Wharf	200 00	
Miscellaneous—instruments in Engineer's Office	1,500 00	
		21,800 00
		<u>\$3,391,828 00</u>

This does not include our payments to Dry Dock, \$180,000; Grain Elevator, \$52,000; Cemeteries for burial of poor, \$10,000; and much beside that could be enumerated.

We have beside in exempted property \$8,575,200 in valuation, as follows:—

EXEMPTIONS.

Dominion Government Property.

Custom House	\$ 300,000
Post Office	150,000
Old Drill Hall	10,000
New Armouries	300,000
Grain Elevator	150,000
Deep Water Terminus	1,200,000
North Street Depot	250,000
Richmond Terminus	500,000
Round House Property	150,000
	<u>\$3,010,000</u>

Imperial.

Lumber Yard	\$ 30,000
Belle Vue	25,000
South Barracks	65,000
Commissary Fuel Yard	25,000
Married Quarters	100,000
Military Hospital	85,000
Military Gymnasium, &c	25,000
Queen's Wharf	60,000
Wellington Barracks	450,000
Brigade Office	12,000

Admiralty House	\$ 65,000
Dockyard	800,000
Magazine Wharf	20,000
Ordnance Yard	150,000
Citadel and Buildings	500,000
Fort Needham	4,000
	<u>\$2,416,000</u>

Provincial Government Property.

Province Building	\$ 240,000
Burns Building	35,000
Government House, &c	90,000
Hospital, &c	200,000
	<u>\$ 565,000</u>

County.

Court House, &c	\$ 125,000
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Educational.

Ladies' College	\$ 50,000
Theological Hall	30,000
Dalhousie College	75,000
Convent, Spring Garden Road	50,000
Medical College	6,000
St. Joseph's College	30,000
Windsor Street College	14,000
	<u>\$ 255,000</u>

Charitable.

St. Paul's Alms House	\$ 10,000
Protestant Orphanage	10,000
Catholic Orphanage	30,000
Infant's Home Protestant	14,000
Infant's Home Catholic	10,000
Industrial School, Protestant	20,000
Girl's Home	4,500
Old Ladies' Home	20,000
Deaf and Dumb Institution	65,000
Dispensary	10,000
Infirmity	30,000
Industrial School, Catholic	18,000
Blind School	100,000
Sisters of Good Shepherd	30,000

St. Theresa's Home.....	\$ 6,000
Old Men's Home.....	12,000
Women's Christian Association.....	10,000
W. C. T. Union.....	2,000
	<u>\$ 401,500</u>

Churches.

St. Andrew's	\$ 20,000
St. Matthew's	30,000
St. Luke's (burnt).....	10,000
St. Mary's	80,000
St. Patrick's	50,000
St. Paul's	45,000
St. Mathias'	3,000
St. John's	15,000
St. Mark's	12,000
St. Joseph's	20,000
St. George's	20,000
First Baptist	25,000
Bishop's Chapel.....	10,000
Coburg Road.....	5,000
Robie Street.....	10,000
Village Road.....	2,000
Charles Street.....	20,000
Mission House (North).....	2,000
Park Street.....	25,000
Tower Road.....	1,000
Universalist	35,000
Starr Street.....	3,000
Fort Massey	35,000
Mission Chapel (South).....	6,000
Old Dutch.....	2,000
Kaye Street.....	8,000
North Baptist (Tabernacle).....	12,000
" Gottingen.....	15,000
" West End.....	10,000
African Baptist.....	3,000
" Methodist.....	4,000
Duffus Street.....	8,000
Village Church.....	3,000
St. Agnes.....	12,000
South Park Street.....	5,000
Brunswick Street.....	30,000
Quinpool Road.....	10,000
Grafton Street.....	30,000
Garrison Church.....	15,000
Holy Heart Chapel.....	35,000
	<u>\$ 691,000</u>

Miscellaneous.

Church of England Institute		\$	15,000
Cotton Factory	\$	300,000	
Assessed by law at		75,000	
			225,000
Moir, Son & Co.	100,000		
Less assessment on	37,000		
			63,000
Academy of Music			50,000
Masonic Hall	30,000		
Less assessment on	5,000		
			25,000
Clayton's Building	40,000		
Less assessment on	10,000		
			30,000
Argyle Hall			25,000
Temperance Hall			3,000
Y. M. C. Association	35,000		
Less assessment on	2,000		
			33,000
St. Paul's Coffee Rooms, &c.			3,000
St. Mary's Young Men's	20,000		
Less assessment on	1,000		
			19,000
St. Patrick's Temperance Hall	7,000		
Less assessment on	800		
			6,200
St. Joseph's Temperance Hall	2,000		
Less assessment on	500		
			1,500
Silliker Car Co., Ltd.			200,000
Odd Fellows' Hall	18,000		
Less assessment on	5,000		
			13,000
Halifax Graving Dock	600,000		
Less assessment on	200,000		
			400,000
			<u>\$911,700</u>

The past year has been one of great stringency in financial circles, as we find in evidence the world over, but at the present time affairs are much more satisfactory as is shewn by our last flotation of bonds at an average of 93.17 against 91.45 last season; with brilliant crop prospects all over the Dominion of Canada, no doubt, in the immediate future, we will be in a position to realize better prices for any bonds we may have to issue for necessary civic expenditure.

The valuation of assessable property 1906-7 was \$26,988,175.00, and the rate per \$100—\$1.72.

The valuation this year 1907-08 is \$23,999,150.00, and the rate per \$100—\$1.91, and is as follows:—

Ward.	Real.	Personal.	Total.
1	\$3,582,300	\$590,000	\$4,172,300
2	4,924,100	1,570,000	6,494,100
3	3,730,500	1,637,400	5,367,900
4	1,898,350	531,000	2,339,350
5	2,417,900	435,200	2,841,100
6	2,344,800	439,600	2,784,400
Total			\$23,999,150

This apparent shrinkage in valuation is caused by the change in assessment of Banks brought about by the Legislation of 1906, Chap. 63, which imposed a licence fee on Banks when first commencing business here, and later a tax of $\frac{1}{16}$ of 1% on the volume of their yearly business. By this we lose on assessment valuation in the past year \$3,576,000, but the revenue is increased under the new scheme.

The collections for the civic year ending April 30th, 1907, were \$529,137.57.

The collections for the civic year ending April 30th, 1908, were \$538,569.54, made up as follows:—

Taxes, year 1904	\$13,989.32
“ 1905	46,992.19
“ 1906	37,196.62
“ 1907	323,789.49
Water Rates	82,878.34
Sewerage Rates	12,231.81
Sidewalks	133.89
Sidewalk Abutters	1,473.86
Pavement	9,321.01
Interest	10,563.01
	<u>\$538,569.54</u>

Balance due on Taxes, April 30th, 1908:—

Year 1904	\$14,260.79
“ 1905	31,676.94
“ 1906	89,470.11
“ 1907	159,784.26

2% Discount allowed, \$5,468.12.

Respectfully submitted,

W. W. FOSTER, *City Auditor.*

CITY AUDITORS' ACCOUNTS.

SALARIES.

*Statement of Expenditure on Salaries from May 1st, 1907, to
April 30th, 1908.*

1907.				
May	1.	By Appropriation.....	\$ 24400 00	
		Water Department	5528 00	
		Sewerage.....	1300 00	
		Liquor Licese Fund	1100 00	
		Citizens' Free Library.....	1075 00	
		Board of Health.....	800 00	
			\$34203 00	
1907.				
May	1.	To Pay Sheet for May	\$ 2533 48	
June	29	" " June	2533 48	
July	31.	" " July	2833 48	
Aug.	28.	" " August	2833 48	
Sept.	28.	" " September	2833 48	
Nov.	1.	" " October	2833 48	
	30.	" " November	2833 48	
Dec.	31.	" " December	2833 48	
1908.				
Jan.	31.	" " January	2833 48	
Feb.	26.	" " February	2833 48	
March	31.	" " March	2833 48	
April	16.	To Registrar of Voters	150 00	
	22.	" " "	50 00	
	30	Pay Sheet for April.....	2834 72	
			\$34203 00	

POLICE.

Statement of Expenditure on Police Department from May
1st, 1907, to April 30th, 1908.

1907.			
May	1.	By Appropriation	\$32000 00
		Cash from Chief of Police during year	143 00
1907.			\$32143 00
May	17.	To M. Lawless, 2 weeks	10 00
	21.	R. McAvoy, janitor, 2 weeks	10 00
	31.	M. Lawless, patrol driver, 2 weeks.	10 00
June	1.	Pay Sheet for May	2341 61
	3.	R. McAvoy, janitor, 2 weeks	12 00
	15.	M. Lawless, patrol driver, 2 weeks	10 00
	17.	N. S. Telephone Co. to 1st July	13 33
		W. F. Pickering & Co., clothing	13 25
		James Walsh, janitor, 2 weeks	12 00
	27.	M. Lawless, patrol driver	10 00
	29.	Pay Sheet for June	2374 94
July	8.	James Walsh, janitor	12 00
		R. McCarthy, messenger, 2 weeks	6 00
	12.	M. Lawless, patrol	10 00
	23.	R. McCarthy, messenger	6 00
		James Walsh, janitor	12 00
	26.	M. Lawless, patrol	10 00
	29.	Colwell Bros., coats, \$539.52	500 00
	31.	Jas McDonald, superannuation	190 00
		Pay Sheet for July	2437 44
Aug.	1.	Mrs Spruin, janitress, 1 quarter	25 00
		R. McCarthy, messenger	12 00
		James Walsh, janitor	6 00
	9.	M. Lawless, patrol	10 00
	12.	W. C. Knight, harness repairs	7 05
		McAlpine & Co., 3 directories	10 50
		N. S. Telephone Co to 30th September	20 00
		Farquhar Bros, pipe	1 25
	13.	R. B. Adams & Co., groceries	2 23
		Colwell Bros., bal. on coats and gloves	56 02
	19.	R. McCarthy, messenger	6 00
	20.	James Walsh, janitor	12 00
	23.	M. Lawless, patrol	10 00
	28.	Pay Sheet for August	2397 11
Sept.	6.	M. Lawless, patrol	10 00
	9.	Cragg Bros. & Co., hardware	6 57
	16.	T. Robinson & Co., team	3 00
		W. C. Knight, harness repairs	5 15
		A. M. Bell & Co, hardware	5 24
		W. F. Page, suits	14 50
		Lane's, 1 uniform cap	1 50
		A. W. Mackinlay, book	1 00
	17.	T. D. Spike, badge	5 00
	20.	M. Lawless, patrol	10 00
	23.	Cragg Bros. & Co., 2 lanterns	1 50

Sept.	23.	Pay Sheet for September	\$ 2392 83
	30.	J. Wonnacott, repairs	75
Oct.	4.	M. Lawless, patrol	10 00
	18.	"	10 00
	21.	W. F. Pickering & Co., repairs	21 00
		T. C. Allen & Co., cases	4 20
		A. M. Bell & Co., paint	3 40
		A. W. Mackinlay, book	7 00
		Cragg Bros. & Co., mops	2 40
		W. C. Anderson, groceries	86
Nov.	1.	Mrs. Spruin, janitress, 1 quarter	25 00
		Pay Sheet for October	2480 61
		Jas. McDonald, superannuation	100 00
		M. Lawless, patrol	10 00
	4.	Chronicle Pub. Co., advertising	2 78
	11.	T. D. Spike, repairs to clock	3 00
		W. C. Knight, harness repairs	10 00
		J. H. Mont & Co., repairs	38 85
		N. S. Telephone Co. to 31st December	19 25
		Colwell Bros., 1 mackintosh	10 99
		W. F. Page, ulster	8 50
	15.	M. Lawless, patrol	10 00
	29.	"	10 00
	30.	Pay Sheet for November	2418 11
Dec.	13.	M. Lawless, patrol	10 00
	20.	Pay Sheet for December	2342 23
	21.	Citizens' Free Library, binding	1 00
	23.	T. C. Allen & Co., material	5 00
		J. H. Mont & Co., repairs	2 05
		Howard McFatridge, board of horse	24 75
		M. Lawless, patrol	10 00
		W. C. Knight, harness repairs	3 75
	24.	Miss Hunter, Secretary	25 00
	30.	James Halliday, repairs	2 25
1907.			
Jan.	10.	M. Lawless, patrol	10 00
	12.	R. B. Adams & Co., brooms	1 75
		T. C. Allen & Co., envelopes	2 50
		G. A. Burbidge, prescription	75
		W. F. Pickering & Co., clothing	52 25
	13.	David Roche, glazing	1 50
	14.	A. M. Bell & Co., paint	1 40
	18.	G. C. Bateman, work	3 75
	24.	M. Lawless, patrol	10 00
Feb.	1.	Pay Sheet for January	2421 42
		Mrs. Spruin, janitress	25 00
	3.	James McDonald, superannuation	100 00
	7.	M. Lawless, patrol	10 00
	20.	A. M. Bell & Co., paint	3 40
		T. C. Allen & Co., stationery	2 90
		W. F. Pickering & Co., repairs	8 50
		Fire Department, keep of horse	173 25
		N. S. Telephone Co., rental	19 25
		Alex. Frizzle, 6 batons	1 80
		Canadian Rubber Co., hose	7 75
	21.	M. Lawless, patrol driver	10 00
	24.	Colwell Bros., coat	10 99

Feb.	24.	W. C. Silver, coats.....	\$ 36 00	
		Cragg Bros. & Co., mops	3 50	
	25.	Farquhar Bros., fittings.....	12 46	
March	2.	Pay Sheet for February	2392 25	
	5.	M. Lawless, patrol driver.....	10 00	
	11.	Repairing padded cell	22 78	
	12.	A. W. Mackinlay, books.....	12 00	
	16.	W. C. Knight, caudles	60	
	20.	M. Lawless, patrol driver.....	10 00	
April	2.	Pay Sheet for March	2392 25	
	3.	M. Lawless, patrol driver.....	10 00	
	13.	Chronicle, advertising	4 59	
		Lane's, straps and caps	22 50	
		J. H. Mont & Co., rubber tire.....	13 00	
		T. C. Allen & Co., books, etc	6 30	
		S. Cunard & Co., coal	44 10	
	16.	M. Lawless patrol driver.....	10 00	
	21.	Cragg Bros. & Co., whistles, etc	11 80	
		Elijah Flint, whitewashing	20 00	
	30.	Fire Department, 1 horse	180 00	
		James McDonald to date	100 00	
		Pay Sheet for April	2454 75	
		Mrs. Spruin to date	25 00	
		Fire Department, feed, etc., for horse.....	38 25	
		M. Lawless, patrol driver.....	10 00	
May	5.	Citizens' Library, binding	50	
		Committee on Works, horseshoeing	12 28	
	11.	Farquhar Bros., fittings.....	2 25	
		J. A. Dunn, plating	5 00	
		Lane's, caps and straps	22 50	
		Cragg Bros. & Co., handcuffs.....	36 00	
		Longard Bros., 1 brass cock.....	1 25	
		Holland & Kuhn, shades	6 00	
		J. Starr & Co., flashlights.....	45 60	
		W. C. Anderson, soap	50	
	14.	Frank Reardon, painting	300 00	
	20.	H. McFatridge, V. S. services.....	9 00	
				31737 92
		Balance on hand		<u>\$405 08</u>

ROCKHEAD.

Statement of Expenditure, etc., on Rockhead Prison, from May 1st, 1907 to April 30th, 1908.

1907.				
May	1.	By Appropriation	\$5000 00	
		Cash for Stone, etc., during the year	376 20	
				5736 20
May	1.	To N. S. Telephone Co., to 1st July.....	\$ 9 00	
June	1.	Pay Sheet for May	312 50	
	17.	Frank W. Fraser, oats.....	58 00	

June	17.	W. A. Maling & Co., ox heads.....	\$	9 50	
		Jordan & Mann, shoeing.....		2 50	
		Halifax Tram Co., current.....		34	
July	18.	J. J. Skerry, groceries.....		22 95	
		Pay Sheet for June.....		312 50	
	8.	G. S. Yates & Son, boots.....		13 20	
		Melvin & Co., hardware.....		5 57	
		Halifax Tram Co., current.....		35	
		W. A. Maling & Co., ox heads.....		8 00	
		Neil Fox, harness repairs.....		4 00	
		F. W. Fraser, bran.....		14 00	
		C. Upham, groceries.....		20 04	
	9.	Hillis & Son, fittings.....		2 75	
Wood Bros. & Co., dry goods.....			6 88		
	W. C. Anderson, meal etc.....		15 80		
	Fred. Parsons, cabs.....		3 50		
Aug.	1.	Pay Sheet for July.....		312 50	
		Hillis & Son, damper.....		50	
	E. W. Crease & Son, groceries.....		22 82		
	Wood Bros. & Co., hose, etc.....		6 88		
	Neil Fox, repairs.....		3 80		
	W. A. Maling & Co., ox heads.....		10 00		
	Jordan & Mann, shoeing.....		2 00		
	Halifax Tram Co., current.....		57		
	Farquhar Bros, lamp.....		2 25		
13.	W. S. Walker, two suits.....		12 00		
	Melvin & Co., hardware.....		2 63		
	Geo. F. Hills, boots.....		1 50		
Sept.	3.	Pay Sheet for August.....		312 50	
		Black & Flinn, lime.....		1 85	
16.	W. S. Walker, suit.....		6 00		
	Jordan & Mann, shoeing.....		3 01		
	A. Graham, suits.....		12 00		
	Dominion Molasses Co., molasses.....		26 93		
	J. Henry Barnstead, boots.....		1 75		
	Tram Co., current.....		1 03		
	James Davidson, shoeing.....		4 50		
	Thos. Little & Son, dry goods.....		9 69		
	Hillis & Son, grate bars.....		7 08		
	A. & W. MacKinlay, books.....		8 50		
	H. L. Hart, boots.....		3 00		
		W. E. Crowe & Co., groceries.....		16 05	
	23.	Pay Sheet for September.....		312 50	
	Oct.	7.	A. S. Austen, hardware.....		2 09
			Jordan & Mann, shoeing.....		8 76
	21.	W. A. Maling & Co., ox heads.....		21 50	
N. S. Telephone Co., to 1st Oct.....			13 50		
Halifax Tram Co., current.....			99		
Isaiah Moser, groceries.....			24 35		
A. M. Bell & Co., hardware.....			6 57		
M. Conroy, dry goods.....			7 98		
Geo. S. Yates & Son, brogans.....			9 65		
Melvin & Co., hardware.....			1 70		
M. P. McCaffrey & Co., drugs.....			18 03		
Black & Flinn, oats.....			9 15		
22.		A. Graham, two suits.....		12 00	
28.		H. L. Hart, shoes.....		3 00	

Nov.	1.	Pay Sheet for October.....	\$ 312 50
	11.	W. A. Maling & Co., ox heads.....	11 25
		"Freeman," dry goods.....	34 13
		Jordan & Mann, shoeing.....	3 50
		Neil Fox, repairs.....	5 15
		W. I. Hubley & Co., groceries.....	24 49
		Tram Co., current.....	1 64
		Crowell Bros, hardware.....	9 21
		Gunn & Co., oats.....	10 72
	12.	W. S. Walker, clothing.....	7 25
	26.	Committee on Works, removing staging.....	8 92
Dec.	2.	Pay Sheet for November.....	312 50
		W. S. Clark, runners.....	7 00
		James Lamb, shoes.....	9 00
		H. H. Fuller & Co, hardware.....	4 20
	9.	W. Y. Kennedy, blankets.....	30 14
		A Graham, suit.....	8 30
		John Foley, mason work.....	44 54
		Jordan & Mann, shoeing.....	3 01
		Hillis, Limited, fittings.....	13 20
		Halifax Tram Co., current.....	2 44
		J. J. Skerry, groceries.....	28 02
		Committee on Works, labor.....	10 06
	20.	Pay Sheet for December.....	312 50
	27.	Mrs. Horne, boots.....	19 45
1908.			
Jan.	12.	F. W. Fraser, forage.....	45 40
	13.	Campbell & Co., groceries.....	25 28
		J. E. Murphy, repairs.....	1 75
		Jordan & Mann, shoeing.....	4 13
		J. J. Carnell, repairs.....	3 45
		Hillis Limited, fittings.....	1 20
		Wm. Robertson & Son, paint.....	1 89
		Halifax Tram Co, light.....	2 82
		C. Carmichael & Son, porch.....	10 00
		H. L. Hart, shoes.....	1 50
	14.	A. Graham, suits.....	18 00
		W. H. Cabot, dry goods.....	7 05
	15.	Mumford Bros., chickens.....	9 00
	20.	W. A. Maling, meat.....	25 24
Feb.	1.	Pay Sheet for January.....	312 50
	20.	W. A. Maling & Co., ox heads.....	8 75
		T. C. Allen & Co., stationery.....	1 70
		Neil Fox, repairs.....	6 35
		George S. Yates, boots.....	15 00
		Moirs, Limited, bread.....	7 48
	21.	Halifax Tram Co, current.....	2 56
	24.	E. W. Crease, groceries.....	49 89
		J. J. Carnell, repairs.....	80
		Jordan & Man, shoeing.....	1 25
		Hills, Limited, fittings.....	45
		M. P. McCaffery, drugs.....	6 90
		James Davidson, shoeing.....	7 50
	24.	Gunn & Co., forage.....	34 19
March	2.	Pay Sheet for February.....	312 50
	9.	Clayton & Son, suits.....	66 75
		Jordan & Mann, shoeing.....	2 50
		George F. Hills, shoes.....	3 00

March	9.	W. H. Maling & Co., ox heads.....	\$ 11 00
		Hillis & Son, grate.....	1 80
		Halifax Tram Co., current.....	1 85
		W. Y. Kennedy, clothing.....	7 90
	10.	S. Cunard & Co., coal.....	401 08
		W. I. Hubley & Co., forage.....	4 90
	16.	W. E. Crowe & Co., groceries.....	28 76
	17.	M. Conway, dry goods.....	3 46
April	1.	Pay Sheet for March.....	312 50
	12.	W. A. Maling & Co., ox heads.....	21 00
		Jordan & Mann, shoeing.....	3 00
		I. Moser, groceries.....	24 10
		J. J. Carnell, repairs.....	5 05
		Black & Flinn, forage.....	34 10
		Halifax Tram Co., current.....	1 05
		H. L. Hart, shoes.....	30 00
	30.	Pay Sheet for April.....	312 50
May	11.	Jordan & Mann, shoeing.....	2 50
		H. H. Fuller & Co., hardware.....	10 12
		Halifax Tram Co., current.....	76
		W. A. Maling & Co., ox heads.....	11 00
		Mrs. Horne, boots.....	24 00
		A. M. Bell & Co., hardware.....	88
	12.	Fred Parsons, cab.....	5 00
		Hillis, Limited, fittings.....	1 00
	13.	W. I. Hubley & Co., groceries.....	29 44
		Wm. Jakeman, veterinary services.....	6 00
			5584 14
Debit balance.....			\$207 94

This overdraft is provided for under Acts 1908, Chap. 75, Clause 15.

CLEANING PAVED STREETS.

Statement of Expenditure on Cleaning Paved Streets from May 1st, 1907, to April 30th, 1908.

1907.			
May	1.	By Appropriation.....	\$5000 00
1907.			
May	15.	To Labor.....	\$524 36
	29.	“.....	152 71
June	12.	“.....	150 70
	26.	“.....	148 94
July	5.	Supplies.....	33 50
	10.	Labor.....	127 56
	24.	“.....	142 71

Aug.	6.	Supplies	4 00
		Labor	152 03
	22.	"	140 03
Sept.	4.	"	147 81
	12.	Supplies	23 90
	18.	Labor	150 03
Oct.	3.	"	144 04
	17.	"	154 71
	30.	"	200 29
Nov.	13.	"	197 36
	27.	"	207 40
Dec.	11.	"	159 14
	23.	"	145 13
1908.			
Jan.	6.	Labor	132 34
	10.	Supplies	21 00
	21.	Labor	112 00
Feb.	4.	"	124 25
	18.	"	128 00
Mar.	3.	"	128 00
	11.	Supplies	21 00
	18.	Labor	128 00
	31.	"	128 00
April	14.	"	173 13
	30.	"	194 01
		Supplies	2 88
		Teams and Stables, for work done	425 00
			4823 96
Balance on hand			\$176 04

STREETS.

Statement of Expenditure on Streets from May 1st, 1907, to April 30th, 1908.

1907.			
May	1.	By Appropriation	\$25000 00
		Cash during year from Committee on Works	775 01
		" " Internal Health	45 43
		" Agricola Street widening	1268 53
		" Permanent pavement	1885 49
		" Water maintenance	131 13
		" Sewerage	47 11
		" Permanent sidewalks	2587 79
		" Bedford Row Engine House	22 40
		" City Collector	10 00
		" Gardens fence	9 24
		" Street Fund	2028 52
			33810 65

May	15.	To Labor	\$ 917 25
	29.	"	1037 72
June	10.	Supplies	868 42
	12.	Labor	706 40
	15.	George Harvey, stone	91 48
	26.	Labor	803 57
	28.	George Harvey, stone	270 48
July	5.	Supplies	2236 84
	10.	Labor	790 14
	15.	George Harvey, stone	240 13
	24.	Labor	876 07
	29.	George Harvey, stone	316 12
Aug.	6.	Supplies	1415 25
		Labor	1496 35
	22.	"	1471 24
Sept.	4.	"	1509 50
	12.	Supplies	597 87
	16.	\$5000 Street Fund	2274 16
		Short loans, repayment S. F.	\$612.50
		roller	522.50
			<u>1135 00</u>
	18.	Labor	1257 22
Oct.	3.	"	1026 00
	17.	"	1063 82
	22.	Supplies	1132 78
	30.	Labor	488 47
Nov.	7.	Supplies	939 97
	13.	Labor	478 17
	27.	"	415 88
Dec.	6.	Supplies	438 87
	11.	Labor	188 90
	23.	"	161 10
1907.			
Jan.	6.	"	124 54
	10.	Supplies	231 43
	21.	Labor	195 87
Feb.	4.	D. McLellan, stone	186 10
		Labor	198 47
	18.	"	255 37
	20.	Supplies	1314 24
		D. McLellan, stone	\$222 20
		P. L. Murray, stone	315 11
			<u>537 31</u>
			268 72
March	3.	Labor	
		D. McLellan, stone	\$141 00
		P. L. Murray, stone	354 74
			<u>495 74</u>
	11.	Supplies	89 20
	19.	Labor	285 18
	31.	"	113 11
April	10.	Supplies	156 16
	14.	Labor	139 95
	30.	"	406 77
		Supplies	2109 88
		Teams and stables for work done	47 44
			<u>\$33810 65</u>

INTERNAL HEALTH.

Statement of Expenditure on Internal Health from May 1st,
1907, to April 30th, 1908.

1907.				
May	1.	By Appropriation	\$17000 00	
April	30.	Transfer from Streets Fund	2947 31	
			<hr/>	\$19947 31
1907.				
May	15.	To Labor	\$805 83	
	29.	"	1805 57	
June	10.	Supplies	85 30	
	12.	Labor	1129 93	
	26.	"	1060 79	
July	5.	Supplies	193 09	
	10.	Labor	1254 43	
	24.	"	1281 62	
Aug.	6.	Supplies	13 50	
		Labor	628 80	
	22.	"	678 57	
Sept.	4.	"	737 27	
	12.	Supplies	129 90	
	16.	Street Fund, \$5,000	2725 84	
		Interest, 5 months at 4%	45 43	
	17.	Labor	790 57	
Oct.	3.	"	853 72	
	17.	"	427 29	
	22.	Supplies	129 41	
	30.	Labor	416 16	
Nov.	9.	Supplies	31 50	
	13.	Labor	427 65	
	27.	"	567 13	
Dec.	6.	Supplies	136 79	
	11.	Labor	336 46	
	23.	"	137 58	
1908.				
Jan.	6.	Labor	299 85	
	10.	Supplies	71 68	
	21.	Labor	285 45	
Feb.	4.	"	224 95	
	18.	"	274 67	
	20.	Supplies	119 80	
March	3.	Labor	326 98	
	11.	Supplies	40 96	
	18.	Labor	268 06	
	31.	"	246 60	
April	10.	Supplies	4 25	
	14.	Labor	225 45	
	30.	"	716 30	
		Supplies	12 18	
			<hr/>	\$19947 31

TEAMS AND STABLES.

Statement of Expenditure on Teams and Stables from May
1st, 1907, to April 30th, 1908.

1907.			
May	1.	By Appropriation	\$5000 00
		Cash during year	60 80
		" Sewer loan transfer	433 60
		" Cleaning streets transfer	425 00
		" Water maintenance "	624 00
		" Streets	47 44
		" Teams and stables, 1908-9, for forage....	1782 08
		" from police	12 28
		" City Home	56 05
			8441 25
1907.			
May	19.	To Forage from 1906-7	158 82
	15.	Labor	110 04
	29.	"	120 50
June	10.	Supplies	134 14
	12.	Labor	120 00
	26.	"	120 00
July	5.	Supplies	86 04
	10.	Labor	137 28
	24.	"	127 44
Aug.	6.	Supplies	297 86
		Labor	138 00
	22.	"	136 50
Sept.	4.	"	129 00
	12.	Supplies	82 91
	18.	Labor	123 76
Oct.	3.	"	122 00
	17.	"	122 00
	22.	Supplies	116 47
	30.	Labor	128 00
Nov.	9.	Supplies	87 16
	13.	Labor	125 00
	27.	"	122 00
Dec.	6.	Supplies	1664 36
	11.	Labor	144 29
	23.	"	136 78
1908.			
Jan.	6.	Labor	125 80
	10.	Supplies	1262 04
	21.	Labor	133 28
Feb.	4.	"	141 83
	18.	"	125 00
	20.	Supplies	68 45
March	3.	Labor	125 50
	11.	Supplies	61 51
	17.	Labor	126 44
	31.	"	125 50
April	10.	"	52 81
	18.	"	127 42

April 22.	John Horne, 4 horses and charges.....	\$ 876 98	
30.	Labor	179 91	
	Supplies.....	116 68	
May 18.	Halifax Tram Co., retentions.....	1 76	
			<u>\$8441 26</u>
	Debit balance.....		<u>\$0 01</u>

SEWER MAINTENANCE.

Statement of Expenditure on Sewer Maintenance from May 1st, 1907, to April 30th, 1908.

1907.			
May 1.	By Appropriation	\$500 00	
	Cash during year, from Committee on Work..	528 05	
			<u>\$1028 05</u>
1907.			
May 29.	To Labor	\$38 50	
June 12.	"	87 44	
26.	"	44 35	
July 10.	"	23 04	
24.	"	116 15	
Aug. 6.	"	112 11	
22.	"	43 22	
Sept. 4.	"	60 79	
18.	"	60 88	
Oct. 3.	"	53 24	
17.	"	18 84	
Nov. 19.	T. McCarthy, damages	30 00	
13.	Labor	17 01	
27.	"	31 53	
Dec. 11.	"	6 12	
	Committee on Works, refund	38 37	
23.	Labor	11 81	
1908.			
Jan. 6.	Labor	9 35	
10.	Supplies	4 86	
21.	Labor	9 83	
Feb. 20.	Halifax Tram Co., labor	3 20	
March 3.	Labor	36 63	
April 30.	"	52 99	
	Committee on Works, refund	40 00	
	Sewerage Loan transfer	63 94	
			<u>1014 20</u>
	Balance on hand.....		<u>\$13 85</u>

FUEL.

Statement of Expenditure on Fuel from May 1st, 1907, to April 30th, 1908.

1907.			
May	1.	By Appropriation.....	\$1100 00
	20.	To Labor	\$ 1 53
June	10.	S. Cunard & Co., coal	74 50
	12.	Labor	5 42
Sept.	12.	S. Cunard & Co., coal	6 71
Oct.	17.	Labor	15 11
Nov.	9.	S. Cunard & Co., coal	401 75
1908.			
Jan.	6.	Labor	7 58
	10.	S. Cunard & Co., coal	296 66
	21.	Labor	6 38
March	3.	"	6 39
	18.	"	6 89
April	10.	S. Cunard & Co., coal	219 00
			1048 42
Balance on hand.....			\$51 58

TELEPHONES.

Statement of Expenditure on Telephones from May 1st, 1907, to April 30th, 1908.

1907.			
May	1.	By Appropriation	\$264 00
1907.			
June	10.	To N. S. Telephone Co., 2 months	\$44 00
Aug.	6.	" " " 3 months	66 00
Oct.	22.	" " " 3 months	66 00
1908.			
Feb.	20.	N. S. Telephone Co., 3 months	66 00
April	10.	" " " 1 month	22 00
			\$264 00

INSURANCE.

Statement of Expenditure on Insurance from May 1st, 1907,
to April 30th, 1908.

1907.			
May	1.	By Appropriation	\$10000 00
1907.			
July	29.	To Ottawa Fire Insurance Co	170 20
Aug.	6.	N. S. Fire Insurance Co et. al	531 88
Sept.	12.	Wm. Parsons, cab hire	4 00
Oct.	22.	Halifax Fire Insurance Co	30 00
Nov.	9.	Phoenix Fire Insurance Co	32 00
1908.			
Jan.	10.	Insurance on storage	31 62
April	10.	Insurance Morris Street Engine House.....	5 25
			<u>\$805 95</u>
		Balance on hand	<u>\$194 05</u>

LIGHTING CITY HALL.

Statement of Expenditure on Lighting City Hall from May
1st, to April 30th, 1908.

1907.			
May	1.	By Appropriation	\$ 856 00
1907.			
June	10.	To Halifax Tram Co., current, May.....	70 49
July	5.	“ June	65 67
Aug.	6.	“ July	61 86
Sept.	12.	“ August	66 69
Oct.	22.	“ September	66 35
Nov.	9.	“ October	67 88
Dec.	6.	“ November.....	71 45
1908.			
Jan.	10.	“ December	76 38
Feb.	30.	“ January	78 38
March	11.	“ February	82 70
April	10.	“ March	76 94
	20.	“ April	71 21
			<u>\$856 00</u>

LIGHTING STREETS.

Statement of Expenditure on Lighting Streets from May 1st, 1907 to April 30th, 1908.

1907.					
May	1.	By Appropriation		\$22000	00
1907.					
June	10.	To: Halifax Tram Co., current, May	\$1553	58	
July	5.	“ “ “ June	1584	37	
Aug.	6.	“ “ “ July	1557	45	
Sept.	12.	“ “ “ August	1548	95	
Oct.	22.	“ “ “ September	1608	64	
Nov.	9.	“ “ “ October	1586	08	
Dec.	6.	“ “ “ November	1626	21	
1908.					
Jan.	10.	“ “ “ December	1623	07	
Feb.	20.	“ “ “ January	1653	82	
March	11.	“ “ “ February	1612	95	
April	10.	“ “ “ March	1698	75	
	30.	“ “ “ April	1906	67	
May	18.	“ “ “ Retentions	2026	45	
					21586 99
		Balance on hand			<u>\$413 01</u>

CITY PROPERTY.

Statement of Expenditure on City Property from May 1st, 1907, to April 30th, 1908.

1907.					
May	1.	By Appropriation	\$2500	00	
		Cash during year from Committee on Works ..	49	78	
					\$2549 78
1907.					
May	15.	To Labor	\$19	97	
	29.	“ “	184	62	
June	10.	Supplies	216	66	
	12.	Labor	197	08	
	26.	“ “	90	64	
July	5.	Supplies	295	25	
	10.	Labor	98	63	
	24.	“ “	49	14	
Aug.	6.	Supplies	182	46	
		Labor	47	40	
	22.	“ “	20	52	

Sept.	4.	Labor	\$ 21 95	
	12.	Supplies	208 16	
	18.	Labor	15 09	
Oct.	3.	"	15 34	
	17.	"	30 02	
	22.	Supplies	145 24	
	30.	Labor	5 66	
Nov.	7.	Supplies	255 15	
	13.	Labor	18 88	
	27.	"	12 03	
Dec.	6.	Supplies	65 76	
	9.	Public Baths, transfer	178 34	
	11.	Labor	44 30	
1908.				
Jan.	10.	Supplies	17 14	
Feb.	20.	"	52 04	
March	4.	Labor	11 51	
	11.	Supplies	13 61	
April	30.	"	37 00	
				2549 59
Balance on hand				\$0 19

PUBLIC BATHS.

Statement of Expenditure on Public Baths from May 1st, 1907, to April 30th, 1908.

1907.				
May	1.	By Appropriation	\$ 200 00	
		Cash from Committee on Works during year	150 05	
		City Property transfer	178 34	
				528 39
1907.				
July	10.	To Labor	24 50	
	24.	"	128 39	
Aug.	6.	Supplies	71 33	
		Labor	32 60	
	22.	"	34 68	
Sept.	4.	"	37 33	
	18.	"	16 68	
Oct.	3.	"	35 09	
	17.	"	2 58	
Nov.	9.	Supplies	14 01	
	27.	Labor	63 58	
Dec.	6.	"	67 62	
				\$528 39

OFFICIAL PLAN.

Statement of Expenditure on Official Plan from May 1st 1907, to April 30th, 1908.

1907.	May 1.	By Appropriation	\$500 00
1907.	May 29.	To Labor	\$10 00
	July 10.	"	50 00
	Aug. 6.	"	72 01
	22.	"	53 16
	Sept. 18.	"	72 00
	Oct. 3.	"	62 67
	17.	"	36 00
	22.	Supplies	30 85
	30.	Labor	36 00
	Nov. 13.	"	36 00
	27.	"	36 00
1908.	Feb. 20.	Supplies	3 15
	April 30.	"	25
			498 09
Balance on hand.....			\$1 91

INSPECTING ELECTRIC WIRING.

Statement of Expenditure on Inspecting Electric Wiring from May 1st, 1907, to April 30th, 1908.

1907.	May 1.	By Appropriation	\$ 500 00
		Cash from Committee on Works during year..	4 68
1907.	May 17.	To Supplies	72 30
	29.	Labor	3 00
	June 10.	Supplies	197 78
	12.	Labor	2 56
	26.	"	7 50
	July 10.	"	75
	Aug. 6.	Supplies	157 50
	22.	"	6 00
	Sept. 12.	Supplies	8 25
	18.	Labor	17 25
	Oct. 30.	"	5 87
	Nov. 13.	"	20 25
			\$499 01
Balance on hand.....			\$5 67

FIRE DEPARTMENT.

Statement of Expenditure, etc., on Fire Department, from May
1st, 1907, to April 30th, 1908.

1907.			
May	1.	By Appropriation	\$41600 00
		Cash from City Clerk, et al., during year	1053 59
		" Loan Fire Improvement, transfer	1098 00
			<u>\$43751 59</u>
1907.			
May	17.	To Drivers to date	389 80
	20.	N. S. Telephone Co., to 1st July	52 50
	31.	Drivers to date	377 64
June	1.	Engineers for May	366 46
	3.	John McDonald, cab	6 00
		J. Whelan et al., labor on line	44 28
	15.	Drivers, to date	404 50
		U. P. Company, account grant	500 00
	17.	Stairs, Son & Morrow, hardware	9 83
		P. Poirier, horseshoeing	6 09
		Wm. Kline, horseshoeing	7 65
		J. S. Casnen, forage	238 58
		J. T. Meagher, horseshoeing	11 62
		T. Robinson	4 43
		J. F. Crowe & Co., soda	2 20
		R. Horner, horseshoeing	8 23
		Canadian Rubber Co., valves	4 70
		J. H. Mont & Co., repairs	21 20
	18.	A. Allison, repairs	60
		O'Connell Bros., horseshoeing	4 79
	24.	W. C. Knight, repairs	2 75
		Farquhar Bros., wire, etc	6 41
		J. Whelan et al., work on line	19 50
	25.	G. W. Brush et al., carpenters	2 51
		W. S. Gray, repairs	15 00
	27.	Drivers to date	\$438 90
		Engineers to date	360 46
			<u>799 36</u>
July	8.	J. Davison & Son, lumber	4 78
		J. T. Meagher, shoeing	10 20
		A. Allison, harness	95 60
		P. Poirier, horseshoeing	3 95
		T. C. Allen & Co., paper, etc.	7 00
		Stairs, Son & Morrow, hardware	64 03
		Melvin & Co., hardware	6 64
		A. J. McNutt, wheel, etc	7 85
		National Drug Co., bottles	30
		Robert Horner, horseshoeing	3 73
		Halifax Tram Co., current	52 87
		J. F. Crowe, soda	13 20
		T. Robinson, horseshoeing	3 11
		S. Cunard & Co., coal	63 40
		James Myers, repairing coats	8 00

July	8.	Bell ringers et. al. to date.....	\$	3 50
		J. H. Mont. & Co., repairs.....		23 12
		J. S. Cashen, forage.....		350 00
		M. S. Brown & Co., badges.....		35 00
		N. S. Telephone Co. to 30th September.....		78 75
		Brookfield Bros., lumber.....		18 30
	9.	H. H. Fuller & Co., nails.....		1 15
		J. Whelan, labor on line.....		13 50
	10.	W. S. Craig, plumbing.....		12 00
	12.	Globe Laundry, work.....		10 86
		Drivers to date.....		441 00
	15.	Cragg Bros. & Co., hose.....		18 20
	16.	Carpenter's labor.....		20 50
	26.	Drivers to date.....		461 28
	29.	Jas. Dempster & Co., lumber.....		1 25
		John Whelan, labor on line.....		24 00
		Wm. Broderick, ".....		7 68
		Canadian Express Co., charges.....		1 95
Aug.	1.	Call Force to date.....	\$1538 74	
		Engineers to date.....	355 65	
		Supernumeraries to date.....	10 31	
				1904 70
	3.	James Clark, on acct, painting.....		75 00
		Thos. Sunderland, janitor.....		20 00
	9.	Drivers to date.....	\$460 00	
		Firemen, extra work.....	4 00	
				464 00
	12.	W. C. Knight, repairs.....		35 65
		J. H. Mont & Co., repairs.....		53 20
		Henry Lovett, leather.....		2 20
		J. D. Meagher, shoeing.....		13 18
		John Davison, lumber.....		4 22
		Henry Lovett, leather.....		7 35
		W. A. Moir, repairs.....		94 01
		MacDonald & Co., repairs.....		33 20
		Chronicle Pub. Co., advertising.....		7 44
		P. Porrier, shoeing.....		4 00
		Wm. Kline, shoeing.....		5 60
		Halifax Tram Co., current.....		23 83
		O'Connell Bros., shoeing.....		9 15
		J. S. Cashen, forage.....		286 61
		J. E. Myers, repairs.....		4 00
		A. W. Mackinlay, books.....		6 00
		J. Whelan, labor.....		10 50
		J. F. Crowe & Co., soap.....		2 25
		Farquhar Bros., material.....		19 20
		Geo. E. Smith, hardware.....		4 25
		Thos. Brenton, 24 uniforms.....		474 00
	13.	Melvin & Co., hardware.....		12 99
		S. Cunard & Co., coal.....		32 12
		National Drug Co., drugs.....		6 07
	14.	J. M. McGrath & Co., truckage.....		1 50
		George Thompson, brooms.....		2 75
	15.	Canadian Rubber Co., tubing.....		11 25
	16.	U. P. Company, on acct, grant.....		400 00
	19.	Wm. Robertson & Son, flags.....		38 50
	20.	Acadian Recorder, Advertising.....		10 15
	22.	Drivers to date.....		451 93