

Read report Charities Committee for November.

CHARITIES COMMITTEE ACCOUNTS, ETC

COMMITTEE ROOM, CITY HALL, DEC. 5th, 1906.

His Worship the Mayor and City Council :

GENTLEMEN,—The Charities Committee met this day and beg to submit the following report :

Members present, the Chairman, Aldermen Powell, Gastonguay, Lamphier and MacKenzie.

The Superintendent's report for November shows that during the month there were 50 persons admitted into the Poor's Asylum, 2 born, 21 discharged and 1 died. Of the number admitted, 11 were chargeable to the Province, 1 to Lockport and 38 to the City. The total number of inmates November 30th, was 364, made up of 222 men, 137 women and 5 children.

The following accounts are recommended for payment, viz :—

H. W. Wentzell & Co., \$516.81. W. A. Mailing & Co., \$308.32. Smith Bros., \$85.03. George Gregoire, \$26.25. Scotia Pure Milk Co., Ltd., \$72.00. J. S. Cashen, \$91.41. P. T. Shea, \$118.75. Halifax Electric Tramway Co., Ltd., \$60.97. Mabou & Gulf Coal Co., \$130.88. Henry Lovett, \$8.12. Wm. McFatrige, \$38.00. Wm. Robertson & Son, \$495.00. John F. Outhit, \$57.60. Brookfield Bros, \$4.01. Baldwin & Co., \$2.93. P. J. McManus, \$3.50. Nova Scotia Telephone Co., Ltd., \$22.50. B. Mulcahy, \$205.47. Dr. Bruce Almon, \$5.00. J. J. Doyle, D., 5.00. F. R. Gow, M. D., \$10.00. Blackadar Bros., \$4.11. Halifax Herald, \$9.30. Wm. Stairs, Son & Morrow, Ltd., \$5.62. W. C. Knight, \$4.70. W. N. Brown, 11.70. Pay sheet, \$611.13. Hillis & Son, Ltd., \$132.04. Total \$3046.15. Chargeable to 1905-6. Hillis & Son, Ltd., \$408.96.

JAMES HALLIDAY, *Chairman.*

The following resolution is submitted :

Resolved, That the report of the Charities Committee be adopted and His Worship the Mayor authorized to sign warrants for the payment of the accounts mentioned therein.

Moved by Alderman Powell, seconded by Alderman Gastonguay, and passed.

Read report Committee on Works covering accounts.

CITY WORKS ACCOUNTS.

CITY WORKS OFFICE, Dec. 6th, 1906.

To the City Council :

GENTLEMEN,—At a meeting of the Committee on Works held this day the attached bills for the several services of this department were submitted, approved and recommended to Council for payment :

Water Maintenance, \$259.43. Water Construction, \$2216.76. Sewer Loan, \$2016.75. Street Lighting, \$1531.16. Streets, \$921.98. City Property, \$257.35. Teams and Stables, \$213.41. Internal Health, \$134.20. City Hall Lighting, \$101.23. Permanent Paving, \$100.28. Permanent Sidewalks, \$38.64. Bedford Row Engine House, \$18.37. Parade Wall, 80c. Total, \$7810.36.

J. A. JOHNSON, *Deputy-Mayor and Chairman.*

Moved by Alderman Taylor, seconded by Alderman MacKenzie, that the report be adopted and the accounts paid. Motion passed.

Read reports Committee on Works and City Engineer re water extension Oakland Road.

WATER EXTENSION OAKLAND ROAD.

CITY WORKS OFFICE, Dec. 6th, 1906.

To the City Council :

GENTLEMEN,—At a meeting of the Committee on Works held this day the attached report of the City Engineer on letter of Roderick Macdonald, Esq., re Water Extension Oakland Road was read and recommended to Council for adoption, providing the road down to North West Arm be made sixty feet wide.

J. A. JOHNSON, *Deputy-Mayor and Chairman.*

CITY ENGINEER'S OFFICE, Dec 6th, 1906.

His Worship the Mayor :

SIR,—I beg to report on the accompanying petition from Roderick Macdonald asking for the extension of the water on Oakland Road :

The district is high service ; size of pipe required, 6 inch ; distance, 60 feet on Oakland Road and 844 feet on the street running west from Oakland Road ; excavation' rock, difficult to blast.

Cost.

Pipe	\$ 540 00
1-6" 4 way branch	5 74
1-6" 3 way branch	4 70
1 6" valve	20 00
Lead and paint	7 00
Excavation and pipe laying	1530 00
Total	<u>\$2107 44</u>

I would recommend that the extension be made on the usual conditions in the high service, and that the special rate be fixed for the present at \$105.37.

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

Moved by Alderman Taylor, seconded by Alderman Archibald, that said reports be adopted. Motion passed.

Read reports Committee on Works and City Engineer re Prince Street sidewalk.

PRINCE STREET SIDEWALK.

CITY WORKS OFFICE, Nov. 22nd, 1906.

To the City Council :

GENTLEMEN,—At a meeting of the Committee on Works held this day the attached report of the City Engineer re Prince Street sidewalk was read and recommended to Council for adoption.

J. A. JOHNSON, *Deputy-Mayor and Chairman.*

CITY ENGINEER'S OFFICE, Nov. 12th, 1906.

His Worship the Mayor :

SIR,—We are ready to commence the work of relaying the sidewalk on the south

side of Prince Street at the new Bedford Row engine house. The sidewalk east of this between the engine house and Water Street is in a very bad condition and I would recommend that this sidewalk be relaid with cement concrete at the same time. The estimated cost is \$210.00.

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

Moved by Alderman Taylor, seconded by Alderman Martin, that the reports be adopted. Motion passed.

Read report Committee on Works re Street Lighting Contract.

STREET LIGHTING CONTRACT.

CITY WORKS OFFICE, Nov. 22nd, 1906.

To the City Council:

GENTLEMEN,—At a meeting of the Committee on Works held this day the City Engineer said the electric lighting contract for streets terminated in June, 1907.

It was decided to ask Council for authority to advertise for tenders.

J. A. JOHNSON, *Deputy-Mayor and Chairman.*

Moved by Alderman Taylor, seconded by Alderman Gastonguay, that said report be adopted. Motion passed.

Read report Committee on Works re water rates for military authorities covering agreement.

WATER RATES MILITARY AUTHORITIES.

CITY WORKS OFFICE, Nov. 22nd, 1906.

To the City Council:

GENTLEMEN,—At a meeting of the Committee on Works held this day the attached copy of agreement with the military authorities re water supply was read and recommended to Council for adoption.

J. A. JOHNSON, *Deputy-Mayor and Chairman.*

Moved by Alderman Taylor, seconded by Alderman Gastonguay, that said report be adopted. Motion passed.

Read report Police Commission re cost of establishing "three shifts" of policemen.

POLICE FORCE. "THREE SHIFTS."

MAYOR'S OFFICE, CITY HALL, Nov 27th, 1906.

To the City Council:

GENTLEMEN,—In conformity with a resolution of Council passed at a meeting held on the 30th ult., the Police Commission beg to report that after consultation with the Chief of Police they find that in order to properly operate a three-shift system it would be necessary to appoint nineteen new policemen and three sergeants and that the probable cost for the first year would be \$11,600.00, increasing each year until the maximum pay for the men had been reached.

R. T. MACLEITH, *Mayor and Chairman.*

Filed.

Read report City Collector re Truants

TRUANTS.

OFFICE OF CITY COLLECTOR, Dec. 7th, 1906.

His Worship the Mayor and City Council:

GENTLEMEN,—In accordance with your resolution of November 8th asking for a report as to the amounts collected from truants, I herewith submit a list of those handed to me up to Nov. 16th, 1906, with the answers at the foot of each bill, by which you will see that in nearly every case the people are unable to pay. The only amount I have been able to collect so far is \$2.00.

I also enclose a copy of my report upon the same subject dated Dec. 7th, 1904, and would refer you to my suggestion made in that letter.

R. THEAKSTON, *City Collector.*

OFFICE OF CITY COLLECTOR, Dec. 7th, 1904.

To the City Clerk:

DEAR SIR,—With reference to the enclosed bills against parents of children convicted of truancy, I beg to say that I have tried to collect these and find it impossible to do so. In some cases the people have left the City, and in most cases they are not able to pay. It seems to me that the fines being imposed by the Stipendiary Magistrate that the bills should be handed to the Chief of Police, who could be far more successful in collecting from this class of people, they being better known to the police than anyone else. Either that, or let them be handed to the Truant Officer for collection.

R. THEAKSTON, *City Collector.*

Filed.

Moved by Alderman Taylor, seconded by Alderman Martin, that the Council adjourn. Motion passed, 6 voting for the same and 5 against it, as follows:—

For adjournment.

Alderman Taylor, Gastonguay,
Lamphier, Kelly,
Hubley, Martin.—6.

Against it

Aldermen Shaffner, Archibald,
Powell, Douglas,
MacKenzie.—5.

Council adjourns 10.25 o'clock.

EVENING SESSION.

8.10 o'clock.

COUNCIL CHAMBER, CITY HALL, December 19th, 1906.

A meeting of the City Council was held this evening. At the above named hour there were present: His Worship the Mayor and Aldermen Shaffner, Archibald, Halliday, Johnson, Murray, Powell, Taylor, Gastonguay, Douglas, Hubley, Kelly, Lamphier, Cawsey, Campbell, Martin, MacKenzie and Hayward.

The Council was summoned to consider the proposition of Messrs. Silliker re Car Works, to proceed with business standing over and the transaction of other business.

The following named papers are submitted :

Report Board of Fire Wards re Gerrish Street engine house.

Report Tenders Committee re Printing Library Catalogue.

His Worship the Mayor submits the following named papers :—

Message from His Worship the Mayor re Fast Atlantic Mail Service and other matters.

Report relating to certain Imperial Government properties required by the City of Halifax.

Cash Statements City Collector for November and City Treasurer for August.

Letter Local Council of Women re changing name of Poor's Asylum.

Four reports Committee on Works, viz :

Purchase of Supplies.

Chebucto Road Sewer.

Road to North West Arm.

Water Extension Maynard Street.

Report City Engineer re Straightening Young Street through Hennessey property.

Report Coal Weighers for November.

Petition for sewer Creighton Street.

Proposition for establishing the Silliker Car Works and Woodworking Factory in Halifax.

Petition of James Dempster et al against the Silliker proposition.

Moved by Alderman Halliday, seconded by Alderman Archibald,

that the Order of the Day be suspended to permit the reading of the papers submitted. Motion passed.

Read proposition for establishing the Silliker Car Works and Woodworking Factory in Halifax.

SILLIKER CAR WORKS.

PROPOSITION FOR ESTABLISHING THE SILLIKER CAR WORKS AND WOODWORKING FACTORY IN HALIFAX.

Twelve years ago the small carpentering business of C. J. Silliker, at Amherst, developed into a wood-working factory and general contracting business. The business kept pace with the steady growth of the town, until employment was given to one hundred men. Two years ago this private industry was incorporated as Silliker & Co., Limited, with a capital of \$100,000—all held by the Silliker family.

During the past two years the growth of the business has been as phenomenal as the growth of the other Amherst industries. The number of men employed has increased fifty per cent., the volume of business last year aggregated a quarter of a million dollars, and the profits of the new corporation have averaged twenty per cent. per year.

The business comprised the wood-working factory—four buildings—30 x 100, 60 x 90, 40 x 60 and 30 x 50, which produced everything in wood needed for house building, store, bank, and general office furnishings, and general building and contracting work. The output of the factory aggregated \$120,000 dollars a year.

On the 26th of September our wood-working factories were wiped out by fire. In order to carry out contracts and hold our trade we immediately obtained possession of another small factory in the town; but this only served as a temporary makeshift.

Unfortunately, however, this little factory was seriously damaged by fire a few weeks ago, and we are thus forced to immediately face the problem that we have for some time contemplated, viz., the establishment of a greatly enlarged wood-working factory and extensive car building shops in some maritime centre of distribution, affording water transportation, as well as railway advantages.

With the latest improved machinery and increased transportation facilities, we could more than double the output of our manufactures of wood at an additional expense of less than fifty per cent., thus adding greatly to the profits of that branch of manufacture.

But this enlarged wood-working factory would only be a small feature of the business.

Our main idea is the establishment of an extensive plant for the manufacture of railway cars—box cars, flat cars, coal hopper vans, and baggage cars. It is well known that existing plants are entirely inadequate to supply the present needs of the railways; and the exceedingly profitable nature of this branch of industrial investment is also equally well known. And in view of the demand for all kinds of railway cars consequent upon the building of the Transcontinental road—a demand the extent of which few people now have any conception—and of other company roads in Canada in course of construction, beside the continual increased need of rolling stock to meet the growing business of the country on existing railways—we propose to couple with our wood-working factory a car plant with a capacity of turning out 1,500 cars a year. And we believe that such a plant would be kept running at its capacity all the time.

The Maritime Provinces afford a number of very desirable locations for such an industry; and many communities offer unusually substantial inducements in the shape of free site, free water, free light, exemption from taxes and large subscriptions to the necessary capital.

But the transportation and other facilities of Halifax afford some of the advantages necessary for such an enterprise.

Such a plant as we contemplate would involve the erection of buildings covering at least three acres of land, and sidings and storage grounds covering a still larger area. The erection of these buildings and plant would involve an expenditure of at least \$200,000—of which \$125,000—would be spent in labor and materials. The buildings would include the wood-working factory, drying buildings, etc., wheel foundry, general foundry, machine shops, forging shops, and erecting sheds.

The contemplated works would give employment to at least 250 men, at a wage expenditure of not less than \$150,000 a year. These figures would doubtless be largely exceeded after the works had been in operation two years.

Our proposition is this:—

(1) To turn over the growing business of Silliker & Co., Limited, with all our contracts, stock in trade, unmanufactured lumber and other assets, to a new corporation to be known as The Silliker Car Company, with an authorized capital of \$500,000—of which \$375,000—shall be paid up, or obtained by the sale of bonds, as hereinafter provided.

There shall be no watered stock, or promoters' expenses of any kind, but every dollar subscribed shall go into the plant, or be used in working capital.

(2) Of this \$375,000—we will take one-third, \$125,000—turning over the business and assets of Silliker & Co., Limited, Amherst. The value of this business shall be fixed by appraisers—we reserving the right to withdraw any individual asset that we do not think they appraise at its actual value.

(3) One-third, \$125,000, to be subscribed by the general public.

(4) As the other third of \$125,000, it is proposed to ask the City of Halifax to guarantee bonds for that amount, bearing 5 per cent. interest redeemable in thirty years, by a sinking fund provided for that purpose.

The location of the enterprise in Halifax, and the whole proposition as above, are contingent upon the said bonds being guaranteed by the City.

The City to also give total exemption from taxation on the property of the Company for a period of ten years as far as authorized by statute; and further to provide that the annual assessment for the subsequent ten years shall be fixed at a total not exceeding \$50,000

Having had over twenty years' practical experience in building up the business of Silliker & Co., Limited, to its present proportions, we will enter into a contract to devote our whole attention to the successful management of The Silliker Car Company at reasonable terms, to be agreed upon by the directors—depending for more adequate remuneration upon the success of the business and the dividends obtained from our one-third of the capital stock.

SILLIKER & CO., LIMITED.

Subscription lists for the \$125,000.00 of stock are now in the hands of the Provisional Directors,—G. J. Silliker, A. M. Bell, Geo. S. Campbell, Wm. Dennis, E. E. Silliker, W. J. Clayton, H. McC. Hart, to any of whom application for shares may be made.

Also read petition of James Dempster et al against the same.

Moved by Alderman Johnson, seconded by Alderman Martin, that Mr. C. J. Silliker, being present, be heard. Motion passed.

Mr. Silliker, being Mayor of Amherst, is invited to the platform beside His Worship the Mayor and addresses the Council.

The following resolution is submitted:—

Whereas, Mr. C. J. Siliker, of Amherst, and the Board of Trade of Halifax have made application to this Council in respect to the establishment of a car works in this City asking an exemption from taxation for the proposed works and financial assistance to the amount of \$125,000, to be secured on the credit of the City ;

Therefore resolved, That the Council without committing itself to any details of the proposed scheme expresses its approval thereof and its willingness to assist therein ; and

Further resolved, That the application be referred to a committee to be composed of the members of the Laws and Privileges Committee and the Public Accounts Committee, together with Aldermen Shaffner, Powell, Taylor, MacKenzie and Hayward, to consider the terms of the assistance to be rendered to the proposed company and to report the same to this Council.

Moved by Alderman Johnson, seconded by Alderman Martin and passed.

Moved by Alderman Cawsey, seconded by Alderman Johnson, that the petitioners against the proposition be invited to attend the meeting of the special committee. Motion passed.

Read report Committee on Works re purchase of certain supplies.

PURCHASE OF SUPPLIES.

CITY WORKS OFFICE, Dec. 19th, 1906.

To the City Council:

GENTLEMEN,—At a meeting of the Committee on Works held this day upon report of the City Engineer it was decided to ask Council for authority to purchase—

50 6" valves at lowest prices.
10 3" meters " "
1500 bushels oats at 48 $\frac{3}{4}$ c per bushel.
40 tons hay at \$14 $\frac{1}{2}$ per ton.

R. T. MACILREITH, *Mayor and Chairman.*

Moved by Alderman Taylor, seconded by Alderman Cawsey, that said report be adopted. Motion passed.

Read Message from His Worship the Mayor re Fast Atlantic Mail Contract.

FAST ATLANTIC MAIL CONTRACT.

MAYOR'S OFFICE, CITY HALL, Halifax, N. S., Dec. 19th, 1906.

To the Members of the City Council:

GENTLEMEN,—As has already been officially brought to your attention by th Deputy-Mayor in my absence, the Canadian Pacific Railway steamships in the performance of their sub-contract with the Allan Steamship Company for the carriage of the mails between Great Britain and Canada have refused to dock at the wharf at Halifax for the landing and reception of the mails, and have also refused to receive passengers or baggage at this port.

On this matter coming to my attention I at once proceeded to Ottawa, accompanied by Mr. A. M. Bell, the President of the Board of Trade, to press upon the Government the uniform and continuous claim of our citizens that Halifax was undoubtedly the proper port for the quick and expeditious handling and despatch of the mails. On arrival at Ottawa we had conferences with Hon. Mr. Fielding, Sir Richard Cartwright, Minister of Trade and Commerce, and Hon. Mr. LeMieux, Postmaster-General, and

pointed out to them the way in which the C. P. R. steamships were performing the mail contract, and insisted that in the interest of the whole Dominion the steamers should be required to dock at the wharf here for the landing and for the reception of the mails in order that as little time as possible should be lost. At the same time we asked that the Steamship Company should be required to land or embark at Halifax any passengers who desired so to land or to embark with their baggage. The Ministers were all impressed with the justice of our complaint and promised immediate attention would be given to it. At the request of the Minister of Trade and Commerce, I prepared a statement in reference to this matter, showing the length of time required to handle the mails from steamers docking at the wharf and the length of time required to receive the mails from steamers anchoring in the stream, a copy of which memorandum is hereto annexed. We then had an interview with the Deputy-Minister of Railways, Mr. Butler, in the absence of the Minister from Ottawa, and stated to him that it was common report in Halifax that the reason the Canadian Pacific Railway Co. did not come to the wharf with their steamers and land mails and passengers at Halifax was because no satisfactory running arrangements could be made with the Intercolonial authorities. In fact, that no fair arrangement could be arrived at. Mr. Butler gave us to understand that no request for a traffic arrangement had ever been received by his department from the Canadian Pacific Railway, other than a request for locomotives to haul a special train from Halifax to St. John, for which a rate had been quoted by the General Manager of the railway, Mr. Pottinger. He also stated that the railway department was ready and willing at any time to make a fair arrangement with the Canadian Pacific Railway Company.

After this interview with the Deputy-Minister of Railways, Mr. Bell and the writer proceeded to Montreal and had a conference with Mr. McNicol, Vice-President and General Manager of the Canadian Pacific Railway; Mr. Bosworth, General Freight Manager; Mr. Piers, the Steamship Manager; Mr. Drinkwater, the Secretary, and other officials of the Company. After explaining the object of our visit, namely: the inducing, if possible, of the Canadian Pacific Railway to come to Halifax with its mail and passenger business, we asked if the Canadian Pacific Railway had any desire to come to Halifax—that if they did not wish to do so our mission was ended. After a conference of considerable length, we suggested that if the Canadian Pacific Railway would come to Halifax and would make a request to the Railway Department for a fair traffic arrangement for the running of their trains over the Intercolonial Railway that we would co-operate with them in any way that they would suggest in asking the Railway Department for a reasonable traffic arrangement.

At the present time the Canadian Pacific Railway trains run over a portion of the Grand Trunk lines from Hamilton Junction to Toronto and the terms upon which they so operate their trains are embodied in an agreement between the Grand Trunk and the Canadian Pacific Railways dated May 13th 1896, which agreement is confirmed by Chap. 6 of the Statutes of Canada 1896-7. This agreement, a copy of which is hereto annexed, and in which the charge for the use of the Grand Trunk Railway is fixed on a wheelage basis i. e.:—the number of train miles run by the trains of the Canadian Pacific Railway, was suggested to Mr. McNicol as a fair basis of an agreement to be made with the Intercolonial Railway. In the event of the fixed sum set out in the agreement not being arrived at by the parties it could be decided upon, as is commonly the practice, I believe, in such matters between railways, by arbitration. After a little further discussion our interview with Mr. McNicol and his associates ended without anything being definitely arrived at except that the Canadian Pacific Railway authorities were given clearly to understand that it was the wish of the people of Halifax that they should do business in Halifax and in Nova Scotia and that Halifax was prepared to ask the Railway Department to make a fair agreement with them for the handling of such business.

I then returned to Ottawa and a delegation made up of thirteen members from Nova Scotia and one from Prince Edward Island waited upon the Premier and other Cabinet Ministers to show that Nova Scotia and Prince Edward Island stood united on the mail question. Mr. Roche presented the case on behalf of Halifax and immediate consideration of the matter was promised.

While I returned to Ottawa, Mr. Bell remained in Montreal and had an interview

with Mr. Hays, Vice-President and General Manager of the Grand Trunk Railway, and presented to him the advantages of Halifax as an eastern terminal for the business of the Grand Trunk Pacific.

After as full a consideration and study as I have been able to give the matter of railway transportation at Halifax, and after discussing it with both our friends and those who are unfriendly to us, I am clearly of opinion, in which opinion I may say the President of the Board of Trade agrees, that the Intercolonial Railway should not be given to the control of any one company. It should be kept as a Government line for the purpose for which it was originally intended, namely, the serving not only the interests of Halifax, but other portions of the Maritime Provinces, at fair and reasonable passenger and freight rates, and for the further purpose of enabling other lines of rail to run their trains over its rails under fair and proper traffic arrangements. We must realize that the Intercolonial Railway cannot be looked at only from a Halifax standpoint, but must also be looked at from the standpoint of all the towns and districts which it serves. The question is not merely a Halifax question nor even a provincial question. Everything considered, therefore, it seems to me that our proper course is to ask the Department to retain the control of the Intercolonial; and between Moncton and Halifax to reduce its curves, lower its grades and double-track the line, so that when the rapidly increasing business of the great West makes it necessary to find other outlets for the great exports of the country we will be in a position to meet the demand, to take our place as one of the ports of Canada, and the Intercolonial Railway will be in a position to provide facilities for traffic on reasonable terms for all railways seeking an outlet for their business at tide water at Halifax.

R. T. MACILREITH, *Mayor.*

(Allan Contract and Route Chart annexed.)

MEMORANDUM FOR SIR RICHARD CARTWRIGHT, MINISTER OF TRADE AND COMMERCE.

RE LANDING MAILS AT HALIFAX.

OTTAWA, December 10th, 1906.

During the winter season it has heretofore always been the practice of the Allan and Dominion Lines to land mails, passengers and baggage at Halifax on the outward voyage.

This season the mails have been carried jointly by the Allan and the Canadian Pacific Company steamers.

The Allans have in the past, on the outward voyage, docked at Halifax, landed the mails, passengers and baggage and Halifax freight and then proceeded to St. John.

The Canadian Pacific Railway steamers come to anchor in the harbor at Halifax, transfer the mails to a lighter and do not dock. They do not carry any freight for Halifax. The mails are hoisted out of the lighter to the wharf and put on board the waiting mail train.

On the homeward trips the Allan boats call at Halifax and dock, taking any Halifax freight for England, for which space has been reserved, and await the arrival of the train with mails and passengers.

The Canadian Pacific boats on the homeward trips do not reserve space for Halifax freight; do not take anything but mails, come to anchor in the harbor and await the arrival of the train with the mails. On the arrival of the train the mails are placed on board a lighter at the wharf, taken out to the mail steamer in the stream, and there hoisted on board the steamer. The heavy baggage of any passengers arriving at Halifax or of Halifax passengers from points in Nova Scotia, must be sent over to St. John, as it will not be received at Halifax; the hatches being closed down at St. John. Halifax passengers must embark on the lighter, on which no passenger accommodation is or can be provided, and on arrival at the ship must climb the ship's side, which is a dangerous, and to say the least, highly inconvenient task, even in fine weather, and

considerably more hasardous and involving greater risk and danger in bad weather, especially when the passengers have to embark after dark.

The following memo. shows the time consumed in the handling of the mails at Halifax, so far this season. The steamers being taken in order of arrival:

1.—S. S. "VIRGINIAN"—ALLAN LINE.

November 16th.—Docked at Halifax	4.10 p. m.
First mail landed	4.20 p. m.
Last mail landed	5.45 p. m.
Train left	5.50 p. m.
Arrived Montreal	2.55 p. m. 17th.
Actual time of train, Halifax to Montreal	22 hrs. 5 minutes.
Actual time handling mails	1 hr. 25 minutes.

NOTE.—31 cabin passengers and baggage were also placed on board this train.

2.—S. S. "EMPRESS OF IRELAND."—C. P. R.

November 22nd.—Anchored in stream	8.15 p. m.
Lighter alongside	8.40 p. m.
First mail put on lighter	9.05 p. m.
Last mail put on lighter	10.40 p. m.
Lighter at pier	11.00 p. m.
Steamer sailed for St. John	10.42 p. m.
Last mail landed from lighter	12.40 a. m. Nov. 23
November 23rd.—Train started for Montreal	12.40 p. m.
Train arrived in Montreal	7.25 a. m. 24th.
Actual time of train	19 hrs. 43 minutes.
Actual time handling mails from time lighter alongside steamer until train away	4 hrs.
The steamer left Halifax for St. John at	10.42 p. m., 22nd.
" arrived at St. John	4.20 p. m., 23rd.
Equal to 17 hrs. and 38 minutes.	
The C. P. R. special train left St. John	6.25 p. m. 23rd.
Arrived Montreal	4.10 a. m. 24th.
Equal to 10 hrs., 47 minutes.	
Actual time consumed from departure of steamer from Halifax until arrival of C. P. R. special at Montreal	23 hrs., 25 mins.

3.—S. S. "TUNISIAN"—ALLAN LINE.

December 1st. Docked at Halifax	1.20 a. m.
First mail landed	1.49 a. m.
Last mail landed	3.45 a. m.
Train left Halifax	3.50 a. m.
Arrived Montreal	1.45 a. m. Dec. 2.
Actual time of train—Halifax to Montreal	22 hrs., 55 mins.
Actual time handling mails	1 hr., 56 mins.

NOTE.—This steamer also landed in Halifax 16 first cabin passengers, who together with baggage were sent away in the train.

4.—S. S. "EMPRESS OF BRITAIN."—C. P. R.

December 7th. Anchored in Halifax harbor	12.34 a. m.
Lighter alongside	1.49 a. m.
First mail on lighter	1.18 a. m.
Last mail on lighter	3.03 a. m.

December 7th. Lighter at pier	3.29 a. m.
Steamer sailed for St. John	3.12 a. m.
Last bag out of lighter	5.30 a. m.
All loaded on train	5.31 a. m.
Train started for Montreal	5.35 a. m.
Train arrived at Montreal	1.45 a. m. Dec. 8,
Actual time of train	21 hrs. 10 mins.
Actual time handling mails from time lighter alongside steamer until train away	4 hrs., 35 mins.
Steamer left Halifax for St. John	3.12 a. m. 7th.
Steamer arrived at St. John	4.30 p. m. 8th.
Train left St. John for Montreal	6.35 p. m. Dec. 8.
Train arrived Montreal	(about) 8.55 a. m. Dec. 9.
Actual time from departure of steamer until arrival of C. P. R. special train at Montreal	54 hrs., 43 mins.

HOMEWARD BOUND STEAMERS.

S. S. "VIRGINIAN"—ALLAN LINE.

The *Virginian* did not go to St. John, but discharged and loaded at Halifax and sailed from Halifax with mails and passengers for England, on arrival of the *Maritime Express* November 24th. The *Maritime Express*, carrying the mails, to connect with the steamer leaves Montreal on Fridays at noon, and is due to arrive in Halifax at 5.15 p. m. Saturdays. Mails, passengers and baggage, when the boat is at the wharf, are usually all transferred in from half of an hour to an hour, and the steamer at once sails for England.

In the case of the C. P. R. steamers more time is required, as for example :

S. S. "EMPRESS OF IRELAND."

Sailed from St. John for Halifax 10.45 p. m. Friday, Nov. 30th.
Arrived at Halifax at 3.00 p. m. Saturday, Dec. 31st.

The *Maritime Express* left Montreal with mails Friday, Nov. 30th, at noon; was due at Halifax at 5.15 p. m., but was delayed 2 hours and 20 minutes by accident to engine.

Train arrived at Halifax at	7.35 p. m.
Mails arrived at wharf at	8.05 p. m.
Left wharf on lighter	8.35 p. m.
Last mail on ship	9.30 p. m.
Ship sailed	9.32 p. m.

It is to be noted from the above that a part from the risk of loss of mail and damage to mail packages, there is necessarily considerable time consumed in the extra handling of mail matters occasioned by the C. P. R. steamers not docking.

In the case of the "*Virginian*" and "*Tunisian*" the mails, passengers and baggage were all handled in one hour and a half and one hour and fifty-six minutes respectively, while in the case of the "*Empress of Ireland*" and "*Empress of Britain*," 4 hours and 4 hours and 31 minutes, respectively, were required to do the same work, a loss of over two hours and a half in each case.

When the steamers dock one handling of mail matters suffices as the mails are wheeled from the steamer to the train direct; the steamer thus gets away a little more quickly, and the train gets away from 2 hours and 30 minutes to 3 hours earlier.

The mails by "*Empress of Ireland*" via Halifax, reached Montreal 7.25 p. m., Nov. 23rd. Mails (*Oriental*) by "*Empress of Ireland*" vis St. John, reached Montreal 4.10 a. m., Nov. 24th. (8 hours and 45 minutes later.)

Mails by "*Empress of Britain*" via Halifax, reached Montreal 1.45 a. m., De

8th. Mails (Oriental) by "Empress of Britain" via S. John, reached Montreal (about 8.55 a. m., Dec. 9th. (31 hours and 10 minutes later.)

It may be pointed out that if the C. P. R. would run a special train with their east bound passengers from Montreal to St. John, and either turn them over to the I. C. R. at St. John for Halifax, or carry them in their own train under a traffic arrangement with the I. C. R., which, I am informed, they could make, they would connect with their boat leaving Halifax on Saturday afternoon, thus saving the passengers the 16 to 18 hours sea voyage from Halifax to St. John, and at the same time allow these passengers from 12 to 18 hours more time before leaving Montreal. If they would take passengers at Halifax arriving by the Maritime Express, provided an arrangement with the I. C. R. as to transportation could be made, passengers would have 17 hours more time in Montreal before leaving to catch the steamer.

For example—Montreal to Halifax via. C. P. R.

C. P. R. Special to St. John.....	12 hours
I. C. R. St. John to Halifax....	6 "
	—18 hours.

Montreal to Halifax via. I. C. R.

I. C. R. Special.....	20 hours.
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Under such an arrangement as this, the C. P. R. train could leave Montreal for Halifax on Fridays at 2 o'clock, p. m., arriving in Halifax in time for the steamer, or the I. C. R. could run a train leaving Montreal at noon on Fridays which would also be in time for the steamer. At the present time the C. P. R. train to connect with the steamer leaves Montreal with passengers on Thursday evenings at 7 25 p. m. arriving at St. John on Fridays at 12 05 p. m. The steamer in order to reach Halifax in time for the mails Saturdays must leave St. John not later than midnight Fridays; the steamer must reach Halifax not later than 5 p. m. Saturdays. If the Maritime Express with the mails is on time the steamer would sail for England about 7.30 p. m., or perhaps a little earlier, in other words the steamer does not leave Halifax until about 48 hours after passengers have left Montreal by the C. P. R. train on Thursday evenings. The time for the delivery of the mails to the steamer is fixed by the Post Office Department, and in order that there should be no delay to passengers the Railway Company should run a passenger train to connect with the steamer instead of causing the passengers from 18 to 20 hours' unnecessary delay. If an agreement could be made between the I. C. R. and the C. P. R., by which passengers could be carried from Montreal to Halifax and from thence to England by the Empress Steamers practically no delay would be caused to passengers, and they would have the extra 18 hours for the transaction of their business in Canada.

R. T. MACILREITH, *Mayor of Halifax.*

The following resolution is introduced :—

Resolved, That this Council thank His Worship the Mayor and Mr. A. M. Bell, President of the Board of Trade, for their services in presenting the City's claims for the better fulfilment of the mail contract.

Moved by Alderman Murray, seconded by Alderman MacKenzie. The resolution to put by Deputy-Mayor Alderman Johnson and passed.

Read report from His Worship the Mayor relating to certain Imperial Government properties required by the City.

IMPERIAL GOVERNMENT PROPERTIES.

MAYOR'S OFFICE, CITY HALL, HALIFAX, N. S., Dec. 19th, 1906.

To the Members of the City Council:

GENTLEMEN,—For a great many years past, as you are aware, we have been endeavoring to obtain from the Imperial authorities a settlement of the following questions:—

First, the transfer to the City of the property known as the Fuel Yard, for a market site;

Second, the transfer of the property known as the King's Wharf, for a City wharf and public landing;

Third, the widening of Brunswick Street, from the Married Quarters south to Sackville Street; and

Fourth, the extension of Brunswick Street through the Royal Engineers' Barracks to Hastings Street.

As you are also aware, all Imperial property on this station has been handed over to the Canadian authorities, but on condition that it is only to be retained by them so long as it is used for military purposes, and that therefore any disposition which the Canadian Government should see fit to make of any portion of the property so handed over for other than military purposes must necessarily be subject to the approval of the Imperial Government.

During my trip to Ottawa within the last three weeks, accompanied by Messrs. Roche and Carney, I had several interviews with the Minister of Militia and Defence in regard to the above matters, and the following conclusions have been arrived at:

FIRST.—That the Army Council have agreed to recommend to the Imperial Government that the Fuel Yard should be handed over to the City as a market site on condition that the City will erect a small building to take the place of the buildings now situated on the land in question on land now held by the Department or on a site to be selected by the Department.

SECOND.—As to the King's Wharf, the Minister and the Army Council are not prepared to recommend that this property should be conveyed in fee to the City but are favorably disposed to permitting the City to use the wharf as a City Wharf and a public landing as a tenant at will.

THIRD.—As to the widening of Brunswick Street, arrangements satisfactory to the City can be made at any time to go on with this work; and

FORTH.—The question of the extension of Brunswick St., through the Royal Engineer's Barracks is to remain in abeyance for the present.

R. T. MACILREITH, *Mayor*.

Filed.

Read report Board of Fire Wards re Gerrish Street engine house.

GERRISH STREET ENGINE HOUSE.

COMMITTEE ROOM, CITY HALL, Dec. 19th, 1906.

To His Worship the Mayor and City Council:

GENTLEMEN,—The Board of Fire Wards beg to recommend that the ground floor of the old Gerrish Street engine house be let to W. H. Isnor & Sons for \$8.00 per month, and that the matter of the sale of the property be referred to the Committee on Works for report.

WM. R. POWELL, *Chairman pro tem*.

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

Read letter Local Council of Women re changing the name of the Poor's Asylum.

Moved by Alderman Cawsey, seconded by Alderman Murray, that the same be referred to the Charities Committee for report. Motion passed.

By leave of Council, Alderman Johnson submits the following resolution:

Resolved, That the Laws and Privileges Committee prepare and lay before the Council any amendments to the assessment Act which in their opinion would increase the income of the City.

Moved by Alderman Johnson, seconded by Alderman Archibald, and passed.

Read Cash Statements City Collector for November and City Treasurer for August. Filed.

Moved by Alderman Cawsey, seconded by Alderman Murray, that the Council adjourn until Friday, 21st inst., at 8 o'clock. Motion passed.
Council adjourns 9.45 o'clock.

EVENING SESSION.

(Adjourned Meeting.)

8.10 o'clock.

COUNCIL CHAMBER, CITY HALL, December 21st, 1906.

The City Council met this evening at the above hour pursuant to adjournment to consider report of Special Committee on proposition of Messrs. Siliker re car works, etc., to proceed with business standing over and the transaction of other business. There were present His Worship the Mayor and Aldermen Halliday, Archibald, Shaffner, Powell, Murray, Johnson, Gastonguay, Taylor, Douglas, Lamphier, Hubley, Kelly, Martin, Campbell and MacKenzie.

The following named papers are submitted:—

Report Library Committee, by Alderman Murray, Chairman.

Report Cemetery Commission, by Alderman Murray, Chairman.

Report Special Committee on Siliker Car Company proposition, by Alderman Johnson, Chairman.

Moved by Alderman Martin, seconded by Alderman Murray, that the Order of the Day be further suspended to permit the reading of the papers submitted at this session and those presented at last session remaining undisposed of. Motion passed.

Read report Library Committee re accounts.

LIBRARY ACCOUNT.

CITY HALL, Dec. 21st, 1906.

His Worship the Mayor and City Council :

GENTLEMEN,—The Library Committee recommend the following account for payment:—

J. Jenny \$133 40

W. C. MURRAY, Chairman.

The following resolution is submitted:—

Resolved, That the report of the Library Committee be received and adopted and His Worship the Mayor authorized to sign a warrant for payment of the account recommended.

Moved by Alderman Murray, seconded by Alderman Halliday, and passed.

Read report Camp Hill Cemetery Commission asking for an increase in the yearly grant for the Cemetery.

CAMP HILL CEMETERY GRANT.

COMMITTEE ROOM, CITY HALL, Dec. 7th, 1906.

To His Worship the Mayor and City Council:

GENTLEMEN,—The Cemetery Commission reports an increased interest in the improvement of Camp Hill Cemetery during the year. The lot holders have been more active in keeping their lots in order. A number of citizens generously gave \$328.00 for general improvement. This amount, with the grant, was expended as carefully as possible.

The Commission is deeply impressed with the necessity of making the cemetery an ornament instead of a disgrace to the City, but regrets to report that the funds at their disposal are totally inadequate, notwithstanding that the lot holders are required to keep their lots in order.

The cemetery was opened in August, 1844. For over fifty years the money received from the sale of lots, went into the City Treasury. The caretaker reports that there are about three thousand five hundred \$8.00 lots. These should have netted the City about \$28,000.

The accounts of the cemetery, as published in the Civic reports, are very imperfect, particularly for the years preceding 1875. The average excess of receipts over expenditures since 1875, is in the vicinity of \$200, while for five years before that (the only year of which records were available) the receipts exceeded the expenses by an average of \$375.00 a year.

It seems not unreasonable to hold that the average excess of receipts over expense was about \$200.00 a year. This would yield the City Treasury, for the fifty and more years, during which lots were sold and expenses were paid out of the income, a sum in the vicinity of \$10,000. To this should be added the interest on the yearly balances. If this were done the City Treasury should be indebted to the cemetery for a sum in excess of \$20,000.00.

Your Commission in asking for an increase of the grant to \$1,000, holds that such a grant barely represents the interest on the sums with accrued interest, which the City has received from the cemetery, and which should stand to the credit of Camp Hill Cemetery.

WALTER C. MURRAY, *Chairman Camp Hill Cemetery Commission.*

Moved by Alderman Murray, seconded by Alderman Martin, that the same be referred to the Laws and Privileges Committee for report. Motion passed.

Read report Tenders Committee re tenders for printing Library Catalogue.

PRINTING LIBRARY CATALOGUE.

COMMITTEE ROOM, CITY HALL, Dec. 19th, 1906.

His Worship the Mayor and City Council:

GENTLEMEN,—The Committee on Tenders met to-day and considered tenders for

printing Author's Catalogue for Library Committee. The Herald Publishing Company's being the lowest, was accepted.

GEO. M. CAMPBELL, *Chairman.*

Moved by Alderman Murray, seconded by Alderman Campbell, that the report be adopted. Motion passed.

Read reports Committee on Works and City Engineer re Chebucto Road sewer.

CHEBUCTO ROAD SEWER.

CITY WORKS OFFICE, Dec. 19th, 1906.

To the City Council:

GENTLEMEN,—At a meeting of the Committee on Works held this day the attached report of the City Engineer re Chebucto Road sewer was read and recommended to Council for adoption.

R. T. MACILREITH, *Mayor and Chairman.*

CITY ENGINEER'S OFFICE, Dec. 14th, 1906.

His Worship the Mayor:

SIR,—In accordance with the instructions of the City Works Committee, I beg to report on the proposal to construct a sewer on Chebucto Road from Dublin Street to Oxford Street.

The estimated cost is \$4,550.00 Estimated assessment \$1,875.00. There are a number of houses on this part of Chebucto Road, and as the formation is rock better drainage is a necessity. I would recommend that the sewer be placed on the Order Book to be constructed in its turn, and that the water pipe be laid at the same time.

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

Moved by Alderman Hubley, seconded by Alderman Taylor, that said reports be adopted. Motion passed.

Read reports Committee on Works and City Engineer re road leading to the North-West Arm.

ROAD TO THE NORTH-WEST ARM.

CITY WORKS OFFICE, Dec. 19th, 1906.

To the City Council:

GENTLEMEN,—At a meeting of the Committee on Works held this day the attached report of the City Engineer re road to the Arm was read and recommended to Council for adoption.

R. T. MACILREITH, *Mayor and Chairman.*

CITY ENGINEER'S OFFICE, Dec. 18th, 1906.

His Worship the Mayor:

SIR,—In accordance with the accompanying resolution of Council, I beg to report on three petitions attached hereto from residents and ratepayers of the City of Halifax who state that they reside during the summer season across the North-West Arm.

The petitions refer to a road running from the Oakland Road westwardly to Oxford St. parallel with South Street and about 700 feet south of the latter Street. The greater portion of this road is only half the required width and it has no outlet at the Arm. The petitioners ask the Council to ascertain if the land required for the widening and contin-

uation of this road belongs to the City, or, in the alternative, that the City shall expropriate sufficient land to carry the road through to the shore of the Arm. The appearance of the road between Oakland Road and Oxford Street indicates that it was the intention of somebody to open the road the full width. I am unable to find that the City has any rights under which they could take the land required. It is very important, however, that the road should be extended to the Arm and I have prepared the accompanying plan which shows approximately where the location of the road should be between Oxford St., and the Arm and also the additional width required, the dotted line on the plan shewing the additional land required. Mr. Roderick MacDonald owns the property, and while I have had some conversation with him in reference to this matter, no definite proposal has been made or suggested. I would recommend that Mr. MacDonald be asked to convey the land to the City.

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

Moved by Alderman Hubley, seconded by Alderman Taylor, that said reports be adopted. Motion passed.

Read reports Committee on Works and City Engineer re Water Extension Maynard Street.

WATER EXTENSION MAYNARD STREET.

CITY WORKS OFFICE, Dec. 19th, 1906.

To the City Council:

GENTLEMEN,—At a meeting of the Committee on Works held this day the attached report of the City Engineer upon petition of William L. Tanner and J. A. Evans in re Water Extension Maynard St., was read and recommended to Council for adoption.

R. T. MACILREITH, *Mayor and Chairman.*

CITY ENGINEER'S OFFICE, Dec. 13th, 1906.

His Worship the Mayor:

SIR,—I beg to report on the accompanying petition from William I. Tanner and J. A. Evans asking for water extension on Maynard Street opposite Ontario Street:—

The district is high service—size of pipe required, 6 inch. Distance 100 feet. Excavation partially rock. Estimated cost:—

Pipe	\$ 60 00
Excavation & pipe laying	125 00
Two service pipes	40 00
Lead and paint	50
	<hr/>
	\$225 50

I would recommend that the extension be made on the usual terms for high service, the special rate to fixed at \$5.64 for the present.

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

o Moved by Alderman Taylor, seconded by Alderman MacKenzie, that said reports be adopted. Motion passed.

Read report Coal Weighers for November. Filed.

Read petition for sewer Creighton Street.

Moved by Alderman Martin, seconded by Alderman Taylor, that

the same be referred to the Committee on Works for report. Motion passed.

Moved by Alderman Murray, seconded by Alderman Martin, that No. 6 on Order of the Day, viz, Alderman Murray's notice of motion to rescind resolutions passed June 22nd, 1887, and April 27th, 1905, re order of construction of sewers—April 26th, 1906—Verbal—be struck from the Order of the Day. Motion passed.

Read report of special committee re proposition of Messrs. Silliker for establishing car works and woodworking factory in Halifax, covering memorandum of proposed terms of agreement.

SILLIKER CAR WORKS.

COMMITTEE ROOM, CITY HALL, December 20th, 1906.

To His Worship the Mayor and City Council:

GENTLEMEN,—The special committee appointed to consider the proposition of Messrs. Silliker, Limited, in re establishing of car works in Halifax, beg to report that a meeting of said committee was held this day, there being present Alderman Johnson, Archibald, Shaffner, Powell, Taylor, Douglas, Hubley, Kelly, Martin, Hayward and MacKenzie. Besides the committee there were present a large delegation from the Board of Trade and citizens, including Mr. A. M. Bell, President Board of Trade; Mr. A. T. Weldon, Secretary; Messrs. Clayton, Hart, Smith, Doyle, Levis and Brookfield; Mr. G. J. Silliker and a number of others.

Alderman Johnson, who was appointed chairman, laid before the committee the proposition of the proposed company, and asked for expressions of opinion from the gentlemen present, on the proposition now before it. Messrs. Bell, Hart, Clayton, ex-Alderman Doyle and Mr. G. J. Silliker addressed the meeting at length, showing the advantages to be derived by the establishment of such works, after which the committee adjourned until eight o'clock p. m., when there were present Aldermen Johnson, Powell, Archibald, Shaffner, Taylor, Hubley, Kelly and Hayward. Your committee went very thoroughly into the details of proposition, and recommend the adoption of the accompanying memorandum of proposed terms of agreement between the City of Halifax and the Silliker Car Company Limited.

In reference to the petition of Messrs. Dempster, Quigley and others, against making any concession to the Silliker Company, that would handicap their business, your committee recommend that no action be taken in this matter at present.

J. A. JOHNSON, *Chairman.*

MEMORANDUM OF PROPOSED TERMS OF AGREEMENT BETWEEN THE CITY OF HALIFAX AND THE SILLIKER CAR COMPANY, LIMITED.

The City will grant the Company a total exemption from taxation for ten years on its buildings, plant and stock and on the land on which its buildings used for manufacturing purposes are situated, or immediately connected with the same and used exclusively for the purposes of its business, such lands to be in one block and not to exceed ten acres in all. At the expiry of the ten years the City agrees that the total yearly assessment on such lands, buildings, plant and stock shall not, for a further period of ten years, exceed fifty thousand dollars (\$50,000)—the exemption not to apply to the ordinary water rate for fire protection.

The City further agrees to loan to the Company the sum of one hundred and twenty-five thousand dollars (\$125,000) at five per cent., payable half-yearly, the same

to be raised by the City by sale of its bonds. The difference in the rate of interest to be applied to a sinking fund for the redemption of the bonds. The Company further agrees to pay yearly to the City the amount of _____ per cent on the loan, and also an amount of _____ per cent on the amount expended by the Company on plant for depreciation, the amounts so paid to be also applied to the sinking fund.

The sum so loaned shall be secured by a mortgage on all the real property and plant of the Company, the period of redemption of which shall be one year, but the City will give an undertaking, by a separate agreement, that in the event of the interest and other payments being regularly made, and the other conditions observed by the Company, the City will not demand repayment for thirty years.

The lands and properties now owned by Silliker and Company, Limited, at Amherst, shall be included in the mortgage, unless Silliker and Company, within one year from the date hereof, pays to the Company, on account of its stock in the Silliker Car Company in cash, the sum of sixty thousand (\$60,000) dollars, and the amount so paid is bona fide expended by the Company in the purchase of land or the construction of buildings, and the purchase of plant to be included in the mortgage.

In addition to the mortgage the Company will give a chattel mortgage on all its personal property and all substitutions for and renewals of the same.

The Company will keep its buildings, plant and stock insured in a sum not less than one hundred thousand (\$100,000) dollars in some insurance companies, to be approved by the City, loss, if any, payable to the City.

The amount so to be loaned by the City shall be paid to the Company in instalments as the buildings of the Company are erected in the proportion of one dollar to each five dollars so expended by the Company, the amount of such expenditure to be determined by the City Engineer and City Auditor. When the Company has so expended one hundred and eighty-five thousand (\$185,000) dollars of its own money the balance of the loan shall be paid over to the Company.

The books of the Company shall, at all times, be open to the inspection of any auditor or accountant appointed by the City to make an inspection of the same.

Moved by Alderman Johnson, seconded by Alderman Halliday, that the memo. of proposed terms of agreement be taken up and considered clause by clause. Motion passed.

Moved by Alderman Hubley, seconded by Alderman Martin, that Mr. H. McC. Hart be permitted to address the Council on the subject. Motion passed.

Mr. Hart now addresses the Council and suggests a number of changes in the memorandum of agreement.

Clauses 1 to 8 of the memorandum of agreement are severally taken up, discussed and dealt with and a number of amendments and additions made thereto.

As reported up by the Special Committee the memorandum was modified by various resolutions of Council in order to make effective the following proposals:

Property to be exempt to embrace not more than 20 acres for the main premises and not more than 5 acres for a water front property north of the present I. C. R. round house. No wharfage or tolls to be charged at the latter property.

Exemption not to apply to water rates for fire protection. The company to pay the minimum water rates charged other manufacturing concerns.

The company to pay yearly to the City a sum which when compounded at $3\frac{1}{2}$ per cent. per annum will redeem the total bond issue at maturity.

The company to have the right to pay off any part of the bonds at any time at a rate to be fixed.

The present Silliker Company to pay in cash to the proposed Silliker Car Company within one year the sum of \$60,000.00 in ten monthly instalments of \$6,000.00 each.

The City's loan to the company to be paid over to the company in the proportion of one dollar to each two dollars expended by the company exclusive of the money furnished by the City.

Buildings erected by the company for residences to pay the usual taxes on both land and buildings.

The company to be prohibited from operating a company store.

The considerations for the exemption and loan to be that the company shall establish in the City a factory principally for the manufacturing of cars and substantially in accordance with the prospectus submitted to the Council.

These several amendments having been regularly adopted it was moved by Alderman Johnson, seconded by Alderman Martin, that the report of the special committee and the memorandum of agreement as amended be adopted and His Honor the Recorder instructed to prepare the necessary Act in accordance therewith for submission to the legislature. Motion passed.

MEMORANDUM OF PROPOSED TERMS OF AGREEMENT BETWEEN THE CITY OF HALIFAX AND THE SILLIKER CAR COMPANY, LIMITED, (AS FINALLY PASSED COUNCIL AND REVISED).

1. The City will grant the Company a total exemption from taxation for ten years on its buildings, plant and stock and on the land on which its buildings, used for manufacturing purposes, are situated, or immediately connected with the same and used exclusively for the purposes of its business, such lands to be practically in one block, but may be divided by a street, and not to exceed twenty acres in all. In addition to these lands the Company may hold for the purposes of its business, and upon the same terms a lot of land on the water front north of the Intercolonial Round House, Richmond, and not exceeding five acres, provided no tolls or wharfage are charged in connection therewith. At the expiry of the ten years the City agrees that the total yearly value for assessment on such lands, buildings, plant and stock shall, for a further period of ten years, not exceed fifty thousand (\$50,000.00) dollars; the foregoing exemption not to apply to the ordinary water rate for fire protection, nor to the rate for water used by the Company which shall be charged at the minimum rate charged other manufacturing concerns.

2. The City further agrees to loan to the Company the sum of one hundred and twenty-five thousand dollars (\$125,000.00) at five per cent., payable half-yearly, the same to be raised by the City by the sale of its bonds. The difference in the rate of interest to be applied to a sinking fund for the redemption of the bonds. The Company further agrees to pay yearly to the City such further sum of money which when compounded at the rate of three and one half per cent per annum will redeem the total bond issue made in connection herewith at maturity, and also an amount of per cent. on the amount expended by the Company on plant for depreciation. the amounts so paid to be also applied to the sinking fund.

3. The sum so loaned shall be secured by a mortgage on all the real property and plant of the Company, the period of redemption of which shall be one year, but the City will give an undertaking by a separate agreement that in the event of the interest and other payments being regularly made, and the other conditions observed by the Company, the City will not demand repayment for thirty years. The Company to have the right to pay off any part of the bonds at any time at a rate to be fixed.

4. The Company may at any time, during the said period of thirty years, pay off any portion of the money so loaned to it by the City, provided:

(a) That any amount so repaid shall not be less than ten thousand (\$10,000.00) dollars; and

(b) That in addition to any amount so repaid the company will also pay to the City therewith a sum sufficient to produce a yearly amount of interest equal to the difference between the interest payable by the City on so much of the bonds issued by the City as produced the amount so repaid and the interest on that amount realized by the City after repayment.

5. The lands and properties now owned by Silliker & Company, Limited, at Amherst, shall be included in the mortgage unless Silliker & Company within one year from the date of the formation of the company by monthly instalments of six thousand (\$6,000.00) dollars each pays to the company on account of its stock in the Silliker Car Company in cash the sum of sixty thousand (\$60,000.00) dollars, and the amount so paid is bona fide expended by the company in the purchase of land or the construction of buildings and the purchase of plant to be included in the mortgage.

6. In addition to the mortgage the company shall give to the City a chattel mortgage on all its personal property and all substitutions for and renewals of the same and additions thereto.

7. The company will keep its buildings, plant and stock insured in a sum not less than one hundred thousand (\$100,000.00) dollars in some insurance companies to be approved by the City, loss, if any, payable to the City.

8. The amount so to be loaned by the City shall be paid to the company in instalments, as the buildings of the company are erected, in the proportion of one dollar to each two dollars so expended by the company of its own moneys, exclusive of the money furnished by the City, the amount of such expenditure to be determined by the City Engineer and City Auditor. When the company has so expended one hundred and eighty-five thousand (\$185,000.00) dollars of its own moneys, exclusive of the money furnished by the City, the balance of the loan shall be paid over to the Company.

9. The books of the company shall at all times be open to the inspection of any auditor or accountant appointed by the City to make an inspection of the same.

10. Any buildings erected by the Company and used for residential purposes, whether on land otherwise exempted or not, shall, together with the land on which the same stand, be assessed as other residential properties in the City.

11. The Company agree not to establish any company store and in the event of its doing so, the exemption from taxation hereby agreed to be given shall wholly cease.

12. In consideration of the foregoing exemptions and loan the Company agrees to establish in the City of Halifax a factory or factories principally for the manufacturing of cars, and substantially in accordance with the prospectus submitted to the Council.

Moved by Alderman Martin, seconded by Alderman Kelly, that the Council adjourn. Motion passed.

Council adjourns 10.40 o'clock.

EVENING SESSION.

8.10 o'clock.

COUNCIL CHAMBER, CITY HALL, December 27th, 1906.

A meeting of the City Council was held this evening. Present—His Worship the Mayor and Aldermen Halliday, Archibald, Shaffner, Powell, Murray, Johnson, Gastonguay, Taylor, Douglas, Hubley, Lamphier, Kelly, Martin, Cawsey, MacKenzie and Hayward.

The Council was summoned to consider the Estimates for 1907-8, to proceed with business standing over and the transaction of other business.

The following named papers are submitted :

Report Public Accounts Committee covering Estimates for civic year 1907-8, by Alderman Johnson, Chairman.

Report Public Accounts Committee on various matters, by Alderman Johnson, Chairman.

His Worship the Mayor submits the following named papers :—

Application of S. P. C. for a civic grant.

Report City Treasurer re Halifax Electric Tramway Co. tolls.

Cash Statements City Treasurer for September.

Petition for bitulithic pavement on Bedford Row.

Moved by Alderman Johnson, seconded by Alderman Martin, that the Order of the Day be suspended to permit the reading of the papers submitted. Motion passed.

Read report Public Accounts Committee covering Estimates for civic year 1907-8.

ESTIMATES 1907-8.

COMMITTEE ROOM, CITY HALL, Dec. 26th, 1906.

To His Worship the Mayor and City Council :

GENTLEMEN,—Your Committee on Public Accounts beg to report that at a meeting of the Committee held this day, there being present Aldermen Johnson (Chairman), Archibald, Douglas, Kelly and Cawsey, the Committee was called to prepare the Estimates for the civic year 1907-8, and recommend the adoption of accompanying Estimates of Income and Expenditure for the civic year ending April 30th, 1908.

J. A. JOHNSON, *Chairman.*

Alderman Johnson addresses the Council on the Estimates

ADDRESS BY CHAIRMAN OF PUBLIC ACCOUNTS COMMITTEE.

HALIFAX, N. S., Dec. 27th, 1906.

To His Worship the Mayor and City Council :

GENTLEMEN,—As chairman of the Public Accounts Committee, I beg leave to lay before you the estimates for the civic year 1907-8, as recommended by the committee for adoption by the Council. Probably the only part of the estimate that will be criticised by the ratepayers is the increase of salaries of several officials; but I believe that upon mature consideration, the Council and the thinking part of the community will approve of these increases. It costs more to live now than it did years ago. I do not mean that the actual cost of the necessaries of life is increased, but all classes of people live better than they did years ago, so that the persons engaged on salaries should be fairly treated by their fellows who have greater opportunities of increasing their incomes from trade and commerce.

The City Clerk has had the same salary since he was appointed, and the committee recommend that it be increased \$100.

The City Engineer is probably the hardest worked man in the City of Halifax, and also has to put up with the most abuse. It is the opinion of the committee that if the City should be so unfortunate as to lose the services of Mr. Doane, it would cost a great deal more to secure an engineer as capable as he, in fact it would be a difficult matter to secure an equally competent man. When Mr. Keating was engineer of this City, I understand he was criticised fully as much as our present engineer; but when he became engineer of the City of Toronto, he was then looked upon by many of his critics, as one of the leading engineers of Canada; and I presume if Mr. Doane took a similar position, which he is quite capable of doing, he would be viewed in the same light.

Mr. Doane has been connected with the City for about sixteen years, and he has not had an increase of salary for about thirteen years. If his work were confined to ordinary business hours, the increase of salary might be criticised, but he is at the beck and call of every committee and is consulted on almost every important transaction in which the City engages.

The License Inspector, although only engaged for a year, has shown that he is the right man in the right place, and has given satisfaction to every citizen. It was, therefore, decided to express our appreciation by giving him \$100 increase. This is charged against the Liquor License Appropriation, and it is in his power to easily earn this increase of \$100.

The Library Committee recommended that \$125 be divided among the three Librarians—\$25 to the Librarian and \$50 to each of the assistants. As the appropriation for the library is a fixed amount, viz., \$2500, this does not increase the taxes of the citizens any. The only difference is that the \$125 will be paid in salaries instead of being used for other purposes.

The City Electrician has been employed by the City for ten years, and during that period he has not had any increase. He is one of the most useful of the City officials and does a great deal of work outside of the usual office hours. An increase of \$200 was recommended.

The increases which really affect the rates amount to \$900. After the charges against the various departments for certain salaries are subtracted, it leaves the net salary list \$24,400 against \$23,500 last year. On account of the statutory increase allowed to police and other necessary outlay, the appropriation for that department has been increased from \$30,000 to \$32,000. If it were not for the increased demands from almost every department, your committee would like to have recommended the appointment of six additional men, which would have brought the appropriation up to about \$35,700.

On account of the increased price secured for broken stone from Rockhead Prison

and various other economies, the appropriation has been decreased \$500 over last year. At my request the City Engineer reported on the cost necessary to put the building and fences in good repair. He estimates that it will amount to \$450, and as the committee will have a credit balance of about that amount at the end of the year, we would recommend that a contract be entered into before the close of the fiscal year, to make the necessary improvements in order that it may come out of the current year appropriation.

The estimate for the Department of City works is \$78,420. This is an increase over last year of \$6186. \$5000 of this is to be devoted to keeping the paved streets clean. Since the streets have been paved the greater amount of the expense has been collected from the citizens whose property or offices abutted on the paved districts. This money was in a large part contributed by merchants who are our largest tax payers, and who paid their proportion for the paving of the streets; so that it is an injustice to expect them to pay this additional tax. On account of its usual condition, Water Street is a disgrace to the City, and it is estimated that \$5000 would be sufficient to keep, not only the newly paved streets, but also Water Street, in a state that would be satisfactory to all concerned.

We have, at the present time, three hundred and twenty-three street lights, which cost the City about \$21,000. The committee would recommend that this be \$22,000 so that the number of lights could be increased to about three hundred and fifty. It would be very desirable to have an all-night service throughout the year; but it was calculated that this would cost the City about \$10 additional per light, that is \$3,500; and on account of the great increase in other departments, it was deemed advisable to continue the lighting of the streets as at present.

According to the new Act, it is necessary to make an inspection of electric wiring, etc. It is calculated this this will cost \$500.

The City of Halifax, so far as their fire protection is concerned, is at the mercy of agents of the various fire insurance companies represented in the City. They meet in solemn conclave and arbitrarily decide what each property holder should pay. It is felt by many citizens that they do not take the determined stand to keep down the rates as is done by St John agents. This same body of Halifax citizens have dictated to the City that they make certain improvements which involve the spending of a large sum of money, promising that when these improvements are made, they will make certain reductions in the rate. It is rather unfortunate that any body of men should have such power, but apparently it cannot be helped. The result is that the appropriation for the Fire Department this year is \$41,500, an increase of about \$8,000 over last year, and \$13,000 over 1903-4. This does not include the interest and sinking funds on the large amount of money expended by the City in new buildings and apparatus.

The estimate of the Fire Department calls for an additional engineer, a new chemical engine, a driver on same, driver for new aerial truck and an extra man for the truck; and it is proposed to establish a ladder division consisting of a captain and seven call-men. It was thought necessary to have two additional men on the Grafton Street and West Street chemical, and three extra, permanent men at the Central and Bedford Row Engine Houses.

The miscellaneous items in the estimate, consisting of printing, contingent accounts, etc., remain practically the same. The probable income is put down at \$54,000 against \$50,400 last year.

On account of the legislation secured last winter, the Halifax Electric Tram Company will be required to pay the City 2 per cent. on the gross receipts secured from the electric and gas works. This will amount to \$4,000, which, added to the \$7,500 to be paid on account of the Tram service, will bring that amount up to \$11,500.

The probable income from Liquor License was cut down \$1000.

It is estimated that the rate due the City yearly from hatchways, will amount to \$2,000; and there is no reason why it should not be collected; so it was decided to insert this amount.

There are some large increases under the heading of "Extra Assessment."

The City has to contribute \$11,600 to the County of Halifax.

The appropriation for public schools is \$135,000, an increase of \$9,700 over last year, and an increase of \$43,000 over what it was about five years ago. The School Board is criticised by many citizens, but after a careful investigation made before the Governor and Council, it was decided that this amount could not be decreased. The City has a large representation from the City Council on the School Board, and if it were possible to cut this down, they would have insisted on it being done.

On account of the present law, the City is required to pay the School Commissioners in instalments the amount due them, whether the City has collected the money or not. The result is that to meet its demands, the City has to borrow the money from banks at an annual cost of about \$2,500; so that in reality the appropriation for schools this year is \$137,500. About \$400,000 of the debt of the City is represented by debentures issued by the School Board. The committee would recommend that, hereafter, when debentures have to be issued on account of the schools, the City issue them in the usual way, and that they hand over to the School Commissioners the proceeds; and the sinking fund, which is accumulated yearly to wipe off these debentures, should be under the control of the City, the same as all other sinking funds, and that legislation be secured to carry out this recommendation.

In the last session of the Legislature, the Council was empowered to give \$6000 to the Public Gardens and Common. This is an increase of \$1,000 over last year.

One pleasing feature in connection with these estimates is that the City does not have to provide for any deficit for the Provincial Exhibition.

The superannuation of Sergeant Leitch and Recorder McCoy called for \$346.66 and \$1150, respectively.

This makes a total under Extra Assessment of \$208,275.50, an increase of \$8,762.87.

The instalments on interest payable on temporary loans amount to \$7,989.44.

The interest on City Hall debentures and Halifax and Southwestern Railroad debentures remains the same.

The interest on all consolidated funds amounts to \$132,177.10, from which is deducted the interest on water debentures, which leaves a balance of \$85,035.10.

On the \$226,000 borrowed last year we will have to pay \$9,040 in interest. Under the legislation passed last winter on \$264,600 to be issued, the interest for eight months would amount to \$7055.70, making a total of \$16,095.70.

On account of the condition of the money market, it was not deemed advisable to sell our debentures. In the meantime we will borrow from the bank. The interest on the amount borrowed from the bank is \$1508.70, making a total of \$17,604.40, from which we will deduct the unexpended portion of the loan, which leaves a balance of \$12,804.00.

The Sinking Funds, as required by law, amount to \$13,885, so that the total interest and Sinking Fund required of the City during the coming year is \$123,678.44.

I would call your attention to the law respecting sidewalks. In the case of sewers, the amount paid by the property owners goes to the Sinking Fund. The result is that only a small amount is required to make up the balance. When we received authority to borrow \$150,000 last year for permanent sidewalks, curbs and gutters, we in reality secured authority to spend \$300,000. That is, if we built \$10,000 worth of sidewalks, the property owners have to pay \$5,000 of that. The City pays for all of it, borrowing the abutters' share from the Bank, and when the property owner pays his share the City repays the Bank, so that the \$150,000 would pay for \$300,000 worth. This explains why our Sinking Fund on the proposed loan is so large, viz., \$4,385.

The total amount of all the appropriations is \$465,273.75, and to this amount the law requires us to add 1% on account of short collections. This brings the total up to

\$469,926.48, from which we deduct \$5,000 taken from unexpended balances, which brings it down to \$464,926.48 This is an increase over last year of \$29,939.40.

Included in the probable income is \$4,000, which will be received from the Tram Company. This was brought about by the legislation of last winter, otherwise the increased expenditure over last year would be, in round numbers, \$34,000; so that if the legislation which was secured last winter had not been enacted, the rate of assessment would have gone up about thirteen cents over last year, that is, provided the assessed value of the personal and real estate is the same as last year.

In addition to the \$4,000 secured from the Tram Company, the recent legislation respecting poll tax of \$5.00 and the increased licenses on banks, life insurance, telephone, express and telegraph companies, real estate agents, brokers, etc., will amount to about \$18,000. Deducting this from the balance of \$29,939.40, it will leave a balance of about \$12,000., which will mean, provided the assessment on real estate and personal property is the same as last year, an increase in the rate of taxation of about five cents, so instead of it being \$1.72, it will be \$1.77. That is a man who is assessed for \$1000 would pay this year \$17.20 and next \$17.70 an increase of only 50 cents which he would more than save in shoe polish on account of improved streets.

The principal increases may be stated as follows:—

Salaries	\$ 900 00
Police Department	2000 00
Department City Works	6186 00
Fire Department	8032 00
Public Schools	9700 00
County Halifax	600 00
Poor's Asylum	680 00
Gardens	1000 00
Interest and Sinking funds	7783 15

It is to be hoped that the proposed legislation, which will be presented to the legislature on behalf of the City at the coming session, will materially increase the City's revenue. This City has reached an important stage in its existence. It is like the individual, it is becoming more particular in its tastes, demands better streets, better sidewalks, all the conveniences of a modern city.

In order to meet the requirements, money has to be spent, and unless the revenue of the City be increased the rate of taxation is bound to go up. The citizens are anxious to establish new industries. They expect the City to assist these industries, providing they are of a substantial nature. The continued prosperity of the City can only be brought about by enacting some change in our assessment laws that will produce more revenue, and in my opinion we should have young men in the assessors' office. No doubt the assessors do the best they can according to their lights. The chief assessor is about 67 year of age and has served the City for 25 years. Another one of the assessors is the same age, and I understand, is not in the best of health. I would recommend, in the City's interests that both Mr. Phelan and Mr. Cairns be superannuated, and that they be treated in a fair manner; that is that Mr. Phelan should have a retiring allowance of \$800 a year, Mr. Cairns \$600 a year, and that legislation be sought to bring this about, and that some bright young man be appointed as chief assessor, with the powers of a chief assessor, and by making slight changes in the Assessment Act, I believe the City's revenue can be increased \$50,000 a year, and the persons who pay this increase cannot in justice complain.

The Laws and Privileges Committee, in accordance with the resolution of the Council will shortly submit the proposed changes in the Assessment Act which will bring about this desired increase of revenue. With an increased revenue of \$50,000 this City would have a tremendous leverage to bring in and help along great industries, and would not bear any heavier in the way of taxation on the poorer class of the community and the merchants who bear the bulk of the taxes.

To get a man suitable for the position of chief assessor we would have to pay at least \$2,000., but notwithstanding the expense of retirement of the two respected, but aged

officials and paying the extra salaries, the condition of the finances of the City would be greatly improved.

J. A. JOHNSON.

The Council now proceeds with the consideration of said Estimates.

GENERAL ASSESSMENT.

SALARIES.

His Worship the Mayor	\$1000 00	Passed.
His Honor the Recorder	1200 00	"
The City Treasurer	1500 00	"
The City Clerk	\$1300 00	

Moved by Alderman Johnson, seconded by Alderman Douglas, that the item pass.

Moved in amendment by Alderman Hubley, seconded by Alderman Lamphier, that this item be placed at \$1200.00.

D Amendment put and lost, 4 voting for the same and 12 against it, as follows :—

For the Amendment.

Against it.

Ald. Shaffner, Lamphier,
Kelly, Hubley—4.

Ald. Archibald, Halliday,
Johnson, Murray,
Powell, Taylor,
Gastonguay, Douglas,
Martin, Cawsey,
MacKenzie, Hayward—12.

Item	\$1300 00	Passed.
Assistant City Clerk	1000 00	"
Stipendiary Magistrate	2000 00	"
City Engineer	\$3000 00	

Moved by Alderman Johnson, seconded by Alderman Archibald, that this item pass.

Moved in amendment by Alderman Hubley, seconded by Alderman Kelly, that this item be placed at \$2400.00.

Amendment put and lost, 5 voting for the same and 11 against it, as follows :—

For the Amendment.

Against it.

Ald. Lamphier, Kelly,
Hubley, Martin,
Cawsey—5.

Ald. Shaffner, Archibald,
Halliday, Johnson,
Murray, Powell,
Taylor, Gastonguay,
Douglas, MacKenzie,
Hayward—11.

Moved in amendment by Alderman Hubley, seconded by Alderman Martin, that the City Engineer's salary be placed at \$2500.00.

Amendment put and lost, 4 voting for the same and 12 against it, as follows :—

For the Amendment.	Against it.
Ald. Lamphier, Kelly, Hubley, Martin—4.	Ald. Shaffner, Archibald, Halliday, Johnson, Murray, Powell, Taylor, Gastonguay, Douglas, Cawsey, MacKenzie, Hayward—12.

Moved in amendment by Alderman Kelly, seconded by Alderman Martin, that the City Engineer's salary be placed at \$2600.00.

The amendment is put and lost.

The original motion is put and passed, 12 voting for the same and 4 against it, as follows :—

For the Motion	Against it.
Ald. Shaffner, Archibald, Halliday, Johnson, Murray, Powell, Taylor, Gastonguay, Douglas, Cawsey, MacKenzie, Hayward—12.	Ald. Lamphier, Kelly, Hubley, Martin—4

Item	\$3000 00	Passed.
Assistant City Engineer	1600 00	"
City Auditor	1500 00	"
Collector of Rates and Taxes and four Sub-Collectors	4000 00	"
1st Clerk in Collector's office	800 00	"
2nd " " "	800 00	"
City Assessor	1400 00	"
Two Assistant Assessors at \$1100 each	\$2200 00	

Moved by Alderman Johnson, seconded by Alderman Douglas, that this item pass.

Moved in amendment by Alderman Halliday, seconded by Alderman Shaffner, that the salaries of the two Assistant Assessors be \$1200.00 each.

Amendment put and lost.

Original motion put and passed.

Item	\$2200 00	Passed.
Registrar of Voters	200 00	"
Janitor City Hall	800 00	"
City Medical Officer	1000 00	"
Clerk of Works Department	1200 00	"
Stenographer	600 00	"
Superintendent of Streets and Sewers	1000 00	"
Superintendent of Water Department	1200 00	"
Water Inspector	728 00	"
License Inspector	\$1100 00	

Moved by Alderman Johnson, seconded by Alderman Cawsey, that this item pass.

Moved in amendment by Alderman Hubley, seconded by Alderman Lamphier, that this salary be placed at \$1000.00.

Amendment put and lost.

Original motion put and passed.

Item	\$1100 00	Passed.
Librarian Citizens' Free Library	475 00	"
Assistant Librarian	350 00	"
2nd Assistant Librarian	250 00	"
Plumbing Inspector	800 00	"
Electrician	\$1200 00	

Moved by Alderman Johnson, seconded by Alderman Archibald, that this item pass. Motion passed.

Item	\$1200 00	Passed.
Total salaries	<u> </u> \$34203 00	"

Less :

CHARGED TO WATER DEPARTMENT.

Assistant City Engineer	\$1600 00	"
2nd Clerk Collector's Office,	800 00	"
Superintendent Water Department	1200 00	"
Water Inspector	728 00	"
Clerk of Works Department	1200 00	"
	<u> </u> \$5528 00	"

CHARGED TO SEWERAGE.

Part salary of Stenographer	\$ 300 00	"
Superintendent of Streets and Sewers	1000 00	"
	<u> </u> \$1300 00	"

CHARGED TO VARIOUS APPROPRIATIONS.

License Inspector (License Fund)	\$1100 00	"
Librarian and Assistant Librarians (Library)	1075 00	"
Plumbing Inspector (Board of Health)	800 00	"
	<u> </u> \$2975 00	
	<u> </u> \$9803 00	"
	<u> </u> \$24400 00	"

POLICE DEPARTMENT.

Salaries and Maintenance \$32000 00 Passed.

ROCKHEAD PRISON.

Governor and Matron.....	\$1200 00	“
Underkeepers, 4 at \$510.00	2040 00	“
Messenger.....	510 00	“
Maintenance.....	\$1650 00	“
Less probable income from broken stone.....	400 00	
	<u>1250 00</u>	
		\$5000 00 “

DEPARTMENT OF CITY WORKS.

Cleaning Paved Streets	\$5000 00	“
Streets	\$22000 00	

Moved by Alderman Johnson, seconded by Alderman Cawsey, that this item pass.

Moved in amendment by Alderman Hubley, seconded by Alderman Lamphier, that the appropriation for streets be placed at \$25000.00

Amendment put and passed, 10 voting for the same and 4 against it, as follows:—

For the Amendment.

Against it.

Ald. Shaffner, Halliday, Murray, Powell, Gastonguay, Douglas, Lamphier, Hubley, MacKenzie, Hayward—10.	Ald. Archibald, Johnson, Taylor, Cawsey—4.
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Item	\$25000 00	Passed
Internal Health	17000 00	“
Maintenance of Sewers	500 00	“
Teams and Stables	5000 00	“
Fuel	1100 00	“
Telephones	264 00	“
Lighting City Hall.....	856 00	“
Lighting Streets	22000 00	“
Insurance.....	1000 00	“
City Property.....	2500 00	“
Maintenance of Baths	200 00	“
Preparing Official Plan	500 00	“
Inspection of Electric Wiring	500 00	“
	<u>\$81420 00</u>	“

FIRE DEPARTMENT,

Salaries and Maintenance..... \$41500 00

Moved by Alderman Powell, seconded by Alderman Cawsey, that the salary of the Chief of the Fire

Department be increased from \$1000.00 to 1100.00, and that the appropriation for Fire Department be made \$41600.00.

Moved by Alderman Cawsey, seconded by Alderman Archibald, that Alderman Johnson be permitted to make a motion. Motion passed.

Moved by Alderman Johnson, seconded by Alderman Cawsey, that on account of an understanding in civic affairs in general in the City of Halifax that tolerance be given to all religions.

Resolved, That in the future the unwritten understanding in this regard which is now applied to the appointment of policemen shall appertain to appointments to the Fire Department.

Moved by Alderman Douglas, seconded by Alderman Hubley, that this matter be referred to the Board of Fire Wards for report. Motion passed.

Alderman Powell's motion to increase the Fire Department appropriation is now put and passed.

Item	\$41600 00	Passed.
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MISCELLANEOUS.

Printing and Stationery	\$ 2500 00	Passed.
Interest on Commutation Fund (common lots) \$5509 @ 4 p.c.	220 36	"
Contingent, Including fees Medical Examiner	3000 00	"
Revising and Printing Jury Lists	200 00	"
Prothonotary fees due	78 95	"
	<u>5999 31</u>	"
	\$190419 31	"

Less :

PROBABLE INCOME.

Liquor Licenses	\$29000 00	"
Hack, Truck and Other Licenses	3000 00	"
Fines and Fees Police and City Courts	3500 00	"
Rents City Property	2000 00	"
Dog Tax	1500 00	"
Current Interest	1500 00	"
Halifax Electric Tramway Co.	11500 00	"
Rents of Hatches	2000 00	"
	<u>54000 00</u>	"
Total General Assessment	\$136419 31	"