

Reports (2) of the City Recorder in *re* suits, The Queen vs. Power, and Fraser vs. the City of Halifax.

Petition of Graham Creighton and other residents of north Gortin-
gton Street for water extension.

Petition of John S. Blagdon and others for water extension Sullivan
Street.

Letter from Alfred J. Bell claiming \$20 for a pane of glass alleged
to have been broken by a steam fire engine.

Petition from Charles Nickerson and others *re* payment of damage^s
and costs in suit Bulmer vs. O'Sullivan et al.

Moved by Alderman Mosher, seconded by Alderman O'Donnell,
that the Order of the day be suspended to read the papers submitted.
Motion passed.

Read report of Committee on Public Accounts *re* accounts, School
Board Appropriation, Wentzel's Claim, and money to be borrowed.

March 16, 1896.

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

GENTLEMEN,—The Committee on Public Accounts beg to report as follows :

1. That the following accounts having been certified and found correct
be paid: Messrs. T. C. Allen & Co., printing and stationery for City Clerk,
\$17 20; for Chief of Police, 3 93; for Stipendiary Magistrate, 4.51; for City
Collector, 112.64, Total \$138 28. Maritime Steam Lithograph Co., engraving stock
certificates, 65.35, Total \$203 63. The stationery bills to be paid out of printing
and stationery, and the stock certificate engraving out of consols premium account.

2. That they had before them a minute of Council covering a letter from the
School Board asking the City in future, instead of paying over weekly the exact
amount of school rates collected to pay the amount of the yearly appropriation
in twelve equal monthly instalments; that the City treasurer made inquiries
some two years ago at all the city banking institutions as to terms upon which
they would take the City account and all the replies received stated that the
banks would charge 6 per cent. for overdrafts, thus showing that the City could
make no arrangements for overdrafts on a better financial basis than could the
the commissioners who complain that they have to pay 6 per cent. on loans
required from month to month; that the system now followed is the one stipu-
lated by the City Charter, and the committee believing that it cannot be
improved upon in any way that would result in a saving of interest do not
recommend any change.

3. Agreeably to resolution of Council the committee considered the claim of
W. H. Wentzell & Co. for damages to property alleged to have been destroyed by
one of the city ladder waggons, amounting to twenty-eight dollars and eighty-
four cents (\$28.84) After hearing Alderman Ryan, chairman of the Board of
Fire Wards and Fire Commissioners, on the matter, the Council, though being of
the opinion that there is no legal claim against the City, recommended that the
Board of Fire Wards be authorized to pay Messrs. Wentzell & Co. the amount of
their bill less (\$7.00) dollars charged for lock and replacing lock, leaving twenty-
one dollars and eighty-four cents (\$21.84)

4. That His Worship the Mayor being out of the City, the City Treasurer had
applied to this committee for instructions as to the character of tenders for the
proposed loans, amounting to two hundred and thirteen thousand (\$213,000)
dollars, he would advertise for, and upon his recommendation that 4 per cent.
debentures be advertised, to run twenty-four (24) years from 1st January, 1896,
making them fall due with one hundred and fifty-seven thousand (\$157,000)
dollars, borrowed last year, the committee instructed him to adopt that
proposition.

5. The Committee beg to submit herewith a detailed statement of Stock and Debentures :

TOTAL AMOUNT OF STOCK AND DEBENTURES OUTSTANDING AT DATE :

November 30th, 1895.

Old Water Debentures, Halifax Currency..\$50,000	\$48,666 67	
Dominion "	83,000 00	
		\$131,666 67.
Old Sewerage Loan.....	70,000 00	
Public Gardens "	15,000 00	
Exhibition Building Loan.....	20,000 00	
City Hall Loan	50,000 00	
Consolidated Fund (\$868,600 for water)	2,373,750 00	
		\$2,660,416 67
Water Debs., old loans ...	\$131,666 67	
" Consols	868,600 00	
		\$1,000,266 67

CONSOLIDATED FUND—IN DETAIL.

Perm't Stock.	Debentures.	Total.	Rate of Int.
\$166,900	\$258,150	\$425,950.....	4 p. c.
387,200	756,500	1,143,700.....	4½ p. c.
588,700	216,300	805,000.....	5 p. c.
<u>\$1,142,800</u>	<u>\$1,230,950</u>	<u>\$2,373,750</u>	

Average rate of Interest 4.69 per cent.

MEMO. OF DUE DATES OF DEBENTURES.

1897, July 1.	Old Water Loan	\$48,666 67
1898, Jan. 1:	"	\$ 5,000
July 1.	"	10,000
		15,000 00
1899, May 9.	Exhibition Building Loan	20,000 00
1900, Jan. 1.	Old Water Loan.....	8,000
July 1.	"	30,000
" 10.	Public Garden Loan.....	15,000
" 15.	Sewerage	40,000
		93,000 00
1902, June 4.	Sewerage Loan.....	10,000
Sep. 19.	"	20,000
		30,000 00
1903, July 1.	Old Water Loan.....	30,000 00
1906, July 1.	Consols	26,000 00
1907, July 1.	"	93,300 00
1908, "	"	54,000
"	City Hall Loan.....	50,000
		104,000 00
1910, "	Consols.....	43,000 00
1913, "	"	39,500 00
1914, Jan. 1.	"	30,000
July 1.	"	27,000
		57,000 00
1915, "	"	30,000 00
1916, Jan. 1.	"	2,500
July 1.	"	228,000
		225,500 00
1917, Jan. 1.	"	200,000
July 1.	"	60,000
		260,000 00

1918, Jan. 1.	"	50,000	
July 1.	"	54,000	
			104,000 00
1919, Jan. 1.	"	11,000	
July 1.	"	130,000	
			141,000 00
1920, Jan. 1.	"		157,650 00
			<u>\$1,517,616 67</u>

MEMO. OF NEW CONSOLIDATED STOCK.

Dates of Issue and dates when same may be called in.

Date of Issue.	Amount.	When may be called in.
1889	\$74,600	1904
1890	27,800	1905
1891	196,100	1906
1892	101,000	1907
1893	123,600	1908
1894	31,000	1909
	<u>\$554,100</u>	

Recapitulation—Debentures		\$1,517,616 67
Stock as above		554,100 00
5 per cent. Stock		588,700 00
		<u>Total Debt..... \$2,660,416 67</u>

MINER T. FOSTER, *Chairman.*

The following resolution is introduced :

Resolved, That the report of the Public Accounts Committee be received and concurred in and His Worship the Mayor authorized to draw warrants for payment of accounts named therein.

Moved by Alderman Foster, seconded by Alderman Butler, and passed.

Read report of the City Engineer (on letter from Young Men's Christian Association) on old Exhibition Grounds covering plan of suggested improvements. Placed on Order Paper.

Read report of City Engineer on Quinpool Road widening, covering plan, &c.

QUINPOOL ROAD WIDENING.

His Worship the Mayor :

March 27, 1896.

Sir,—In accordance with sections 5 to 60 of chapter 27 of the Acts of 1896, I beg to submit for the approval of the Council a plan showing the present general line of Quinpool Road on each side of a black hatched line, and also showing the boundary of land required as near as possible for the widening of said street by a red dotted line on each side of the street. The land and premises required to be taken for the widening of said street being all the land and premises included between the black hatched line and the red line aforesaid on each side of the street respectively on said plan. The plan as proposed is designed to make the street, when the widening is completed, a uniform width of seventy (70) feet from one end to the other.

F. W. W. DOANE, *City Engineer.*

The following resolution is now introduced :

Whereas, In and by chapter 61 of the Acts of 1890, chapter 64 of the Acts of 1891, and chapter 27 of the Acts of 1896, the City Council of Halifax was authorized to expropriate certain lands in and for the widening of Lockman Street in said City.

And whereas, By section 60 of the last mentioned Act, all the proceedings, acts and things directed to be done, and all the rights and powers conferred under sections 7, 8, 10, 11, 12 and 13 of said last mentioned Act should apply to the widening of Quinpool Road to the same extent as if specially indicated in relation thereto substituting the word "Quinpool Road" in said section for "Lockman Street."

And whereas, In and by section 5 of said last mentioned Act it was and is directed before the City shall expropriate any land for widening said road the City Engineer should submit a plan to the City Council showing the present and general lines of said Quinpool Road, and also a line showing the land required on each side for the widening of said road, and when the said plan is approved of by the City Council it shall then expropriate the land and premises between the two lines on each side of said street as shown on said plan; and which plan shall be filed in the City Engineer's Office and signed by the City Clerk as having been submitted to and approved by the City Council.

And whereas, In pursuance of said Act, the City Engineer has prepared and submitted to the Council a plan in accordance with said section 5 of chapter 27 of the Acts of 1896

Therefore resolved, That this Council approves of said plan showing the land required for widening of said Quinpool Road, and the width thereof, and hereby directs the City Clerk to certify on said plan as having been submitted to and approved of by this Council, and the date thereof, after which he shall file the same in the City Engineer's office as required by law.

Moved by Alderman Foster, seconded by Alderman O'Donnell, and passed.

Read report of the City Engineer on expropriation of land at Chain Lakes, covering plan relative thereto.

EXPROPRIATION OF LAND CHAIN LAKES.

March 27th, 1896.

His Worship the Mayor:

SIR,—All the preliminary steps have been taken for the purpose of expropriating the land at Chain Lake owned by W. H. Harrington and Charles Nicholson. I would therefore recommend that these two properties be now expropriated and that the resolution submitted herewith, of which His Honor the Recorder has approved, be passed by the Council, expropriating the land referred to.

F. W. W. DOANE, *City Engineer.*

The following resolution is now introduced:

Whereas, in and by sections 432, 433, 434, 435, 436 and 437 of the City Charter, the City of Halifax is authorized and empowered to expropriate any land it requires for the purpose of extending, increasing or improving the water supply or water service of the City of Halifax;

And whereas, it is necessary for the purpose of extending and improving the water supply of the city to expropriate the lots of land hereinafter described for that purpose, and a plan of said lots has been prepared by the City Engineer, and filed in his office;

And whereas, one of the lots is claimed to be owned by Charles Nicholson, and the other by William H. Harrington, who are now in possession of said respective lots; and it has been reported to, and this Council finds that neither Nicholson or Harrington has a good title to the respective lots claimed by them, and hereinafter described, and that said city cannot obtain a good title to said lots;

And whereas, this Council on the 5th day of November, 1895, by resolution, requested the Governor-in-Council to authorise this Council to expropriate the lots of land hereinafter described;

And whereas, the said Governor-in-Council by Order-in-Council, dated the 21st day of February, A. D. 1896, have granted permission to this Council to expropriate said lots of land;

And whereas, the said City Council has duly given all the notices, and in the manner required as in sections 433, 434, and part 2 of Title 6 of said City Charter:

Therefore resolved, that this Council of this City of Halifax, in pursuance of the promises and of the permission and authority so given by the Governor-in-Council and of the giving of the notices mentioned in sections 433 and 434 of said Charter, and of the power vested in it, does and hereby expropriates all the estate, right, title and interest of the respective owners of said lots, viz.

1.—A lot of land belonging to or claimed by Charles Nicholson, and described as follows:

All that lot, piece or parcel of Land, situate, lying and being near Chain Lakes in the County of Halifax, being lot No. 2 of the lots in rear of the Dutch Village Lots, the said lot being bounded and described as follows:—Beginning at a point on the North boundary line of lot No. 10 of the Dutch Village Lots, distant six hundred and twenty-five (625) feet, more or less; easterly from a granite boundary stone marked H. W. No. 16; thence north 12 west for a distance of sixty (60) chains more or less to the Geiser Road (so called); thence south 78 west for a distance of twenty (20) chains, more or less, by the south side of said road; thence south 12 east for a distance of sixty (60) chains more or less to the north boundary line of lot No. 10; thence north 78 east along the said northern boundary line of lot No. 10 to the place of beginning. The said lot being colored yellow on a plan entitled "Plan shewing land near Chain Lakes to be acquired by the City of Halifax, dated February 6th, 1894, signed by F. W. W. Doane, City Engineer, and on file in the City Engineer's office, at Halifax."

2. Lot of Land belonging to or claimed by W. H. Harrington, and described as follows:

"All that lot, piece or parcel of Land, situate, lying and being in the County of Halifax, the said lot being part of the northern half of lot No. 11 of the Dutch Village Lots (so called); the said lot, piece or parcel of land being bounded and described as follows:—Beginning at a point on the north side line of the above mentioned lot No. 11, distant nineteen (1900) hundred feet more or less easterly from a granite post marked H. W. No. 15; thence south 12 east for a distance of two hundred and fifty (250) feet more or less to the southern boundary line of the northern half of the said lot No. 11; thence south 78 west by the said southern boundary line to the shore of First Chain Lake for a distance of sixteen hundred and twenty-five (1625) feet more or less; thence by the shores of the First Chain Lake to the northern boundary of lot No. 11; thence north 78 east by the said northern boundary line for a distance of two thousand and twenty (2020) feet, more or less, to the place of beginning." The said lot being colored blue on a plan entitled "Plan shewing Land near Chain Lakes to be acquired by the City of Halifax, dated February 6th, 1894, signed by F. W. W. Doane, City Engineer, and on file in the City Engineer's office, at Halifax."

And further resolved, that the necessary notices be given of this expropriation of the various rights in the lots above described, and that the sum of three hundred and fifty (350.00) dollars be paid into Court for the lot first above described, and the sum of three hundred (300.00) dollars be paid into Court for the lot second above described, as required by law.

Moved by Alderman Mosher, seconded by Alderman Foster, and passed.

Read report of City Engineer on Lockman Street widening, covering plan of same:

LOCKMAN STREET WIDENING.

His Worship the Mayor:

March 27, 1896.

SIR,—In accordance with section 5, chapter 27, of the Acts of 1896, I beg to submit for the approval of the Council a plan showing the present general line of Lockman Street on the eastern side by a black hatched line, and also showing the boundary of the land required as near as possible for the widening of said street by a red dotted line. The land and premises required to be taken for the widening of said street being all the land and premises included between the

two lines aforesaid on said plan. In several instances it will be necessary to take the whole lot as there is not room to move the house back or for other good reasons. The plan as proposed is designed to make the eastern line of Lockman Street correspond with the existing lines on the east side of Barrington Street and Campbell Road. The street, when the widening is completed, will be a uniform width of sixty-five (65) feet from one end to the other.

F. W. W. DOANE, City Engineer.

The following resolution is now introduced:

Whereas, In and by chapter 61 of the Acts of 1890, the City Council of Halifax was authorized to borrow the sum of one hundred and seventy-five thousand dollars (\$175,000) and to pay to the Dominion Government a sum not exceeding one hundred and fifty thousand dollars (\$150,000) thereof, as soon as the said Government should have agreed to obtain the square of land bounded by North Street, Cornwallis Street, Lockman Street and Upper Water Street, and to convey to the City so much thereof as should be in the judgment of the City Council necessary for the widening of Lockman Street in the said City;

And whereas, In and by chapter 64 of the Acts of 1891, in case the Dominion Government and the said City should fail to enter into an agreement contemplated by the preceding clause of this resolution the City Council was authorized to expropriate such lands as it might deem necessary for the purpose of widening said Lockman Street from Cornwallis Street to North Street, not exceeding a strip of thirty (30) feet in width, and no agreement having been made between the Dominion Government and the said City as contemplated by the above recited Acts;

And whereas, in and by Chapter 27 of the Acts of 1896 the said above mentioned Act of 1891 was amended by striking out the words, "not exceeding a strip thirty feet in width," in the first section of said Act;

And whereas, By section 5 of chapter 27 of the Acts of 1896, it was and is directed before the City shall expropriate any land for widening said street, the City Engineer shall submit a plan to the City Council showing the present general line of said Lockman Street on the eastern side and a line showing the land required, as near as possible, for the widening of said street. And when the same is approved of by the City Council it shall then expropriate the land and premises between the two lines aforesaid on said plan, and which plan shall be filed in the City Engineer's office and signed by the City Clerk as having been submitted to and approved by the City Council.

And whereas, In pursuance of said Act, the City Engineer has prepared and submitted to this Council a plan in accordance with the said section 5 of chapter 27 of the Acts of 1896.

Therefore resolved, That this Council approves of said plan showing the land required for the widening of said Lockman Street and the width thereof, and hereby directs the City Clerk to certify on said plan as having been submitted to and approved of by this Council, and the date thereof, after which he shall file the same in the City Engineer's office as required by law.

Moved by Alderman McFatrige, seconded by Alderman E ten and passed.

Read report of City Engineer *re* Sackville Street Sewer. Placed on Order Paper.

Read report of City Engineer *re* Asphalt Sidewalk Cogswell Street, covering copy of letter from Col. Leach, Commanding Royal Engineer, stating that the War Department will contribute £20 toward the work.

COGSWELL STREET SIDEWALK.

March 18th, 1896.

His Worship the Mayor :

SIR,—On the 26th November, 1895, a report was made from this department in reference to an asphalt sidewalk on Cogswell Street. In accordance with a resolution of Council passed at a meeting on that day I wrote to the War Department asking if they would contribute half the cost of the work, which was estimated at \$355.00. I beg to submit herewith copy of the reply received from the War Department stating that they will contribute the sum of £20 towards the service.

F. W. W. DOANE, *City Engineer.*

Moved by Alderman O'Donnell, seconded by Alderman Hubley, that the City Engineer be instructed to lay an asphalt sidewalk on north side of Cogswell Street, between Brunswick and Gottingen Streets. Motion passed.

Read report of His Honor the Recorder, *re* termination of suit, Fraser vs. the City of Halifax. Filed.

FRASER VS. THE CITY OF HALIFAX.

March 26th, 1896.

Some years ago the Pipe Cleaning Machine was imported by the City of Halifax from Scotland, and used by the City for some time. Some change was made in the machine, as it was alleged by the then City Engineer, but at the cost and charge of the City at its works, and continued to be used by the City until 1883 or 1889, when the then Engineer made a claim on the City for its use, he having in 1884 patented a "new and useful improvement in apparatus for removing incrustation, sediment or deposits" of any kind from water pipes and maines, which is the machine above referred to with the alleged improvements.

The Council referred the claim to the Board of Works, who reported as to the claim. It was then referred to a Special Committee, of whom the late Alderman Lyons was Chairman, together with the Board of Works report and my opinion, I advised he had no claim for the \$400 for the use of the machine, and the City finally decided to resist the claim.

Mr. Keating afterwards assigned the patent to C. F. Fraser, Esq., on the 1st of October, 1889, and an action commenced in 1890 against the City, which was partially tried, and the cause has been standing ever since, until a few days ago, when I had it dismissed, and judgment will be entered for costs. The City has succeeded.

WILLIAM F. MACCOY, *Recorder.*

Read report of His Honor the Recorder, *re* suit the Queen vs. Power, an action for a violation of the Screen Clause of the Liquor License Act. Filed.

THE QUEEN VS. POWER.

March 27th, 1896.

This was a prosecution for breach of one of the clauses of the Liquor License Act of 1895, known as the Screen Clause. The defendant was convicted before the Stipendiary Magistrate, and the matter was carried before the Supreme Court in order to test the validity of the Liquor License Act.

The contention before the Court was that taking all the clauses of the Act together they were so onerous and oppressive they practically amounted to prohibition, and it was not in the power of the Local Legislature to prohibit the sale of intoxicating liquors, or to impose terms and conditions which practically amounted to prohibition.

Every member of the Court approved of the Screen Clause, and a majority held the Act was not *ultra vires*, while two Judges held the Act is prohibition in effect.

I understand it is the intention of the defendant to petition the Privy Council for leave to appeal to that body, and as the Privy Council is to give a decision on the powers of the Local Legislature, after Easter, I would advise no steps be taken to enforce that clause until then, as it may save the City large sums of money. The cost of appeal to the one losing will be about \$4,000. If we do not hear in a month then the Act should be enforced, taking all risks. Judgment was entered for the City.

WILLIAM F. MACCOY, *Recorder.*

Read petition of Graham Creighton and others, for water extension North Gottingen Street. Moved by Alderman Mosher, seconded by Alderman Creighton, that the same be referred to the Department of City Works for report. Motion passed.

Read petition of John S. Blagdon and others, for water extension Sullivan Street. Moved by Alderman Mosher, seconded by Alderman Creighton, that the same be referred to the Department of City Works for report. Motion passed.

Read letter from Alfred J. Bell, Agent, Canada Accident Assurance Company claiming the sum of \$22.00 from the City, the same being the cost of a pane of plate glass alleged to have been broken by a City Steam Fire Engine. Moved by Alderman Hamilton, seconded by Alderman Geldert, that the same be referred to His Honor the Recorder for report. Motion passed.

Read letter of J. C. Drewry, representative of the Toronto Globe Newspaper, requesting that he be allowed to address the Council. Moved by Alderman Eden, seconded by Alderman Hubley, that Mr. Drewry be heard by the Council.

Mr. Drewry having been invited within the rail addressed the Council and on behalf of the *Toronto Globe*, offered to devote one of the Globe Saturday Illustrated issues to Halifax, to deliver over to the City the copper engravings, and to furnish the city with 1000 copies of the said paper, on the condition that the City will pay one hundred dollars towards the cost of preparing the said edition.

The following resolution is now introduced:

Resolved, That His Worship be authorized to pay the Globe newspaper the sum one hundred dollars from any available funds for the purpose of advertising the city and its surroundings in said paper.

Moved by Alderman Foster, seconded by Alderman Eden, and passed.

Read Annual Report of Chief Inspector of Licenses for year ended 16th March, 1896. Filed.

Read report of License Inspector, covering application of A. N. Brennan for a Wholesale License. Being asked his opinion, His Honor the Recorder says: "The City Council has power to grant licenses to sell liquor by wholesale and to exercise the same control over the wholesale trade as they do over the retail business." Moved by Alderman Redden, seconded by Alderman Eden, that the said application be referred back to the Inspector for a more definite report. Motion passed.

Read letter from Col. Leach, Commanding Royal Engineers, re opening up the upper portion of the Citadel Slopes to the citizens. Moved by Alderman Dennis, seconded by Alderman Butler, that the same be referred to the Department of City Works. Motion passed.

Read petition of Charles Nickerson, Deputy Chief of Police, and other police officers, asking the Council to pay the damages and costs in suit *Bulmer vs. O'Sullivan* and others, covering minutes of proceedings before the Supreme Court.

Moved by Alderman Mosher, seconded by Alderman Musgrave, that the same be referred to the Committee on Laws and Privileges together with His Honor the Recorder for report. Motion passed.

Read applications for the position of Weigher and Measurer of Coal as follows: Philip DeGrouchey, Thos. Shields, Reuben Priest, Thos. Forbes, William Spain, John Kew, Wm. Evans, Wm. H. Chipman, F. J. Stoneman, John O'Donnell, Wm. J. Egan, Chas. Webber and George Farmer. The Council now proceed to appoint a Weigher and Measurer of Coal for the City of Halifax. On the first vote there appeared for Forbes, five; Spain, four; Stoneman, two; Egan, three; Farmer, one. Second vote, Forbes, four; Spain, four; Stoneman three; Egan, three; Farmer one. Third vote for Forbes, four; Spain, four; Stoneman, three, Egan, four. Fourth vote, for Forbes, four; Stoneman, four; Egan, six; Farmer, one. Fifth vote, for Spain, one; Stoneman, two; Egan eleven; Farmer one. His Worship the Mayor declared William J. Egan duly elected a Weigher and Measurer of Coal for the City of Halifax.

Moved by Alderman Foster, seconded by Alderman Eden, that the Order of the Day be suspended to allow Alderman Foster to introduce a resolution. Motion passed.

The following resolution is introduced:

Resolved, That the Works Department be authorized by this Council to proceed at once to clean the streets in the city, and His Worship the Mayor is hereby authorized to pay for the same from any funds available, the same to be paid back from estimates. Moved by Alderman Foster, seconded by Alderman O'Donnell and passed.

Moved by Alderman McFatridge, seconded by Alderman Mosher, that the Order of the Day be further suspended to allow Alderman McFatridge to introduce a resolution. Motion passed.

The following resolution is now introduced:—

Resolved, That the Board of Fire Wards with the Architect be appointed to take into consideration the building of Engine House on the Corner of West and James Streets, said engine house to be finished outside all floors to be laid inside horse stalls built and made ready for use, said building not to exceed in cost more than \$5000. Moved by Alderman McFatridge, seconded by Alderman Mosher and passed.

Moved by Alderman Butler, seconded by Alderman Redden, that the Order of the Day be further suspended to allow Alderman Redden to introduce a resolution. Motion passed.

The following resolution is introduced :

Resolved, That the trustees of the Police Superannuation Fund be authorized to pay from such fund the sum of \$200 to Mrs. Mercy Nickerson, widow of the late Sergeant Nickerson. Moved by Alderman Redden, seconded by Alderman Butler and passed.

ORDER OF THE DAY.

No. 1. Alderman O'Donnell's notices of re-consideration of first, second and third clauses and of the whole report of the special committee on re-organization of the fire department. Alderman O'Donnell declines to move for re-consideration of said matter.

No. 2. Alderman Hubley's notice of reconsideration of the appointment of the Chief of the Fire Department. Alderman Hubley declines to move for reconsideration of said appointment.

Moved by Alderman Lane, seconded by Alderman Redden, that No. 9 on Order Paper be taken up. Motion passed.

Read No. 9, viz: Second clause of report of Committee on Public Accounts *re* public baths.

The following resolution is introduced :

Whereas, It is very desirable that public baths be erected in and maintained by the City of Halifax ;

Therefore resolved, That His Worship the Mayor place himself in communication with the imperial authorities in order to ascertain whether a portion of the Lumber Yard, so called, could be obtained for that purpose, and if so, upon what terms and conditions for summer months.

Moved by Alderman Lane, seconded by Alderman Hamilton, and passed.

The Council now proceed to appoint presiding officers for the ensuing civic elections. On motion, the following were elected :

For Ward One, Aldermen Geldert and Stewart.

For Ward Two, Aldermen Redden and Butler.

For Ward Three, Aldermen Lane and Hamilton.

For Ward Four, Aldermen Ryan and Hubley.

For Ward Five, Aldermen Eden and Foster.

For Ward Six, Aldermen Mosher and Outhit.

Moved by Alderman McFatridge, seconded by Alderman Eden, that the Order of the Day be suspended to allow Alderman McFatridge to introduce a resolution. Motion passed.

The following resolution is now introduced :

Resolved, That the Tram Company be requested to commence operations on the north west branch of railway as soon as the frost is out of the ground.

Moved by Alderman McFatridge, seconded by Alderman Eden, and passed.

Moved by Alderman McFatridge, seconded by Alderman Foster, that the Council adjourn. Motion passed.

Council adjourns at 10.55 o'clock.

EVENING SESSION.

8.10 o'clock.

APRIL 16TH, 1896.

A meeting of the City Council was held this evening. At the above hour there were present His Worship the Mayor, Aldermen Butler, Hamilton, Redden and Creighton. Moved by Alderman Hamilton, seconded by Alderman Butler, that the time for meeting be extended until 8.30 o'clock. Motion passed.

8.30, roll called. Present, the above named together with Aldermen Stewart, Geldert, Musgrave, Mitchell, Lane, O'Donnell, Ryan, Hubley, McFatrige and Eden.

The Council was summoned to proceed with business standing over and the transaction of other business.

The minutes of last meeting are read and confirmed.

Alderman Butler, chairman, submits a report from the Special Committee on Salaries.

Alderman O'Donnell, chairman, submits a report from the Committee on City Prison.

Alderman Ryan, chairman, submits a report from the Board of Fire Wards and Fire Commissioners.

Alderman Eden submits a petition from Charles W. Layton and others for a sewer on Gottingen street, ward six.

Alderman Hubley submits a petition from B. Wallace and others for water extension on Kline Street.

Also petition from John L. McEachren and others for sewer Brunswick Court.

His Worship the Mayor submits the following papers:

Letter from the City Clerk covering accounts for the consideration of the Committee on Public Accounts.

Report City Health Board recommending an increase of salary to the keeper of the infectious diseases hospital.

Report of Inspector of License on application of A. N. Brennan for wholesale license.

Letter from Chief License Inspector covering applications of Stephen Major, John P. O'Neil and Malcolm McDonald for wholesale liquor licenses.

Petition of W. A. Conrod and others for an asphalt sidewalk on Brunswick Street, east side.

City Treasurer's statement, "general," "water" and "balances," for month of March.

City Collector's returns of "rates" and "water rates" collected during the month of March.

Report City Engineer, *re* sewer Spring Garden Road.

Letter from the City Engineer covering a copy of an ordinance to amend the by-law or ordinance relating to the streets of the City of Halifax.

Letter from the City Engineer covering a draft ordinance relating to poles and wires in the City of Halifax.

Report City Engineer on petition of Fred. T. DeWolf and others for water extension, Edward Street.

Letter from City Treasurer *re* amount due for purchase of hose.

Letter from the County Treasurer *re* City's proportion of county assessment.

Letter from Western Union Telegraph Company asking for a granite crossing on Hollis Street.

Opinion of His Honor the Recorder in *re* claim of A. J. Bell for damages for glass alleged to have been broken by one of the Steam Fire Engines.

Letter from Lansing & Co., asking that the City grant the sum of one hundred and fifty dollars for the purpose of lighting, &c., the market clock.

Letter from the City Treasurer *re* bequest of the late Dr. Cogswell of £1000 for military training in public schools.

Report of joint delegates from City Council and Board of Trade to Ottawa and Montreal *re* Winter Port and Railway Freight.

Moved by Alderman Geldert, seconded by Alderman Eden, that the Order of the Day be suspended to read the papers submitted this meeting. Motion passed.

Read report of City Prison Committee *re* accounts, &c., for month of March.

April 7th, 1896.

At a meeting of the City Prison Committee, held this day, at which were present the chairman, (Alderman O'Donnell) Aldermen Creighton, Lane and Redden. The following accounts were examined, found correct and recommended for payment: William Jordan, \$5.17; W. E. Crowe & Co., 45.60; John W. Auster, 2.74; R. B. Knight, 2.60; M. Conroy, 1.66; J. A. Leaman & Co., 16.20. Total \$73.97.

The returns of the Governor and Matron for the month of March are herewith submitted.

E. W. O'DONNELL, *Chairman.*

The following resolution is now introduced:

Resolved, That the accounts referred to in the report of the City Prison Committee be paid."

Moved by Alderman O'Donnell, seconded by Alderman Creighton, and passed.

Read report of Board Fire Wards and Fire Commissioners *re* New Engine House and accounts.

April 15th, 1896.

The Board of Fire Wards and Fire Commissioners beg to report as follows :

1. In the matter of the proposed New Engine House, West and James Street, your Board beg to state that they have given it a very careful consideration and would recommend that the offer of M. E. Keefe herewith attached to build said engine house according to plan and amended specification for the sum of five thousand three hundred and thirty-five dollars (\$5,335) be accepted.

Your Board make this recommendation advisedly, because a new engine house in that locality is a necessity, and they feel assured that better terms cannot be obtained by the City.

2. The following accounts are recommended for payment : Forsyth, Sutcliffe & Co., 4 accts., \$22.88 ; Black Bros. & Co., 4 accts., 4.97 ; I. B. Shaffner, feed to 20th March, 157.89 ; Austen Bros., 2 accts., 89.82 ; William Roche, 54.74 ; Industrial School, 35.10 ; W. H. Isnor, 2.75 ; W. N. Brown, 17.00 ; John O'Connell, 5.58 ; R. Martin & Co., 3.20 ; W. M. Cameron, 6.00 ; Halifax Electric Tramway Co., for lighting No. 7 engine house, January, February and March, 27.99 ; John F. Kelly, 2 accts., 20.75 ; Union Axe and Ladder Co., 37.50 ; Frank Reardon, 1894-5, 35.45 ; H. Trenaman, 30.00. Total, \$551.62.

JNO. F. RYAN, *Chairman.*

The following resolution is now introduced :

Resolved, That clause 1 of the report of the Board of Fire Commissioners submitted this meeting be received and concurred in and the offer of M. E. Keefe to build the new engine house for the sum of \$5335.00 be accepted.

Moved by Alderman Ryan, seconded by Alderman Hamilton, and passed.

Resolved, That clause 2 of the report of the Board of Fire Commissioners submitted this meeting be received and concurred in and His Worship the Mayor authorized to sign warrants for the payment of the several accounts named therein.

Moved by Alderman Ryan, seconded by Alderman Hamilton, and passed.

Read petition of B. Wallace and other rate-payers of Kline, Bell and Oxford Streets for water extension on Kline Street, from Quinpool Road to Oak Street. Moved by Alderman Hubley, seconded by Alderman Creighton, that said petition be referred to the Department of City Works for report. Motion passed.

Read petition of John L. McEachren and others for sewer extension Brunswick Court. Moved by Alderman Hubley, seconded by Alderman O'Donnell, that the same be referred to the Department of City Works for report. Motion passed.

Read petition of Charles W. Layton and others for a sewer on Gottingen Street, between Almon and Kaye Street. Moved by Alderman Eden, seconded by Alderman McFatrige, that the same be referred to the Department of City Works for report. Motion passed.

Read report of the City Engineer *re* sewer Spring Garden Road.

SEWER SPRING GARDEN ROAD.

His Worship the Mayor :

April 14th, 1896.

Sir,—The Judges of the Supreme Court have made several complaints to this department respecting the drainage on Spring Garden Road, especially in connection with the Court House, and have requested that the City construct a

a sewer on the street suitable for the drainage of the properties. There is nothing now but a stone drain under the sidewalk which is very offensive on the street and in the court house. The matter has been laid before the County Council, and they have agreed to pay \$1 25 per lineal foot for the drainage of their property. The sewer would drain into Salter street. The estimated cost is \$2600. The estimated sewerage rates \$1400.

I would recommend that the work be constructed before the work on the street railway at the head of Salter Street is completed.

F. W. W. DOANE, *City Engineer.*

Moved by Alderman Geldert, seconded by Alderman Butler, that said report be adopted. Motion passed.

Read letter of City Engineer covering draft ordinance to amend ordinance No. 66, *re* streets, "width of hatches." Moved by Alderman Mitchell, seconded by Alderman Hubley, that the report of the City Engineer be adopted. Motion passed.

Read draft ordinance entitled, "An Ordinance to amend the By-Law or Ordinance relating to the streets of the City of Halifax, passed the 25th day of October, 1893." First reading.

Read letter of the City Engineer relative to rules and regulations respecting poles and wires in the City of Halifax, covering draft ordinance relative thereto.

Read draft ordinance entitled, "An Ordinance in relation to poles and wires in the City of Halifax." First reading.

Read report of City Engineer on petition of Fred. T. DeWolf and others for water extension Edward Street.

WATER EXTENSION EDWARD STREET.

His Worship the Mayor :

April 14th, 1896.

SIR,—The accompanying petition asks for an extension of water on Edward Street for a distance of two hundred and sixty (260) feet. The service is high and six (6") inch pipe would be required.

The estimated cost is :

260 feet of 6 inch pipe, at 70c	\$182 00
1 6 inch valve	24 00
260 feet of excavation at \$1.00	260 00
4 service pipes, at 15.00	60 00
	\$526 00

The estimated revenue will exceed the interest on the outlay. This street has not been taken over by this City, and under recent legislature cannot be taken over until it is graded to the satisfaction of this department. It is not advisable to bury the water pipes any deeper than is necessary to prevent them from frost, as the cost of maintenance is increased. These pipes cannot be laid the usual dept below the finished grade and left that way during the winter unless the street is graded as the dead end would freeze. I understand the petitioners are satisfied to grade the street, provided the water extension is made in fact. I have received personal assurances from them to that effect and a portion of the work has been done.

I would therefore recommend that the extension be made, provided the street is graded to the satisfaction of this department, and that the petitioners be required to give an undertaking satisfactory to the Mayor to complete the work before the winter.

F. W. W. DOANE, *City Engineer.*

Moved by Alderman Butler, seconded by Alderman Hubley, that the report of the Engineer be adopted. Motion passed.

Read letter of City Treasurer relative to draft of the Gutta Percha and Rubber Manufacturing Company (\$2090) for hose supplied the Fire Department.

HALIFAX, N. S., April 16th, 1896.

To His Worship the Mayor :

SIR,—The Gutta Percha and Rubber Manufacturing Company have advised me that they have drawn on me, payable June 1st, next, for \$2090.00 for Hose supplied the Fire Department.

There are three balances of loans for the Fire Department still undrawn, and I would suggest that these be transferred to the Fire Department to meet in part the payment of the Gutta Percha and Rubber Manufacturing Co's bill.

The balances are :—Special loans 1890, 1891 and 1894, Hose	\$1150 07
" " 1892, New Steam Engine	299 07
" " 1895, Chemical Engine	320 00

In all \$1769 14

W. L. BROWN, City Treasurer.

Moved by Alderman Hamilton, seconded by Alderman Geldert, that the suggestions contained in the City Treasurer's letter be adopted. Motion passed.

Read letter of W. H. Wiswell, County Treasurer, announcing the amount (\$10,362.25) as the proportion of county rates to be assessed for the current year on the City of Halifax covering a memo. of services for joint assessment on the Municipality, City and Dartmouth for the year 1896. Filed.

Read letter from the Western Union Telegraph Company relative to a granite crossing being placed on Hollis Street, opposite or near to their office. Moved by Alderman Butler, seconded by Alderman Hamilton, that the same be referred to the Department of City Works for report. Motion passed.

Read opinion of His Honor the Recorder re claim of A. J. Bell for damages for glass alleged to have been broken by one of the city steam fire engines. Filed.

IN RE CLAIM OF A. J. BELL.

April 6th, 1896.

The City of Halifax is not liable for the plate glass broken by one of the City fire engine in the shop of H. V. Wier and insured in the office of Mr. Bell.

WILLIAM F. MACCOY, Recorder.

Read letter of Lansing & Co. asking that the City grant the sum of one hundred and fifty (\$150.00) dollars for the purpose of lighting the market clock, keeping the same in order, winding, &c., for the balance of the year. Placed on Order Paper.

Read letter of the City Treasurer relative to receipt of the bequest (£1000 Stg.) of late Dr. Cogswell for military training in public schools. Placed on Order Paper.

Read report of special committee on salaries of civic officials.

April 16th, 1896.

To His Worship the Mayor and Members City Council :

GENTLEMEN,—The special committee on salaries of civic officials appointed on January 15th whose duties were defined by resolutions of Council 8th January, 1896, and 30th December, 1895, beg to report that the time allotted has not been sufficient to enable them to thoroughly consider the various matters referred to them in time to report before the 1st day of May and request that the Council may be pleased to grant an extension of time till the middle of June next for that purpose.

WM. J. BUTLER, *Chairman.*

Moved by Alderman Hubley, seconded by Alderman Butler, that said report be adopted. Motion passed.

Read letter from City Clerk *re* accounts for the consideration of the Committee on Public Accounts. Moved by Alderman Hubley, seconded by Alderman Butler, that the same be referred to the Committee on Public Accounts. Motion passed.

Read report of City Health Board recommending an increase of salary to W. H. Hardesty, keeper infectious diseases hospital. Moved by Alderman Butler, seconded by Alderman Musgrave, that the same be referred to the Special Committee on Salaries. Motion passed.

Read report of the Chief License Inspector against the granting of a wholesale liquor license to A. N. Brennan. Moved by Alderman Hubley, seconded by Alderman O'Donnell, that said report be adopted. Moved in amendment by Alderman McFatrige, seconded by Alderman Ryan, that a wholesale liquor license be granted to A. N. Brennan. Said amendment on being put is lost, 2 voting for the same and 12 against it. The names being called for there appeared :

For the amendment.

Aldermen Ryan,
McFatrige.—2.

Against it.

Aldermen Hubley, Creighton,
Eden, Redden,
O'Donnell, Hamilton,
Butler, Mitchell,
Geldert, Musgrave,
Lane, Stewart.—12.

The original motion is now put and passed.

Read letter from the Chief License Inspector relative to application of Stephen Major, John P. O'Neil and Malcolm McDonald, for wholesale liquor license.

Read application of Stephen Major for a wholesale liquor license with Inspectors report thereon.

Moved by Alderman Hubley, seconded by Alderman Musgrave, that the report of the License Inspector be adopted. Motion passed.

Read application of J. P. O'Neil for a wholesale license, together with the License Inspector's report thereon, recommending that said license be not granted.

Moved by Alderman Hubley, seconded by Alderman Creighton, that the report of the License Inspector be adopted. Motion passed.

Read application of Malcolm McDonald for a wholesale liquor license, together with the report of the License Inspector thereon, recommending that the said license should not be granted.

Moved by Alderman Hubley, seconded by Alderman Stewart, that the report of the License Inspector be adopted. Motion passed.

Read petition of W. A. Conrod and others for an Asphalt Sidewalk on east side of Brunswick Street, from Jacob Street to North Street. Moved by Alderman Butler, seconded by Alderman Mitchell, that said petition be referred to the Department of City Works for report. Motion passed.

Read City Treasurer's statements "General," "Water" and "Balances" for month of March. Filed.

Read City Collector's return of Rates, and Water Rates collected during the month of March. Filed.

Read report of the Joint Delegation appointed by the Council and Board of Trade to proceed to Montreal and Ottawa for the purpose of interviewing the Government and Management of the Grand Trunk and Canadian Pacific Railways, with a view to securing a share of the Canadian Winter Trade via the Port of Halifax, covering a copy of the memorial of said delegation to the Privy Council of Canada.

To the City Council and Members of the Board of Trade of the City of Halifax :

The members of the joint delegation appointed by the Council and Board of Trade to proceed to Montreal and Ottawa for the purpose of interviewing the government and management of the Grand Trunk and Canadian Pacific Railways, with a view to securing a share of the Canadian winter trade via the port of Halifax, beg to report as follows :

1. At Montreal the delegates had an interview, by appointment, with Sir William Van Horne, President of the Canadian Pacific Railway, at the company's offices. At this interview, which extended over a period of three hours, the object of the delegation was fully explained. Reference was made to the recent order-in-council whereby the government had declared it to be their policy, in future, to subsidise only such steamship lines as made their terminal ports in Canada, and also, in this connection, attention was drawn to the exceptional advantages of Halifax as a winter port. We expressed our desire to obtain such freight rates from the several railways as would enable us to secure our fair share of the Canadian winter import and export business. Sir William Van Horne was asked whether his company would be disposed to assist us towards this end. We stated that it was the policy of the people of Halifax, if possible, to work in concert with the C. P. R. and G. T. R. companies rather than take a position in any way antagonistic to either of those lines ; at the same time, if it was not the policy of those roads to co-operate with the Intercolonial Railway in carrying traffic to and from Halifax, our only alternative would be to press upon the government the necessity of extending the Intercolonial Railway to Montreal, or, if possible, to some point further west.

Sir William Van Horne expressed himself as in accord with the objects of the delegation, stating that the interests of his company were so widespread in Canada that anything which tended to develop Canadian trade could not but be a benefit to the Canada Pacific Railway. While he was not in a position, and was not asked, to pledge himself to discriminate against other Canadian ports, he stated that he would be found ready in the future as in the past, wherever a fair opportunity was afforded him, to do his duty by Halifax, as well as by St. John, Quebec and Montreal. He further said that at the present time his road termin-

ated at St. John, N. B., and that in his opinion to place his company in a proper position to handle traffic via Halifax, it would be necessary for them to own their own rails into Halifax.

In answer to an enquiry as to whether it would not be possible for him to meet our views under the traffic arrangement at present existing between his company and the Intercolonial Railway, he said that his experience of the working of that arrangement in the past had been most unsatisfactory, but that if in the future that arrangement was carried out in its entirety, he would be in a position to handle through business under it. Referring to the proposed fast line mail service he stated emphatically that with the connections of the C. P. R. across the continent and on the Pacific the co-operation of his company would be essential to the success of such a service, but that they could not co-operate as successfully unless they were in a position to control the movement of their own trains direct to the seaboard.

2. On the following morning the delegates had an interview with Mr. Hays, general manager, and with Mr. Reeve, traffic manager of the Grand Trunk Railway, at the company's offices. The statements made to Sir William Van Horne, as noted above, were repeated to Mr. Hays. We spoke of the fact that in the past the interests of the Grand Trunk Railway had been largely bound up with Portland. We said that the company had discriminated against Halifax; that in addition to charging higher rates on traffic sent via Halifax, they had exacted minimums which had been very detrimental to the trade of this port. We drew attention to the fact that if the object of the recent order-in-council was accomplished a large portion of the business now done via Portland must be lost to his company unless the Grand Trunk Railway co-operated with the Intercolonial in carrying Canadian winter traffic via Canadian winter ports. Reference was made to the fact that the passenger service from Halifax to Montreal via the Intercolonial and Grand Trunk Railways was far short of the requirements of the service.

Mr. Hays replied that he had only recently assumed the management of the Grand Trunk Railway and was not as familiar with the eastern part of Canada as he hoped to become in future, but that the question of an improvement in the passenger service had already engaged his attention. He believed that the passenger service was not what it ought to be, and thought that it was capable of considerable improvement. Referring to the question of the carriage of freight, he said that the Grand Trunk railway had been one of the principal factors in the development of Canada in the past, and that they could not afford to be indifferent to anything that would tend to promote the progress and prosperity of the country in future. His attention was drawn to the fact that the distance from Montreal to Levis was 170 miles shorter than the distance from Montreal to Portland, and he was asked whether he would be prepared to take that difference into consideration in making a through rate from Montreal to Halifax. In reply he stated that this difference in mileage would be allowed for in fixing rates.

3. On the afternoon of the same day the delegates met the Council of the Montreal Board of Trade, to whom we expressed our desire to secure their co-operation with the importers and exporters of the Upper Provinces to work their business through Canadian Ports during the winter season, when the St. Lawrence was closed to navigation. The members of the Council expressed their approval of the principle, and said that if the rates were equal preference would be given to Canadian ports.

4. From Montreal the delegates proceeded to Ottawa, and the day following their arrival, by arrangement made by Messrs. Kenny and Stairs, were accorded an interview with the Hon. Sir Charles Tupper, Secretary of State, the Hon. G. E. Foster, Minister of Finance, the Hon. J. G. Haggart, Minister of Railways, the Hon. W. B. Ives, Minister of Trade and Commerce, and the Hon. A. R. Dickey, Minister of Justice. The delegates were introduced by Mr. Kenny, M. P., who explained the object with which they had come to Ottawa. Mr. Kenny was followed by His Worship the Mayor, Mr. Morrow, President of the Board of Trade, and by other members of the delegation. Attention was called to the promises made to the people of Halifax at the time of confederation, and since, that Canadian traffic would be carried over the Intercolonial Railway via Canadian ports, and the

disappointment at the non-fulfilment of those promises. It was pointed out that the Province of Nova Scotia had paid its share of the large subsidies granted to the Canadian Pacific Railway, and that the extension of that road east from Montreal, was made under public subvention with the avowed purpose of bringing the traffic of the C. P. R. and G. T. R. to the ports of St. John and Halifax, and that, although the C. P. R. traverses every province of the Dominion from Vancouver, B. C., to St. John, N. B., no benefit whatever from the freight traffic of that railway has been realized by the port of Halifax. It was further shown that the principle of the national policy had been applied to every other branch of trade except that of transportation, and the point was strongly insisted upon that the application of the same principle should not be withheld in a matter that must result in important benefits to the people of this part of the Dominion.

5. After this interview the claims made by the delegates were embodied in a memorial which, at a later interview, at which the Hon. J. G. Haggart was again present, was handed to Sir Charles Tupper to be laid before the government. At this interview Sir Charles Tupper was asked to use his influence for the purpose of carrying out the objects of the memorial and securing the establishment of satisfactory freight rates. The delegates expressed their wish that arrangements should at once be made between the I. C. R. and G. T. R. and C. P. R. for the establishment of such freight rates as would prevent the port of Halifax from being shut out from competition with other ports. In reply, Sir Charles Tupper assured us that whatever constituency he might sit for, it would be his object to promote the interests of Nova Scotia to the utmost extent, and that whatever pressure he could bring to bear upon the minister of railways would be heartily and energetically used to promote the objects and interests which the members of the delegation had in view.

A copy of the memorial presented is annexed to this report.

6. At this last named interview, and also at the interview with Mr. Hays above referred to, attention was drawn to the fact that an unfair discrimination was made against Halifax in connection with the local export rate on flour, and it was asked that steps be taken to remove this discrimination. After the matter had been fully discussed the justice of this claim was conceded and the delegates were assured that a satisfactory rate will be established at an early day.

7. In view of the fact that not less than two years must elapse before the proposed fast line mail service will be in operation, it is of the utmost importance that the mail subsidies granted in the interim should be upon the same basis as that fixed in the recent order-in-council, namely, that the steamships receiving such subsidies should be required to make their terminus at a Canadian port. And inasmuch as arrangements for next winter's traffic must be completed at a very early date, it is absolutely essential that steps should be taken without loss of time to ensure a fair share of that traffic being done through the port of Halifax.

Inasmuch as the representatives of the lines of railway interviewed by the delegates, signified their willingness to co-operate in establishing such through freight rates as will enable this business to be done, your delegates desire to say that, while the results accomplished so far are of a satisfactory character, they must be regarded merely as a beginning, and that if the efforts made are to be carried to a successful issue, it must be done by the appointment of a permanent active committee, who will follow the matter up persistently until the desired end is attained.

8. Since the return of the delegates a telegram was sent to the members representing the City and County of Halifax at Ottawa, stating that this report was being prepared and that the delegates would like to be in a position to incorporate in it something definite in answer to the memorial. The members were also asked whether it would strengthen the case of the city if we offered to assist the government in improving the railway terminal facilities. To this telegram Messrs. Kenny and Stairs replied to the effect that in their belief it would help our case if the city offered to assist the government in improving the railway terminal facilities at Halifax. They said further, that they were assured that the Intercolonial would assist the companies to make satisfactory rates, and would endeavor in every way to promote the development of a through freight traffic via Halifax as asked in the memorial.

9. In closing this report the delegates desire to express their appreciation of the attention shown them and the time placed at their disposal by the members representing the City and County of Halifax, and by the members of the government.

D. McPHERSON, <i>Mayor,</i>	JAMES MORROW, <i>Pres. B. of T.</i>
J. T. HAMILTON,	GEO. J. TROOP,
WM. J. STEWART,	W. A. BLACK,
GEO. MUSGRAVE,	H. L. CHIPMAN,
J. M. GELDEBT, JR., <i>Secretary Joint Delegation.</i>	

[COPY OF THE MEMORIAL.]

To the Hon. the Members of the Privy Council of Canada :

The memorial of the undersigned members of the joint delegation appointed by the City Council and Board of Trade of the City of Halifax, humbly sheweth :

1. The long standing claims of Maritime Province ports in relation to the handling of the through European traffic of Canada during the winter months, when the St. Lawrence ports are closed to navigation, were recognized by the subsidising of a line of freight steamers making their terminus at the port of St. John during the past winter.

The citizens of Halifax and the people of the Maritime Provinces generally, view with the greatest satisfaction, and congratulate the government upon its decision, confirmed by an order-in-council under which no subsidies are hereafter to be continued or granted to steamers which do not terminate their voyages at Canadian ports—a principle which, if put in practice, cannot fail to be of the greatest benefit to the Dominion at large.

The citizens of Halifax have seen with satisfaction the success which has attended the operation of this principle in the case of the port of St. John. Not only has the experiment been a success with regard to the subsidised line, but other steamers have been drawn to the port and have been the means of materially increasing the volume of traffic handled there during the present winter.

On the other hand it has been a source of great disappointment to the citizens of Halifax that the excessive charges for the carriage of freight by rail to and from that port, as compared with other ports on the Atlantic seaboard, have not only prevented the expansion of the trade at Halifax, but have seriously diminished the trade formerly enjoyed by that port.

To obtain for the port of Halifax the largest practicable measure of through freight between Great Britain and inland Canadian points, it is of the greatest importance to secure the hearty co-operation of both the Canadian Pacific and the Grand Trunk Railways. At interviews with the president of the C. P. R. and the general manager of the G. T. R., your memorialists were assured of a disposition on the part of both those companies to join with the I. C. R. for the purpose of carrying out the objects in view.

At their interview with Mr. Hays he stated that in order to enable traffic to go via Halifax, in view of the shorter distance, he was prepared to make a lower rate between Montreal and Point Levis than that between Montreal and Portland.

Sir William Van Horne, in affirming his willingness to unite with the I. C. R., in handling through freight traffic via Halifax, insisted in the strongest terms that his co-operation was absolutely dependent upon a strict observance of the terms of the traffic agreement between his company and the government, and that as a preliminary to any negotiations he must have an unmistakable assurance, that the agreement will be carried out in its entirety.

Your memorialists attach the greatest importance to the maintenance of friendly relations between the management of the I. C. B. and the C. P. R., in order to avoid for the future the anomalous condition of affairs which has existed for some time in the past, whereby the Canadian Pacific Railway, a road which was heavily subsidised for the express purpose of carrying traffic between maritime ports and points in Western Canada, has refused to carry through European freight via the Port of Halifax except at local rates.

Your memorialists submit that the discharge of the natural functions of the I. C. R. in the development of traffic via maritime ports in Canada is of enor-

mously greater importance than the operation of that road on purely trade principles, and that at the initiation of this business, through traffics should, if necessary, be carried at a loss for the sake of the gain that must accrue to the Dominion at large, in giving to Canadian labor both at the seaports and along the line of railway the handling of Canadian traffic, a principle that has been carried out in connection with every other industry except that of transportation.

Your memorialists are of the opinion that in order to place the traffic arrangements via Halifax on a satisfactory footing the I. C. R. should without delay enter into such agreement with the C. P. R. and G. T. R. in connection with the European import and export business as will place rail rates via Halifax upon the same basis as that which now exists, or may from time to time exist via other Atlantic seaboard ports.

The government are asked to use every effort both through the I. C. R. staff at Moncton, and where possible through the department at Ottawa to obtain from the G. T. R. and the C. P. R. their hearty co-operation, including the active efforts of their freight agents, to divert as large a proportion of Canadian freight as practicable to Maritime Province ports.

In the case of it being found impossible to make the satisfactory arrangements above referred to with the C. P. R. and G. T. R. your memorialists are of the opinion that the government should extend the I. C. R. from Point Levis to Montreal, thus bringing the ports of the Maritime Provinces into direct communication with the chief commercial centre of Canada over an all Canadian line under one management.

As a period of at least two years must elapse before the proposed fast line mail service can be brought into operation, your memorialists are of the opinion that the condition with regard to the terminal port contained in the proposed contract for such fast line mail service should be applied to any contract for an interim mail service.

Since the interview had by your memorialists with the government a telegram has been received on behalf of the Fruit Growers' Association of Nova Scotia, pointing out that the export of apples from the Province of Nova Scotia has already reached 300,000 barrels a year, and is expected in a few years to attain a total of 1,000,000 barrels annually.

This freight is of a most desirable character and even now assists materially in inducing steamers to land at the port of Halifax and will prove most advantageous as a feeder to the fast line when established. It is important that the requirements of this class of freight should have attention.

Your memorialists therefore humbly pray that you will be pleased to take such steps as in your wisdom may be deemed necessary to secure the accomplishment of the several matters hereinbefore referred to.

And as in duty bound, your memorialists will ever pray.

D. McPHERSON, *Mayor,*
 J. T. HAMILTON, *Alderman,*
 W. J. STEWART, *Alderman,*
 GEO. MUSGRAVE, *Alderman,*
 JAMES MORROW, *Prest. Board of Trade,*
 GEO. J. TLOOP,
 W. A. BLACK,
 H. L. CHIPMAN,

J. M. GELBERT, JR., *Alderman,*
Secretary Joint Delegation.

Moved by Alderman Lane, seconded by Alderman Hubley, that said report be received, printed in the Minutes of Council, and placed on the Order of the Day, and that the delegates remain in office as a Committee to accomplish any further work that may be required in connection with the matter for which they were appointed. Motion passed.

Read draft ordinance entitled "An Ordinance to amend the by-law or Ordinance relating to the Streets of the City of Halifax, passed the 25th day of October, 1893." Second reading.

Read draft ordinance, entitled an Ordinance in relation to Poles and Wires in the City of Halifax. Second reading.

Moved by Alderman Stewart, seconded by Alderman Geldert, that the Order of the Day be suspended to allow Alderman Geldert to introduce a resolution. Motion passed, and the following resolution introduced :

Whereas, The fire alarm system has been working of late in a most unsatisfactory and unreliable way ;

And whereas, It is imperative that the system should be restored to an efficient condition with the least possible delay ;

Resolved, That the Board of Fire Commissioners be and they are hereby empowered to communicate with the Gamewell Co. for the purpose of ascertaining the extent of repairs required by the system and the terms upon which said company will undertake to place it in thorough working order.

Moved by Alderman Geldert, seconded by Alderman Mitchell, and passed.

The Council now proceed to elect two commissioners of Halifax Common. Moved by Alderman Mitchell, seconded by Alderman Musgrave, that Matthew Scanlan and Geoffrey Morrow be reappointed Commissioners of Halifax Common. Motion passed.

Alderman McFatridge gives notice of reconsideration of the resolutions refusing liquor licenses to Malcolm McDonald and A. N. Brennan.

Moved by Alderman Hubley, seconded by Alderman Creighton, that the Council do now adjourn. Motion passed.

Council adjourns 10.30 o'clock.

EVENING SESSION.

8.10 o'clock.

APRIL 23RD, 1896.

A meeting of the City Council was called for this evening. At the above hour there were present His Worship the Mayor, Aldermen O'Donnell, Foster, Hubley and Creighton.

Moved by Alderman O'Donnell, seconded by Alderman Foster, that the time for meeting be extended until 8.30 o'clock, Motion passed.

8.30 Roll called—Present the above named, together with Alderman Stewart and Dennis.

There not being a quorum to do business, the Council stands adjourned until further notice.

EVENING SESSION.

8.10 o'clock.

APRIL 30TH, 1896.

A meeting of the City Council was held this evening. At the above hour there were present His Worship the Mayor, Aldermen O'Donnell, Foster and Creighton.

Moved by Alderman O'Donnell, seconded by Alderman Foster, that the time for meeting be extended until 8.30 o'clock. Motion passed.

8.30—Roll called—Present the above named, together with Aldermen Stewart, Musgrave, Dennis Redden, Butler, Mitchell, Hamilton, Lane, Ryan, Hubley, McFatrige, Eden, Outhit and Mosher.

The Council was summoned to receive the returns of the Civic Elections, to consider the report of the Committee on Tenders, *re* Tenders for loan, to proceed with business standing over and the transaction of other business.

The minutes of last meeting are read and confirmed.

Alderman Stewart submits a report from the Committee on Tenders, *re* Tenders for Loan.

Alderman Foster, chairman, submits a report from the Committee on Public Accounts.

Alderman Hamilton, chairman, submits a report from the Committee on Charities.

His Worship the Mayor submits the following papers:

Report City Engineer *re* water extension Gottingen Street.

Report City Engineer, *re* water supply for People's Heat and Light Company.

Report City Engineer *re* sewer Gottingen Street

Letter His Honor the Recorder *re* appointment of appraisers *re* widening Lockman Street and Quinpool Road.

City Clerk's returns of civic elections, held 29th April, instant.

Appointment by the Chief Justice of John H. Symons as a member of the court of appeal

Report Library Committee *re* accounts.

Report City Health Board *re* unsanitary condition of Brunswick Court.

Petition of residents of Atlantic Street for water extension.

Letter from Governors of Dalhousie College, asking at what price the City would sell certain grounds in rear of the exhibition building.

Letter vestry Church of Redeemer *re* sewerage rates on property Inglis Street.

Letter MacPherson & Freeman *re* asphalt sidewalk, Gottingen Street.

Letter H. W. Bayers, asking for water extension Needham Street.

Letter Athletic Committee Y. M. C. A. asking for the use of a portion of the Exhibition Grounds until said grounds are finally disposed of.

Draft Ordinance, *re* Livery Stables, Horses, Cabs, Carriages, Omnibuses, and other vehicles.

Moved by Alderman Outhit, seconded by Alderman Mosher, that the Order of the Day be suspended to read the papers submitted. Motion passed.

Read return of City Clerk, covering original nomination paper of David McPherson for the office of Mayor of the City of Halifax, for the Civic year 1896-7, he being the only candidate nominated for that office at the election held 29th April, inst.

The City Clerk now declares David McPherson duly elected Mayor of the City of Halifax, for the Civic year 1896-7.

Moved by Alderman Dennis, seconded by Alderman Mitchell, that the City Clerk be directed to notify the Honorable the Provincial Secretary of the election of David McPherson, Esq., to the office of Mayor of the City of Halifax, for the Civic year 1896-7, and to respectfully request that His Honor the Lieutenant-Governor may be pleased to name a time and place at which he will be prepared to administer to Mr. McPherson the oath of office. Motion passed.

Read return of City Clerk, covering the original nomination paper of Geo. E. Faulkner, Esq., for the office of Alderman for Ward No. 1, he being the only candidate nominated for said ward.

His Worship the Mayor declares Geo. E. Faulkner, duly elected an Alderman of the City of Halifax.

Read returns of the City Clerk covering Poll Books containing the returns of the Presiding Officers at the several Polling Booths of Ward No. 2, as follows:

Sec. A., Thos J. Barry	157	D. H. Campbell	198
Sec. B., "	184	"	182
	<hr/>		<hr/>
	341		380
			<hr/>
			341

Majority for D. H. Campbell 39

The City Clerk declares D. H. Campbell the candidate having the highest number of votes to be the Alderman elected for said ward.

Read return of City Clerk covering nomination paper of Thos. Mitchell for the office of Alderman for Ward No. 3, he being the only candidate nominated for said ward. His Worship the Mayor declares Thomas Mitchell duly elected an Alderman of the City of Halifax.

Read return of the City Clerk covering poll books containing the returns of the presiding officers at the several polling booths of Ward No. 4, as follows:

Sec. A., Wm. E. Bremner	58	E. W. O'Donnell	160
Sec. B., "	68	"	143
	<hr/>		<hr/>
	126		303
			<hr/>
			126

Majority for E. W. O'Donnell 177

The City Clerk declares E. W. O'Donnell the candidate having the highest number of votes to be the Alderman elected for said ward.

Read returns of the City Clerk covering poll books containing the returns of the presiding officers at the several polling booths of Ward No. 5 as follows:

Sec. A., Murdoch Chisholm	212	William McFatridge	190
Sec. B., "	192	"	239
	<hr/>		<hr/>
	404		429
			<hr/>
			404

Majority for Wm. McFatridge 25

The City Clerk declares William McFatridge, the candidate having the highest number of votes, to be the Alderman elected for said Ward.

Read return of the City Clerk, covering original nomination paper of Isaac Creighton for the office of Alderman for Ward No. 6, he being the only candidate nominated for said Ward.

His Worship the Mayor declares Isaac Creighton duly elected an Alderman of the City of Halifax.

Read report of the Committee on Tenders for loan of \$213,000 and \$16,000 and also \$3,000 for sinking fund.

April 22nd, 1896.

To His Worship the Mayor and City Council:

The Committee on Tenders beg to report that the following Tenders were received for the City Loan of \$213,000 for twenty-four years at 4 per cent.

H. O'Hara & Co., Toronto, for the whole, at	\$101.14
Executors D. Cronan, Halifax, \$25,000 at par	
J. C. Mackintosh, Halifax, the whole, at	102 1252
Halifax Fire Insurance Co., Halifax, \$10,000 at	100 1-8
James A. Meldrum, Toronto, \$100,00 at	120 536
“ “ “ “ the whole, \$217,752, being equal to	102,231
Ameilins Jarvis & Co., Toronto, for the whole, at	101.76
Melson Murphy, Maitland, \$6,000 at par	
Confederation Life Assurance Co., Toronto, the whole	100.075
R. Wilson Smith, Montreal, the whole	101.01
Bank of B. N. A., the whole, at	101.55

And for the \$6,000 loan repayable in four annual instalments:

Thos. Ritchie, Halifax, at 4½ per cent. interest.	
J. C. Mackintosh, “ at 4½ “ and \$2.50 premium.	
Halifax Fire Insurance Co., Halifax, 5 per cent. interest.	
Nelson Murphy, Maitland, 4 per cent. interest.	
Bank of B. N. A., 4¾ per cent. interest.	

The tender of J. A. Meldrum for \$100,000 at 102.536 having been withdrawn, your Committee beg to recommend that his tender for the whole, viz: \$217,752, be accepted for the \$213,000 loan, and that the tender of Mr. Nelson Murphy, for the short loan of \$6,000 at 4 per cent. interest, be accepted.

Your Committee would further recommend that as a sinking fund was established by the Legislature at its last session, but owing to the estimates for 1896-7 having been passed, the Council could not assess for it during this year; that the sum of \$3,000 be taken from premium account and invested as provided for section 41 of Chap. 27 of the Acts of 1896.

WM. J. STEWART, *Acting Chairman.*

Moved by Alderman Stewart, seconded by Alderman Butler, that said report be adopted.

The following amendment is now introduced:—

Resolved, that the tenders now submitted to this Council for the loan of \$213,000 be referred to the Mayor, the City Treasurer and Alderman Mcsher, to be dealt with in such a way as in their judgment is for the best interest of the city, and report to this Council, the money to be paid in and the city debentures to be delivered in the City of Halifax. Moved by Alderman Hamilton, seconded by Alderman Lane, and passed.

Moved by Alderman Stewart, seconded by Alderman Butler, that the balance of the report be adopted. Motion passed.

Read report of Committee on Public Accounts, recommending payment of sundry accounts.

April 30th, 1896.

To His Worship the Mayor and City Council :

GENTLEMEN,—The Committee on Public Accounts beg to report that they have examined the within accounts, found them correct, and recommend that they be paid, to wit :

Messrs. T. C. Allen & Co., Printing, Stationery, &c., for March, City Treasurer, \$9.91; City Clerk, \$3.75; City Collector, \$2.75; City Marshal, \$0.93; Recorder, \$37.80; City Assessor, \$398.25. Total \$453.39. For April, City Treasurer, \$9.96; City Collector, \$37.57; Police Department, \$4.12; City Clerk, \$26.24. Total \$77.89. Morning Chronicle Advertising, \$100.26; Acadian Recorder, Advertising to Dec. 31st, 1895, \$56.30; Acadian Recorder Advertising to April 16th, 1896, \$61.94; Morning Herald Advertising to December 31st, 1895, \$9.75 and to February 19th, 1896, \$13.50; printing Minutes to December 31st, 1895 \$63.15; printing Minutes to March 26th, 1896, \$69.45; Maritime Steam Lithographic Co., Lithographing, \$95.18. Total \$1000.81.

Your committee further recommend that in future tenders be called for printing the electoral lists.

MINER T. FOSTER, *Chairman.*

The following resolution is now introduced :

Resolved, That the report of Committee on Public Accounts be received and concurred in, and His Worship the Mayor be authorized to sign warrants for amounts named therein. Moved by Alderman Foster, seconded by Alderman Butler, and passed.

The following resolution, *re* "expropriating certain lands for the widening of Quinpool Road," is now introduced :

Whereas, in and by Section 57 of Chapter 27 of the Acts of 1896, the City of Halifax is authorized to widen Quinpool Road, between Robie Street and the North West Arm Bridge, in the City of Halifax, and by Section 58 of said Act the City Council of said City was empowered, if it be deemed it desirable, to expropriate the whole of the property of any owner fronting on either side of said road, and all the proceedings, acts and things directed to be done, and all the rights and powers conferred under Sections five, seven, eight, ten, eleven, twelve and thirteen of the said Act relating to the widening of Lockman Street, should apply to the widening of said road to the same extent as if specially enacted in relation to the widening of Quinpool Road.

And whereas, in and by Section five of the said Act, it was and is directed before the City shall expropriate any land for widening said road the City Engineer should submit a plan to the City Council, showing the present general lines of said Quinpool Road, and also a line showing the land required on each side for the widening of said road, and when the said plan is approved of by the City Council it shall then expropriate the land and premises between the two lines on each side of said street as shown on said plan; and which plan shall be filed in the City Engineer's office and signed by the City Clerk, as having been submitted to and approved by the City Council;

And whereas, in pursuance of said Act the City Engineer duly prepared and submitted to the City Council a plan in accordance with the terms of Section five of said Act, and the said plan was on the twenty-seventh day of March, A. D. 1896, duly approved of by the City Council, and the same was duly filed in the City Engineer's office on the 31st day of March, A. D. 1896, and signed by the City Clerk as having been submitted to and approved by said Council;

Therefore resolved, That all the estate, right, title and interest of the various owners of the following lot, piece, parcel or strip of land be and the same is hereby expropriated for the purpose of widening said Quinpool Road, viz :

All that lot, piece or parcel of land situate, lying and being on the north side of Quinpool Road, in the City and County of Halifax, the said lot being the lot lying between the dotted red line showing the land, as near as possible, required for the widening of said road, and the hatched black line showing the general line of the northern side of the said road as shown on the plan hereinafter described.

Also, all that lot, piece or parcel of land situate, lying and being on the south side of Quinpool Road, in the City and County of Halifax, the said lot being the lot lying between the dotted red line showing the land, as near as possible, required for the widening of said road, and the hatched black line showing the general line of the southern side of said road as shown on the plan hereinafter described.

The before mentioned plan being the plan entitled, "Plan showing proposed widening of Quinpool Road," signed by F. W. W. Doane, City Engineer, and dated March 27th, 1896, filed in the City Engineer's office at Halifax, N. S., on the 31st day of March, 1896.

The above strip of land is owned by several persons.

Moved by Alderman Hamilton, seconded by Alderman Foster, and passed.

The following resolution, relative to the widening of Lockman Street, is now introduced:—

Whereas, in and by Chapter 61 of the Acts of 1890, the City Council of Halifax was authorized to borrow the sum of one hundred and seventy-five thousand dollars (\$175,000) and to pay to the Dominion Government a sum not exceeding one hundred and fifty thousand dollars (\$150,000) thereof, as soon as the said government should have agreed to obtain the square of land bounded by North Street, Cornwallis Street, Lockman Street and Upper Water Street, and to convey to the City so much thereof as should be in the judgment of the City Council necessary for the widening of Lockman Street in said city;

And whereas, in and by Chapter 64 of the Acts of 1891, in case the Dominion Government and the city should fail to enter into an agreement contemplated by the preceding clause of this resolution, the City Council was authorized to expropriate such lands as it might deem necessary for the purpose of widening said Lockman Street from Cornwallis to North Street, not exceeding a strip of thirty (30) feet in width, and no agreement having been made between the Dominion Government and the said city as contemplated by the above recited Acts;

And whereas, in and by Chapter 27 of the Acts of 1896, the said above mentioned Act of 1891 was amended by striking out the words "not exceeding a strip thirty feet in width" in the first section of said Act;

And whereas, by Section 5 of Chapter 27 of Acts of 1896, it was and is directed, before the City shall expropriate any land for widening said street, the City Engineer shall submit a plan to the City Council showing the present general line of said Lockman Street on the eastern side, and a line showing the land required (as near as possible) for the widening of said Street, and when the same is approved of by the City Council, it shall then expropriate the land and premises between the two lines aforesaid on said plan, and which plan shall be filed in the City Engineer's Office, and signed by the City Clerk as having been submitted to and approved by the City Council.

And whereas, in pursuance of said Act the City Engineer duly prepared and submitted to the City Council a plan in accordance with the terms of Section Five of said Act, and said plan was on the twenty-seventh day of March, A. D., 1896, duly approved of by the City Council, and the same was duly filed in the City Engineer's Office on the thirty-first day of March, 1896, and signed by the City Clerk as having been submitted to and approved by said Council.

Therefore resolved, that all the estate, right, title and interest of the various owners of the following lot, piece, parcel or strip of land be, and the same is hereby expropriated for the purpose of widening said Lockman Street, viz:—All that lot, piece or parcel of land, situate, lying and being on the east side of Lockman Street between Cornwallis Street and North Street, in the City and County of Halifax, the said lot, piece or parcel of land being more particularly described as follows:—Beginning at a point formed by the intersection of the north side line of Cornwallis Street with the east side line of Lockman Street; thence running easterly by the said north side line of Cornwallis Street for a distance of fifty-six feet, six inches (56 ft. 6 in.) more or less; thence in a

northerly direction by the various courses of the dotted red lines as shown on the plan hereinafter described to a point on the south side line of North Street, distant sixty feet (60 ft.) more or less, from the point formed by the intersection of the south side line of North Street, with the east side line of Lockman Street; thence westerly by the said south side line of North Street for a distance of sixty feet (60 ft.) more or less, or to the intersection of the said south side line of North Street, with the east side line of Lockman Street; thence in a southerly direction by the various courses of the hatched black line as shown on the plan herein-after described, to the place of beginning.

The above described lot being the lot on the east side of Lockman Street, between the hatched black line representing the present general line of the eastern side of said Lockman Street, and the dotted red line showing the land required (as near as possible) for the widening of said street, as shown on the plan, entitled "Plan of Lockman Street from Cornwallis Street to North Street, showing proposed widening," signed by F. W. W. Doane, City Engineer, dated March 7th, 1896, approved by the City Council of the City of Halifax, on the 29th day of March, A. D. 1896, and filed in the City Engineer's office at Halifax, N. S., on the 31st day of March, 1896.

The above strip of land is owned by various persons.

Moved by Alderman Foster, seconded by Alderman Eden, and passed.

The following resolution is now introduced:

Resolved, that His Worship the Mayor give public notice by advertising for two weeks in a daily newspaper, published in the City of Halifax, that Monday, May 18th, 1896, at 2.30 o'clock, p. m., at this chamber in the City Hall, be the time and place when property owners on Quinpool Road shall meet and select a person to be appointed on their behalf to appraise lands required for widening Quinpool Road.

Further resolved, that this Council appoint a second Appraiser.

Further resolved, That the City Clerk write the Chief Justice asking him to appoint a third appraiser, a person not being a resident or ratepayer of the City of Halifax.

Moved by Alderman Foster, seconded by Alderman Eden, and passed.

The following resolution is next introduced:

Resolved. That His Worship the Mayor give public notice by advertisement for two weeks in a daily newspaper, published in the City of Halifax, that Monday, May 18th, 1896, at 10 o'clock, a. m., at this Chamber in the City Hall, be the time and place when property owners on the east side of Lockman Street shall meet and select a person to be appointed on their behalf to appraise lands required for widening Lockman Street.

Further resolved, That this Council appoint a second appraiser.

Further resolved, That the City Clerk write the Chief Justice asking him to appoint a third appraiser, a person not being a resident or ratepayer of the City of Halifax, to comply with an Act to amend Chapter 61 of the Acts of 1890, entitled, "An Act to enable the City of Halifax to widen Lockman Street."

Moved by Alderman Foster, seconded by Alderman Eden, and passed.

Read letter from His Honor the Recorder *re* appointment of appraisers on behalf of the City to value land required for the widening of Quinpool Road and Lockman Street. Moved by Alderman Foster, seconded by Alderman Mitchell, that the recommendation contained in the letter of His Honor the Recorder be concurred in. Motion passed.

His Worship the Mayor nominates Samuel Brookfield as the appraiser on behalf of the City in the matter of the widening of Lockman Street, and John McInnes as the appraiser on behalf of the City in the matter of widening Quinpool road. Moved by Alderman Foster, seconded by Alderman Dennis, that said nominations be confirmed and the gentlemen named appointed as arbitrators on the matters in question respectively. Motion passed.

Moved by Alderman Foster, seconded by Alderman Hamilton, that His Worship the Mayor, His Honor the Recorder and the City Engineer be a committee to arrange the amount of remuneration to be paid the appraisers in connection with the widening of Quinpool Road and Lockman Street. Motion passed.

Read appointment by His Lordship the Chief Justice of John H. Symons as a member of the Court of appeals from Civic Assessment. Filed.

Read report of City Health Board *re* unsanitary condition of Brunswick Court. Placed on order paper.

Read report of Literary Committee *re* accounts for payment.

April 30th, 1896.

The Committee on Library beg to report having examined the following accounts against the Library for the civic year 1895-6, and on being correct were recommended to the City Council for payment:

G. & T. Phillips \$5.80; The British American Book & Tract Society, \$3.83; T. C. Allen & Co., \$15.84; William McNab, \$11.00; G. & T. Phillips, \$22.80. Total, \$59.27.

J. M. GELDERT, *Chairman*.

Moved by Alderman Hubley, seconded by Alderman Butler, that said report be received and concurred in, and His Worship the Mayor be authorized to sign warrants for the payment of the several accounts named therein. Motion passed.

Read report of Charities Committee *re* accounts for month of April and covering a report of the Superintendent of the Poor's Asylum *re* foreign paupers landed in the City of Halifax.

April 28th, 1896.

The Charities Committee met this day, and beg to submit the following report: That accounts chargeable to maintenance to the amount of \$3,343.37 were examined, found correct, and ordered to be paid.

During the month of April the Superintendent of Poores Asylum report shows there had been 28 admitted to that institution; 71 discharged, 2 died and 1 born. The total number of inmates at this date is 333, made up as follows:—193 men 134 women and 6 children.

Some time ago a number of foreigners were landed in the city without any visible means of support, and a few of them became a burden upon the community. Accordingly I instructed the Superintendent to look into the matter, and to report as to the best method to be pursued for the prevention of this class of people from being dumped upon the city. The report you will herewith find annexed.

J. T. HAMILTON, *Chairman*.

HALIFAX POOR'S ASYLUM.

April 28th, 1896.

To the Chairman and Members of Charities Committee :

GENTLEMEN,—I deem it my duty to call to your notice that during the year just about to close a large number of persons were landed in Halifax without any apparent means of support, and eventually through sickness or inability to obtain employment, found the way to this institution, were admitted, and thus became a burden upon the public.

During the twenty-two years that I have been connected with the Poor's Asylum I have observed that this class of patients, or the transients, as we call them, have been increasing year by year, so much so that to-day we have in this institution about ninety (twenty of whom are harmlessly insane) who have no settlement in the city of Halifax, or the Province of Nova Scotia. In addition to the above number, twenty-five have been sent during the past year to their respective homes in England, United States and Newfoundland.

The transient poor may be divided into three classes:—First, those who have travelled about from place to place, never stopping long enough in one place to gain a settlement, and who in the latter part of their days find it necessary to seek relief, as they are unable to support themselves. This class generally remain in the institution until they die.

Second, girls from Newfoundland, Prince Edward Island, and other places outside the Province, who have met with misfortune and come to Halifax to hide their shame. By allowing these girls to land a great injustice is done the City of Halifax. As a rule they have not sufficient money to support themselves for more than two or three weeks, after which time they are of necessity compelled to seek admission to this institution, where they remain until four weeks after their child is born. We have a large number of this class of patients every year, and if any of such children are idiotic, blind, or in any way deformed so that in after years they would be unable to make their own living the City of Halifax would be compelled to support them for the rest of their lives, which might be fifty or sixty years, notwithstanding the fact that the mother may not have been three weeks in the city previous to the birth of such child.

Section 4, of Chapter 35, of the Revised Statutes, reads:—"The settlement of any legitimate child shall be that of the father if the father have any, if not that of the mother if the mother have any. Illegitimate children shall have the settlement of the mother if the mother have any, but in case a child has no settlement by parentage the birth place of such child shall be the place of settlement."

While this section is in force all over the province, there is no poor district on which it bears so unjustly as the City of Halifax, for the following reasons:—It is a sea-port town and easy to get at all the year round. It is the only place in the Province where the transient poor are supported by the Local Government, and in connection with the institution there is a full equipped lying-in-ward, which is the only one in the Maritime Provinces.

Last year we endeavored to have this section amended so that a settlement would not be gained by birth, but unfortunately for Halifax, the Government did not take kindly to it, and it was allowed to stand.

Third. Persons brought to Halifax by steamship companies, such as cattle-men, stowaways and passengers in a destitute condition. A few years ago section 19 of Chapter 35 of the Revised Statutes was repealed in so far as the City was concerned and the following substituted therefor: "Every master or other person in charge of any vessel who brings into or leaves in said city any poor or indigent person who shall or is likely to become chargeable to the City of Halifax for his or her support, or any such master or other person in charge of such vessel, or the agent or consignee of such vessel, who shall neglect or refuse to receive or put on board such vessel such poor or indigent person for the purpose of removing him or her from said city, shall be liable to a penalty not exceeding two hundred (\$200.00) dollars to be recovered before the Stipendiary Magistrate for the said City, and in default of payment to be imprisoned in the city prison for a period not exceeding sixty days."

This section has been found to work satisfactorily in the case of cattlemen and towaways, who have on arrival immediately applied for relief, but there are others who are not reached by it. I refer to those who may have sufficient means to maintain themselves for a week or two, and who during that time obtain employment which will probably last for a few months, after which they apply for relief. A case in point:—Recently forty Italians arrived here from Jamaica on the S S "Alpha." A few of them had enough money to purchase tickets to Boston, which they did, but on arriving at Boston were sent back via Yarmouth, and are somewhere in the Province to-day. Some of the others obtained shelter at the Salvation Army Harbor, two were sent to the Victoria General Hospital, and two were admitted to this institution. Messrs. Pickford and Black, agents of the steamer were communicated with, and agreed to take the men back to Jamaica. On the morning that the steamer was to leave it was found that some had left the city, and the others had secured work with the Peoples Heat and Light Company, the securing of which absolved the agents of the steamship from any further liability in regard to the maintenance or removal of these men. Cases of this kind are becoming very frequent of late, and the City of Halifax suffers in consequence.

On my recent visit to the different almshouses in the State of Massachusetts and Rhode Island, in conversation with the Superintendents of such institutions, I was informed that the number of transient paupers had decreased considerably since the enactment of the Alien Pauper Law. They also expressed regret that it had not been enacted years ago, thereby saving the State a large amount of money.

In conclusion, I would respectfully suggest that your committee would confer with the Local Government in order that it would be brought to the notice of the Dominion Government the necessity of strict legislation being provided similar to the law now in force in the United States, otherwise additions will have to be built to our public institutions.

JAMES H. DOW, *Superintendent of Poor's Asylum.*

The following resolution is now introduced:

Resolved, That the report of the Committee on Charities be received and concurred in, and His Worship the Mayor authorized to sign warrants for the payment of the accounts named therein, and also that a copy of the report of the Superintendent of the Poor's Asylum be forwarded to the Provincial Secretary for the information of the Local Government.

Moved by Alderman Hamilton, seconded by Alderman Butler, and passed.

Read report of the City Engineer *re* water extension Gottingen Street, north of Young Street.

WATER EXTENSION GOTTINGEN STREET.

His Worship the Mayor:

April 30, 1896.

SIR,—To supply the petitioners with water on Gottingen Street, north of Young Street, an extension of 2,110 feet would be necessary: The estimated cost for 6 inch would be \$2,400. The interest, at 5 per cent., would be \$120.00. The estimated revenue is only about \$60.00, or one-half of the amount required.

Under the circumstances, following the usual custom, I cannot recommend the extension. I may say, however, that this extension, if made, would be a long step towards water extension and fire protection for the city prison, and also, I am assured if the water is extended there will be several houses erected on Gottingen Street on the line of the extension petitioned for.

If the Council should decide to make the extension I would recommend that instead of 6 inch pipe 12 inch pipe be laid to the top of the hill, as it is probable that if a high service reservoir were constructed it would be in this neighborhood, and from the top of Fort Needham hill to the end of the line 9 inch pipe be laid, as it would be necessary to give good fire service.

F. W. W. DOANE, *City Engineer.*

Moved by Alderman Butler, seconded by Alderman Mosher, that the water service be extended as petitioned for. The size of pipe to be laid to be determined by the Works Department. Motion passed.

Read report of the City Engineer, *re* water supply for the Peoples' Heat and Light Company.

WATER SUPPLY, PEOPLES' HEAT AND LIGHT COMPANY.

April 30th, 1896.

His Worship the Mayor :

SIR,—In reference to the above matter, I beg to report that I have submitted a proposal to the Company which I would recommend for adoption to the Council. It meets with the approval of the Company, and they are prepared to sign any bond or contract that may be necessary to carry out the terms. The proposal provided that the Company should widen the trenches for their pipe sufficient to allow the city to lay 9 inch water pipe in the said trenches. The city should supply and lay the pipe, and the Company guarantee the payment of not less than one hundred (\$100.00) dollars annually until the revenue along the pipe line was sufficient to pay the interest on the outlay. It is probable that the amount paid by the Company will be more than twice the sum named, while the revenue along the pipe line is estimated at present at seventy-five (\$75.00) dollars. The pipe would be laid through Tower Road and down a short street on the border of the Park to Francklyn Street. It would pass seventeen (17) houses, and give fire protection to the district on Tower Road which has been suffering severely the last year or two from want of sufficient protection.

The estimated cost is :—

3040 feet of 9 inch pipe	\$2,433 84
Laying	225 00
7 9 inch single branches, 2254 lbs., at 2½ cts..	50 71
2 9 inch stopcocks at \$30.00	60 00
Metallic paint for joints	12 00
	————— \$2,781 55

On Street between Tower Road and Francklyn Street :—

Pipe	\$546 84
2 9 inch branches, 644 lbs., at 2½ cts ..	14 49
2 9 inch stopcocks at \$30.00	60 00
Metallic paint	2 00
Cost of laying	45 00
	————— \$668 33

I would recommend that the extension be made on the conditions named, provided that the Company execute such bond or contract as His Honor the Recorder may think proper.

F. W. W. DOANE, *City Engineer.*

Moved by Alderman Butler, seconded by Alderman Musgrave, that said report be adopted Motion passed.

Read report of City Engineer *re* sewer on Gottingen Street, between Almon and Kaye Streets.

GOTTINGEN STREET SEWER.

April 30th, 1896.

His Worship the Mayor :

SIR,—I beg to report on the accompanying petition from property owners on Gottingen Street, between Almon Street and Sullivan Street :—

There is no sewer in the street at present except a small shallow drain. The laying of the 24 inch water pipe has interfered with that, and where there is any drainage it is very unsatisfactory. The surface water coming from the vacant

property west of Gottingen Street and from Sullivan Street drains through private property to Campbell Road, and not only causes much damage, but is a nuisance, and menace to health. A new sewer would carry of all the surface water as well as the house sewage so that there would be no drainage through private property at all. Under these circumstances, I would recommend that the sewer be constructed. The estimated cost is \$3,975. Estimated assessment \$2,562.50.

F. W. W. DOANE, *City Engineer*

Moved by Alderman Eden, seconded by Alderman Foster, that said report be adopted. Motion passed.

Read petition of Thomas Bottomley and others for water extension Atlantic Street.

Moved by Alderman Mitchell, seconded by Alderman Butler, that said petition be referred to the Department of City Works for report. Motion passed.

Read letter from the Board of Governors of Dalhousie College, asking at what price the City would sell certain land in rear of Exhibition Building. Place on Order Paper with No. 15 therein, viz: Report City Engineer on letter from Y. M. C. A., *re* old Exhibition Grounds, etc.

Read letter from Vestry of Church of the Redeemer, *re* sewerage rates on property Inglis Street.

Moved by Alderman Stewart, seconded by Alderman Butler, that the same be referred to His Honor the Recorder to deal with. Motion passed.

Read letter from McPherson & Freeman *re* Asphalt Sidewalk in front of their premises, west side of Gottingen Street. Moved by Alderman Mosher, seconded by Alderman Hubley, that said letter be referred to the Department of City Works and that said Department furnish this Council at its next meeting with a report on the probable cost of laying an asphalt sidewalk on west side of Gottingen Street between Cornwallis and Cunard Streets. Motion passed.

Read application of H. W. Byers for water extension Needham Street. Moved by Alderman Foster, seconded by Alderman Creighton, that said application be referred to the Department of City Works for report. Motion passed.

Read letter Athletic Committee Y. M. C. A. asking that they be allowed the use of the exhibition grounds for the summer, or until said grounds are disposed of by the City Council. Placed on order paper with No. 15 *re* old exhibition grounds.

Moved by Alderman Ryan, seconded by Alderman Hubley, that the Order of the Day be suspended to allow Alderman Ryan to introduce a resolution. Motion passed.

The following resolution is now introduced:

Whereas, Daniel Chatterton, Fireman of No. 4 Hose Division, came to his death through injuries sustained while engaged in active duty at the fire at Davison's mills,

Therefore resolved, That the name of Daniel Chatterton, deceased, be placed on the pay roll of the Fire Department and the sum of eight dollars per week be paid to the wife and family of the said Daniel Chatterton, deceased, from the first day of May, 1896, to the 30th day of April, 1897.

Moved by Alderman Ryan, seconded by Alderman Hamilton. and passed.

Moved by Alderman Musgrave, seconded by Alderman Ryan, that the Order of the Day be suspended to allow Alderman Musgrave to introduce a resolution. Motion passed.

The following resolution is now introduced :

Resolved, That the members of this Council regret that owing to circumstances Alderman Stewart and Alderman Dennis are about to retire from this Board desire to record their unanimous appreciation of the constant attention shown by them at all times to their civic duties and the lasting benefit that the City has derived from their services.

Moved by Alderman Musgrave, seconded by Alderman Ryan, and passed.

Read, draft ordinance entitled An Ordinance to license and regulate the owners of livery stables, and horses, cabs, carriages, omnibusses and other vehicles used for hire. 1st reading.

ORDER OF THE DAY.

No. 1. Alderman McFatridge's notice of reconsideration of applications of Malcolm McDonald and A. N. Brennan for wholesale liquor licenses.

Alderman McFatridge declines to move for the reconsideration of said applications.

Moved by Alderman Butler, seconded by Alderman Foster, that No. 7 on order paper, viz:—"Resolution of Alderman Foster to expropriate land to widen Lockman Street and appointment of arbitrators with resolution of Alderman Hamilton on the subject be struck therefrom." Motion passed.

Moved by Alderman Stewart, seconded by Alderman Butler, that No. 20 on Order Paper be now taken up. Motion passed. Read No. 20, viz: Letter City Treasurer relative to bequest of £1,000 sterling of the late Doctor Cogswell for military training in public schools.

The following resolution is introduced :

In connection with the papers and documents relative to the munificent bequest of the late Dr. Charles Cogswell, formerly of this City, the Council deem it proper to place on record some expression of the high appreciation of the patriotic spirit which prompted the donor of the bequest referred to, and it is hereby moved that the Mayor and Corporation of the City of Halifax, on behalf of the citizens, hereby tender to the executors of the will of the late Dr. Charles Cogswell their grateful thanks for their promptness in paying over the amount so generously bequeathed to the City at the earliest possible date, fully appreciating the donor's generous gift, and that His Worship the Mayor be requested to have the amount of the legacy invested as soon as convenient in accordance with the terms of the trust.

Further, that the City Clerk be instructed to notify the School Commissioners of the same.

Moved by Alderman Stewart, seconded by Alderman Butler, and passed.

Moved by Alderman Butler, seconded by Alderman Lane, that No. 17 on Order paper be now taken up. Motion passed. Read No. 17, viz: An Ordinance to amend the bye-law or ordinance relating to the streets of the City of Halifax. Said ordinance now receives its third reading.

Moved by Alderman O'Donnell, seconded by Alderman Eden, that said ordinance do now pass, and that the City Clerk be, and is hereby instructed to forward the same to the Governor-in-Council for approval. Motion passed.

Moved by Alderman Foster, seconded by Alderman Eden, that the Council do now adjourn. Motion passed.
Council adjourns 11 o'clock.

L. Eden