

Moved in amendment by Alderman Hubley, seconded by Alderman Hoben, that this matter be referred back to the Committee on Works to give an opportunity for the landlord and tenant to be heard.

Amendment put and lost.

Moved in amendment by Alderman Hoben, seconded by Alderman Kelly, that the matter be referred back to the Committee on Works for further details before legislation is sought.

The amendment being put the division of Council showed :

For the Amendment.	Against it.
Aldermen Shaffner, Whitman, Chisholm, Hoben, Kelly, Hubley, Campbell, Davison, Hayward.—9.	Aldermen Archibald, Johnson, Murray, Taylor, Douglas, McManus, Martin, MacKenzie, Hawkins.—9.

His Worship the Mayor gives his casting vote against the amendment and declares it lost.

Moved by Alderman Murray, seconded by Alderman Johnson, that the question be now put.

The vote being taken showed as follows :

For "closure."	Against.
Aldermen Shaffner, Archibald, Johnson, Murray, Taylor, Douglas, McManus, Martin, MacKenzie, Hawkins.—10.	Aldermen Whitman, Chisholm, Hoben, Kelly, Hubley, Campbell, Davison, Hayward.—8.

His Workshop the Mayor declared the motion carried.

The original motion is now put and passed on the following division :

For the Motion.	Against it.
Aldermen Shaffner, Archibald, Johnson, Murray, Taylor, Douglas, McManus, Martin, MacKenzie, Hawkins.—10.	Aldermen Whitman, Chisholm, Hoben, Kelly, Hubley, Campbell, Davison, Hayward.—8.

Moved by Alderman Hoben, seconded by Alderman Hayward, that the Council do now adjourn.

Motion put and passed, 10 voting for the same and 8 against it, as follows :—

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For Adjournment.

Aldermen Shaffner, Whitman,  
Murray, Chisholm,  
Hoben, Kelly,  
Hubley, Campbell,  
Davison, Hayward.—10.

Against it.

Aldermen Archibald, Johnson,  
Taylor, Douglas,  
McManus, Martin,  
MacKenzie, Hawkins,—8.

Council adjourns at 2.30 o'clock, A. M.

## EVENING SESSION.

8.10 o'clock.

COUNCIL CHAMBER, CITY HALL, April 9th, 1908.

A meeting of the City Council was held this evening. At the above named hour, there were present Aldermen Johnson, Martin, Douglas, Hubley, Archibald, Campbell, and McManus.

Moved by Aldermen Hubley, seconded by Alderman Martin, that the time for meeting be extended until 8.30 o'clock. Motion passed.

8.30 o'clock. Roll called. Present the above named together with His Worship the Mayor and Aldermen Shaffner, Whitman, Chisholm, Taylor, Kelly, Hoben, Hayward, and MacKenzie.

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

### PRESENTATION OF PAPERS.

The following named papers are submitted:—

Report Library Commission, by Alderman McManus, for the Chairman.

Report City Prison Committee, by Alderman Hubley, Chairman.

Report Finance Committee, by Alderman Johnson, Chairman.

Report Charities Committee, by Alderman MacKenzie, Chairman.

Report Public Gardens Commission, by Alderman Taylor, Chairman.

Report Committee of Fire Wards, by Alderman Johnson, Chairman.

Report Laws and Privileges Committee on various matters, by Alderman Chisholm, Chairman.

Report Alderman Chisholm re superannuation of City Officials.

Petition in re Silliker Car Works by Alderman Whitman.

His Worship the Mayor submits the following named papers:—

Letter Board of Trade re celebration of First Representative Government in Greater Britain.

Petition of ratepayers for construction of market building on Fuel Yard property.

Letter Provincial Secretary re Fire Escapes.

Mayor's nomination of special committee in re Children's Hospital site, etc.

Report His Worship the Mayor and City Auditor re destruction of certain cancelled debentures.

Report Police Committee covering accounts.

Report Chief of Police re Sunday violations of Liquor License Act.

Report City Engineer re repairing Pleasant Street.

Petition against paving Lockman Street between Gerrish and North Streets.

Letter A. M. Bell re widening Windsor Street.

Petition in re repairs South Bland Street.

Reports (6) Committee on Works, viz :—

Increase of pay to the City Workmen.

Green Street sidewalk.

Tenders for supplies.

Parade Footpath.

Accounts.

Dockyard water supply.

Applications of Charles Foley, Mary Meagher, John Frain and J. H. Balfe for refund of deposits made with applications for liquor licenses.

Application of Edward J. Griffin for position of Assistant Assessor.

Application of Nathan Komarsky for a junk dealer's license.

#### NOTICE OF RECONSIDERATION.

#### REFERENCE OF PAPERS.

#### CONSIDERATION OF PAPERS SUBMITTED AT THIS AND PREVIOUS MEETINGS.

Read report Committee on Works re transfer of large Fuel Yard to the City for a market site, covering letter Water Department on the subject.

#### FUEL YARD FOR MARKET SITE.

CITY WORKS OFFICE, March 5th, 1908.

To the City Council:

GENTLEMEN,—At a meeting of the Committee on Works held this day, the attached Minute of Council re transfer of large Fuel Yard to the City was read. It was resolved to recommend to Council that a bond similar to that given for the small Fuel Yard be signed, and that legislation be obtained to increase the sum for same to \$12,000 instead of \$10,000.

R. T. MACILREITH, Mayor and Chairman.

Also read petition of ratepayers for the construction of a market building on the Fuel Yard property.

Moved by Alderman Whitman, seconded by Alderman Hoben, that the report be amended by making the recommendation read "That the following clause of Chapter 71, of the Acts of 1907, viz : " and for the land and buildings required for the extension of South Brunswick St. be amended by adding after the word "Street" the words "Such sum as is required, not exceeding \$2,000.00."

Motion put and passed unanimously, the names being recorded thus :

For the Motion.

Aldermen Archibald, Whitman, Johnson,  
Chisholm, Taylor, Douglas,  
McManus, Hoben, Kelly,  
Hubley, Campbell, Martin,  
MacKenzie, Hawyard—14.

Against it.

None.

Read petition in re powers of Siliker Car Company, Limited.

Referred to Committee on Laws and Privileges for report.

Read report Committee of Fire Wards on various matters.

REPORT BOARD OF FIRE WARDS.

COMMITTEE ROOM CITY HALL, April 8th, 1908.

*His Worship the Mayor and City Council :*

GENTLEMEN.—The Committee of Fire Wards met this evening at 8 o'clock. There were present Alderman Johnson, (Chairman), Archibald, Taylor, Campbell, Hayward and Hubley.

The Board begs be report and recommend as follows :—

1. That Thomas Inglis, call-man on No. 1 steamer, has resigned.
2. That John Honey, spare driver, who has been off duty since Nov. 28th, 1907 reported for duty on March 2nd, 1908.
3. That James Myers, call-man on No. 2 ladder truck, off duty since Jan. 8th, injured at Starr fire, reported for duty March 20th.
4. That Loraine T. Hiseler, call-man on No. 4 engine, injured at Starr fire, Jan. 8th, reported for duty Jan. 24th.
5. That John Toomey, supernumerary on No. 2 engine, be appointed permanent spare driver, vice John Honey, transferred to No. 1 truck.
6. That Wm. Knappan, call-man on No. 4 hose, be appointed permanent spare driver, vice John Banfield, transferred to No. 4 engine.
7. That William Branch, supernumerary No. 2 engine, be appointed to the call force.
8. That Edward Walsh be appointed supernumerary on No. 1 engine.
9. That Michael Shea be appointed supernumerary on No. 1 engine.
10. That James Bass be appointed supernumerary on No. 3 engine.
11. That box 17 at Queen St. engine house be moved to the corner of Queen and Morris Streets.
12. That box 28, corner of Morris and Edward Sts., be moved to the Morris Street engine house.
13. That box 53, corner of Lockman and Cornwallis Streets, be moved to the corner of Cornwallis and Brunswick Streets.
14. That as the Fire Department has no further use for either the Gerrish Street engine house or the Queen Street engine House that the Committee on Works be authorized to advertise for separate tenders for the purchase of the said properties, the proceeds to be applied as by law directed.
15. The following named accounts are recommended for payment :—

Thomas L. Spellman, use of band brakes on engines "Alexandra" and "King Edward", \$20.00, \$40.00. J. E. Myers, acid tank, etc., \$52.65. J. H. Mont & Co., repairs to engines, etc. \$102.70. Canadian Rubber Co., supplies, \$694.95; gloves, \$11.70—\$706.65. Melvin & Co.: Hardware, \$24.60, \$16.15—\$40.75. Halifax Electric Tram. Co., light, Isleville, \$2.83; Morris St., \$3.00; S. G. Road, \$2.41; Queen St., \$2.62; Bedford Row, \$5.19; Quinpool Road, \$2.85; Grafton St., \$1.24; West St., \$3.22; Brunswick St., \$8.78; Storage Battery City Hall, \$8.01—\$40.15. W. & A. Moir, supplies, \$4.53; Repairs engine, etc., \$210.60—\$215.13. J. Frank Crowe, soda, \$4.40; Soap, \$2.25—\$6.65. Farquhar Bros., electrical work, etc., \$25.92. Robert Merlin, lumber, \$12.85. J. C. Merlin, lumber, \$6.42. G. M. Cullen & Co., painting West St. House and Vestibule No. 4. House, \$170.75. Longard Bros., sliding pole, \$32.00. H. H. Fuller & Co., hardware, \$282.92, \$30.00, \$145.00, \$25.00—\$472.92. Imperial Oil Co., gasoline, \$2.00, \$2.00, \$2.00, \$2.00—\$8.00. City Home, soft wood, 90c. Austen Bros., landing pads, hose patches, \$17.85; hose couplings, \$19.50; hose straps, spanner, \$14.00—\$51.35. W. C. Knight, harness, etc., \$822.00, \$70.25—\$892.25. R. R. Kennedy, oil skins, \$31.25. McDonald & Co., supplies, \$2.59. David Roche, oil, 10c. A. Allison, harness repairs, \$4.45. A. J. McNutt, repairs hose wagon, \$1.00. N. S. Telephone Co., to June, 1908, \$72.00. Jas. Dempster & Co., lumber, \$2.85. Stairs, Son & Morrow, hardware, \$7.64. J. S. Cashen, feed, \$308.80. Globe Laundry, work, \$8.12. John T. Meagher, shoeing, \$10.71. Pitner Lighting Mdse., \$4.84, 50c., 50c., 85c., \$2.19, 05c., 75c.,—\$9.68. National Drug & Chemical Co., alcohol, \$2.45, sponge, sheepswool, etc., \$12.50—\$14.95. Wm. Robertson & Son, hardware, \$22.89. W. Stetson Rogers, sale of tools, \$2.00. Cragg Bros. & Co., cuspadores, etc., \$65.00. T. Hogan & Co., machine work, \$1.25. W. & C. Silver, bedding, \$4.60, \$2.90—\$7.50. P. Poirier, horseshoeing, \$5.15. John Foley, mason work, \$6.25. J. C. Calder, supplies, \$19.10. N. S. Furnishing Co., linoleum, etc., \$283.87, \$4.26—\$288.13. W. L. Kane & Co., linoleum, etc., \$4.34. \$90.07—\$94.41. Total—\$3863.86.

J. A. JOHNSON, *Chairman.*

The following resolution is submitted:—

*Resolved*, That the report of the Committee of Fire Wards be received and adopted and His Worship the Mayor authorized to sign warrants for payment of accounts therein referred to.

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

Read report City Prison Committee covering accounts for payment.

#### CITY PRISON ACCOUNTS.

CITY HALL, Halifax, N. S., April 9th, 1908.

*To His Worship the Mayor and City Council:*

GENTLEMEN.—The City Prison Committee beg to recommend for payment the following accounts, viz:—

Halifax Electric Tramway Co., Ltd., electric light, \$1.05. Jordan & Mann, horseshoeing, \$3.00. H. L. Hart, boots, \$30.00. Black & Flinn, oats, &c., \$34.10. John J. Carnell, carriage repairs, \$5.05. W. A. Maling & Co., ox heads, \$21.00. Isaiah Mosher, groceries, \$24.10. Total—\$118.30.

ANDREW HUBLEY, *Chairman.*

P. F. MARTIN.

The following resolution is submitted:—

*Resolved*, That the report of the City Prison Committee be received and adopted

and His Worship the Mayor authorized to sign warrants for payment of accounts therein recommended.

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

Read report Finance Committee on various matters.

REPORT FINANCE COMMITTEE.

COMMITTEE ROOM, CITY HALL, April 9th, 1908.

To His Worship the Mayor and City Council:

GENTLEMEN,—Your Committee on Finance beg to report that at a meeting of the Committee held this day, there being present Aldermen Johnson (Chairman) Shaffner, Campbell and Douglas, the following accounts amounting to \$245.38 were examined, found correct and are recommended for payment, viz:—

Holloway Bros., printing &c., \$152.70. T. C. Allen & Co., stationery, board fire escapes, \$2.75; City Treasurer, \$1.25; City Collector, \$7.33—\$11.33. A. & W. MacKinlay, Ltd. Books, City Clerk, \$7.00; City Collector, \$2.85—\$9.85. Dr. W. D. Finn, Medical examiner, certificates of death of Gladys M. Smith, \$4.00; George Stairs, \$4.00; Johanna Conway, \$4.00; Ollie Brownell, \$4.00—\$16.00. Canada Law Book Co., vol. 13 Canadian Criminal Cases, \$6.50. London Rubber Stamp Co., 100 dog tags \$22.00, F. M. Switzer & Co., peddlers' and bill posters' badges, \$27.00. Total—\$245.38.

Your Committee further reports that it had under consideration the following letter from the City Auditor re expenditure for Fire Department, as follows:—

OFFICE OF CITY AUDITOR, April 9th, 1908.

ALDERMAN J. A. JOHNSON, *Chairman of Finance Committee*:

SIR,—

Under Acts of Legislature, 1905, the City borrowed the sum of \$30,000	
“ “ “ 1906, “ “ “	27,000
Total.....	\$57,000

for completing of Bedford Row engine house, building Morris Street house, purchase of new apparatus and equipment of Fire Department.

There has been considerable extra expenditure required at Bedford Row. Morris Street house cost more than first expected, and as the account now stands, by the time our outstanding bills are paid and the extension ladder paid for, we will be short to meet our bills about \$3,500, and I would suggest that it would be well to get power at once from the Legislature to borrow this amount.

W. W. FOSTER, *City Auditor*.

Your Committee recommend that the recommendation of the City Auditor be adopted, and that the City Solicitor be instructed to prepare an Act and submit the same to the Legislature for enactment.

Your Committee further report that it had under consideration the following letter of the Silliker Car Company, Ltd.:

HALIFAX, N. S., April 9th, 1908.

To His Worship the Mayor:

DEAR SIR,—We wish to advise that we will require the balance of the loan from the City to our Company amounting to (\$60,000) sixty thousand dollars on May 1st.

SILLIKER CAR CO., LTD.

E. E. SILLIKER, *Secretary-Treasurer*.

Your Committee recommend that when proper certificates are filed tenders be asked for debentures or stock certificates to realize \$60,000—at the same time tenders are asked for refunding loan due 1st July next.

Your Committee further recommend that the City Treasurer be authorized to issue to the trustees of the Sinking Fund stock certificates for \$5,000.00, Consolidated Fund 1880 at 4½ per cent. interest for ½ Dry Dock Subsidy 1907 and five debentures of \$800.00 each, one of each maturing yearly at 4½ per cent. interest to pay for hose expenditure.

J. A. JOHNSON, *Chairman.*

Moved by Alderman Hoben, seconded by Alderman Hubley, that said report be considered clause by clause. Motion passed.

Read Clause 1 re accounts.

The following resolution is submitted :—

*Resolved,* That Clause 1 of the report of the Finance Committee be received and adopted and His Worship the Mayor authorized to sign warrants for payment of accounts therein recommended.

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

Read Clause 2 recommending that \$3500.00, be borrowed to meet deficiency in the amount of \$57,000.00 borrowed for improving the Fire Department.

Moved by Alderman Johnson, seconded by Alderman Shaffner, that this clause be adopted.

Alderman Murray here arrives and takes his seat in Council.

The motion being put there appeared :—

For the Motion.

Against it.

Aldermen Shaffner, Archibald.

Alderman Hubley.—1.

Whitman, Johnson,

Murray, Chisholm,

Taylor, Douglas,

McManus, Hoben,

Keily, Martin,

MacKenzie, Hayward.—14.

Read Clause 3 re issuing debentures for sufficient amount to realize \$60,000.00, balance of Silliker Car Company loan, at same time tenders are asked for refunding loan due July 1st next.

Alderman Davison here arrives and takes his seat in Council.

The following resolution is submitted :—

*Resolved,* That the report of the Committee be amended and that the Treasurer call for tenders for the sale of sufficient amount of City debentures bearing interest at 4% per annum to mature in 1940 to produce \$60,000.00, tenders to be received up to twelve o'clock, noon, thirty days from date of such advertisement, and that said



\$60,000 00 be paid to the Silliker Car Co., Ltd., in accordance with the Acts referring thereto.

Moved by Alderman Johnson, seconded by Alderman Douglas.

The following amendment is submitted:

That this report be referred to the Laws and Privileges Committee to be taken into consideration at the same time with the petition re reduction of powers of the Silliker Car Company.

Moved by Alderman Whitman, seconded by Alderman Shaffner.

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

For the Amendment.	Against it.
Aldermen Shaffner, Whitman, Hubley, Davison—4.	Aldermen Archibald, Johnson, Murray, Chisholm, Taylor, Douglas, McManus, Hoben, Kelly, Martin, MacKenzie, Hayward—12

The original resolution is put and passed unanimously, there being 15 Aldermen present and voting.

Read Clause 4 re loans for Dry Dock subsidy and purchase of hose.

Moved by Alderman Johnson, seconded by Alderman Murray, that said clause be adopted. Motion passed.

The report as amended is adopted as a whole.

Read report Library Committee re accounts, etc.

#### LIBRARY ACCOUNTS.

CITY HALL, April 7th, 1908.

To His Worship the Mayor and City Council:

GENTLEMEN.—The Library Committee met this day and recommended the following accounts for payment:—

Halifax Herald, \$6.00. Cazenove & Son, £21 17s. 6d—\$106.45. National Drug Co., \$4.45. T. C. Allen, \$29.15. Heaton's Agency, \$1.10. J. R. Findlay, \$7.50. Chronicle Pub. Co., \$6.00. W. R. Richards, \$2.50. Total, \$163 15.

The report on the work done in the bindery was approved. For the eleven months of the current year the value of the work done exceeded the expenditures for labor and materials by about \$75.00.

WALTER C. MURRAY, *Chairman.*

The following resolution is submitted:

*Resolved*, that the report of the Library Commission be received and adopted, and His Worship the Mayor authorized to sign warrants for payment of accounts therein recommended.

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

## Read report Charities Committee for March.

## REPORT CHARITIES COMMITTEE.

APRIL 1st, 1908.

*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 Chisholm, McManus and Hoben.

The Superintendent's report for March shows that during the month there were 26 persons admitted into the City Home, 3 born, 51 discharged and 5 died. Of the number admitted 8 were chargeable to the Province, 1 to Lunenburg County, 1 to Guysboro County and 16 to the City. The total number of inmates March 31st was 394 made up of 243 men, 146 women, and 5 children.

The following accounts are recommended for payment, viz:—

A. L. Doyle & Co., \$313.70. W. A. Maling & Co., \$448.95. J. & M. Murphy, \$107.21. P. T. Shea, \$170.28. Scotia Pure Milk Co., Ltd., \$97.65. Geo. Grigoire, \$41.47. F. A. Shaw, \$38.25. Henry Lovett, \$9.76. Halifax Electric Tram Co., Ltd., \$37.92. Blackadar Bros., \$1.45. The Chronicle Pub. Co., Ltd., \$1.85. T. C. Allen & Co., \$3.35. Wm. McFatrige, \$25.00. C. E. Puttner, \$37.50. Wm. Stairs, Son & Morrow, Ltd., \$2.56. W. N. Brown, \$5.15. Farquhar Bros., \$1.75. Hillis & Sons, Ltd., \$5.38. T. Larsen & Co., \$17.00. Rooney & Lovett, \$5.40. Wm. Robertson & Son, \$0.81. Lane's, \$6.50. The Halifax Herald, \$4.50. Geo. E. Smith & Co., \$1.20. B. Mulcahy, \$283.56. The Fleischman Co., \$4.95. Pay Sheet, \$636.33. Victoria General Hospital, \$73.68. Hugh D. MacKenzie Co., Ltd., \$286.65. Total, \$2,669.79.

G. A. MacKENZIE, *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 MacKenzie, seconded by Alderman Hoben, and passed.

Read report Public Gardens Committee covering accounts for payment.

## PUBLIC GARDENS ACCOUNTS.

COMMITTEE ROOM, CITY HALL, April 7th, 1908.

April 1st, 1908.

*To His Worship the Mayor and City Council:*

GENTLEMEN,—A meeting of the Commissioners of Halifax Common was held this day at 5 p. m.

Present Chairman Taylor, Commissioners Chisholm, Kelly, Campbell, MacKenzie, Powell, McDonald, Bishop, Power and the Superintendent.

They had before them the accompanying bills of which the following is a summary. The same were approved and passed for payment and the Secretary instructed to forward them to the City Council for their information and concurrence.

H. E. Tram Co., \$13.25. Bentley, Flemming & C., \$1.00. R. B. Adams, \$1.25. Steele Briggs Seed Co. Ltd., \$14.50. H. H. Fuller, \$1.23. John MacInnes & Son, \$1.80. Longard Bros., \$70.90. Alfred Carter, \$1.90. Donovan & Brennan, \$7.15. J. A. Shaw, \$10.90. Department City Works, \$306.99. Total—\$730.87.

EDWARD T. POWER, *Secretary.*

The following resolution is submitted:—

*Resolved*, That the report of the Gardens Commissioners be received and adopted and His Worship the Mayor authorized to sign warrants for payment of accounts therein recommended.

Moved by Alderman Taylor, seconded by Alderman Kelly, and passed.

Read report Police Commission covering accounts for payment.

POLICE ACCOUNTS.

April 9th, 1908.

*To the City Council:*

GENTLEMEN,—The Police Committee beg to recommend for payment the following accounts:—

Cragg Bros. & Co., whistles, \$10 00; coat hooks and padlocks, \$1.80—\$11.80. T. C. Allen & Co., stationary, \$6 30. S. Cunard & Co., coal, \$29.20, \$14.90—\$44.10. Chronicle Pub. Co., advertising, \$4 59. Lane's, cap and shoulder straps \$22.50. J. H. Mont & Co., rubber tire, \$13. Total—\$92.29.

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

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

Read report City Engineer re repairing Pleasant Street.

REPAIRS PLEASANT ST.

CITY ENGINEER'S OFFICE, April 9th, 1908.

*His Worship the Mayor:*

SIR,—The question of paving or repairing Pleasant St., between South and Inglis Sts., has not been settled by the Council, and the present condition of the street is, to say the least, not good. If the street is to be repaired it should be done in a permanent manner and will cost about \$1,500.00. Before doing any work in the direction of permanent repairs I should like to receive definite instructions from the Council.

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

Moved by Alderman Johnson, seconded by Alderman Murray, that No. 6 on Order of the Day be taken up for consideration with the report of the City Engineer.

Aldermen Hoben asked for a ruling of the Chair as to whether an item from the Order of the Day could be taken up for consideration at this time.

His Worship the Mayor ruled that when a subject is under consideration by the Council a motion to take up papers on the same subject from the Order of the Day is in order.

Aldermen Hoben and Hubley appealed to the Council from the ruling of the Chair.

The City Clerk put the question "Shall the decision of the Chair be sustained."

The vote being taken a division was demanded by Aldermen Hubley and Hoben, when there appeared.

To sustain the Chair.

Aldermen Shaffner, Archibald,  
Johnson, Murray,  
Chisholm, Taylor,  
Douglas, Martin,  
McManus, Davison,  
MacKenzie.—11.

Against.

Aldermen Whitman, Hoben,  
Hubley—3.

Aldermen Whitman and Hoben asked permission of Council to have the names recorded as voting to sustain the decision of the Chair which permission was granted.

The City Clerk declared the decision of the Chair sustained by a vote of 13 to 1.

The motion to take up No. 6 on the Order of the Day is put and passed.

Read No. 6, viz: Reports Committee on Works and City Engineer, re paving Pleasant Street from South to Inglis Street, July 4th, 1907. Report Committee on works re petition against paving said portion of street, October 17th, 1907.

The following resolution is submitted.

*Resolved*, That the report of the City Engineer re the paving of Pleasant Street from South Street to Inglis Street be adopted and that a contract be made with the Barber Asphalt Co. for said paving on the same terms as the present paving is being done, and that the City Solicitor be instructed to prepare legislation to borrow \$3,750.00 to pay for the same.

Moved by Alderman Johnson, seconded by Alderman Whitman and passed, 14 voting for the same and 2 against it, the division being as follows:—

For the Resolution.

Aldermen Shaffner, Archibald,  
Whitman, Johnson, Murray,  
Chisholm, Taylor, Douglas,  
McManus, Kelly, Davison,  
Martin, MacKenzie, Hayward—14.

Against it.

Aldermen Hoben,  
Hubley—2.

Read letter Geo. E. Faulkner, President of the Board of Trade, on behalf of a meeting of citizens in re celebration of the 150th Anniversary of the establishment in the Province of Nova Scotia of the first

representative Government in Greater Britain, asking the City Council to appoint representatives to a Committee.

Moved by Alderman Chisholm, seconded by Alderman Murray, that R. T. MacIlreith, Esq., and Alderman MacKenzie be appointed the representatives of this Council on said Committee.

Motion passed.

Appointment of Presiding Officers :

The following named were duly nominated and unanimsly appointed Presiding Officers for the election for Mayor and Aldermen to be held April 29th inst.

Ward 1	A to K	Alderman Shaffner.	L to Z	Alderman Whitman.
" 2	"	" Johnson,	"	" Chisholm.
" 3		William Crowe,	"	" MacManus.
" 4	"	Alderman Hoben,	"	" Kelly.
" 5	"	" Martin,	"	" Campbell.
" 6	"	" Hayward,	"	" MacKenzie.

Read report Committee on Works covering accounts.

#### CITY WORKS ACCOUNTS.

CITY WORK'S OFFICE, April 9th, 1908.

To the City Council :

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

Water maintenance, \$1,068 98. Public Garden's fence, \$1,015.00. Morris Street engine house, \$901.98. Fuel City Hall, \$219.00. Street lighting, \$1,698.75. Streets, \$156.16. City Hall lighting, \$76.94. Sewer loan, \$58.25. Teams and stables, \$52.81. Permanent sidewalks, \$22.50. Telephones, \$22 00. New workshops and stables, \$9 54. Internal health, \$4.25. Insurance, \$5.25. Total, \$5,311 41.

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

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

Moved by Alderman Douglas, seconded by Alderman Murray, that the Council do now adjourn until Tuesday evening April 21st inst., at 8 o'clock. Motion passed.

Council adjourns 12.15 o'clock.

## NOON SESSION.

12 o'clock.

COUNCIL CHAMBER, CITY HALL, April 13th, 1908.

An informal meeting of the City Council was held this day at the above named hour. There were present Deputy-Mayor Johnson (in the chair) and Aldermen Archibald, Shaffner, Whitman, Murray, Chisholm, Taylor, Douglas, McManus, Hubley, Kelly, Hoben, Davison, Campbell, Martin and MacKenzie.

The Deputy-Mayor explained that His Worship the Mayor had called this emergency meeting but was unable to attend himself because of important business which had called him to Sydney. His Worship had for some time been corresponding with Sir Sanford Fleming with the view of securing the whole or a portion of the property on the western side of the North-West Arm known as the "Dingle" for a public park for the City of Halifax. On Saturday the 11th inst., these communications culminated in a telegram from Sir Sanford Fleming to His Worship in which Sir Sanford agreed to hand over to the City the southern portion of this property for the purposes of a park. As the Legislature is now in session and the acceptance of Sir Sanford's offer would entail certain expenses for the maintenance of the proposed Park which the Council has no authority to appropriate this informal meeting was called for the purpose of obtaining an expression of the will of the members of the City Council. A draft Act had been hurriedly prepared to meet the situation and if this informal meeting approved of it the Legislature would pass it. He had this assurance from Hon. Mr. Armstrong, Chairman of the Select Committee on Bills of the Legislative Council, who is now present to witness the proceedings.

The Deputy-Mayor read a message from His Worship the Mayor on the subject also a letter from His Worship the Mayor to Sir Sanford Fleming and answering telegram from Sir Sanford to His Worship.

Read draft Act entitled "An Act for the establishment of a Park for the City of Halifax on the western side of the North-West Arm."

FLEMING PARK, NORTH WEST ARM.

HALIFAX, N. S., April 11th, 1908.

*To the Members of the City Council of the City of Halifax :*

GENTLEMEN,—I have requested you to attend at a meeting which, owing to the shortness of time must necessarily be informal, for the purpose of laying before you

certain correspondence which I have had with Sir Sanford Fleming, in which he has intimated his wish to dedicate the southern portion of his beautiful property known as the "Dingle", on the western side of the North West Arm, for a public park. Previous to the correspondence submitted Mr. A. M. Bell who has taken a very warm interest in the matter, and myself had several interviews with Sir Sanford Fleming in which he discussed the matter and expressed his views and wishes.

I need not point out to you how greatly the citizens are indebted to Sir Sanford for his most generous offer, nor the desirability of our promptly accepting it. The North-West Arm has of recent years become probably the chief pleasure resort of our citizens, and it is eminently desirable that a portion of its shores should be kept open to the use of the public, and for that purpose no portion is so well adapted as that proposed to be dedicated. Sir Sanford's only conditions were that the City should provide for the preservation of the property from injury or defacement, its gradual improvement and the maintenance of good order and decorum.

It has appeared to me that a Commission similar to that in which Point Pleasant Park is vested would best enable Sir Sanford's wishes to be carried out. I have instructed the City Solicitor to prepare an Act providing for such a Commission and a yearly grant, which is of course necessary.

The details necessary to fully carry out Sir Sanford's wishes may be worked out at a later date after his letter has been received; but as the close of the Session is so near it is imperative that any legislation required should be introduced at once.

I regret that a professional engagement out of the City prevents my attending your meeting to give further explanation, and to join with you in thanking Sir Sanford for his most generous offer.

R. T. MACILREITH, *Mayor*.

HALIFAX, N. S., April 8th, 1908.

SIR SANFORD FLEMING, K. C. M. G., OTTAWA, ONT. :

DEAR SIR SANFORD,—If you will remember Mr. Bell, President of the Board of Trade, and I had a conference with you in my office here last autumn in reference to the matter of the City obtaining the southern portion of the Dingle property for the purpose of a public park.

Since that time I have discussed the matter with several of our prominent citizens, and the idea seems to meet with hearty approval.

I would be glad if you would write me a letter stating the terms and conditions on which you would dedicate the southern portion of your property for the use of the public.

As it may be necessary to obtain some legislation in order to enable the City to care for a park outside of the City limits, and as the Legislature is not likely to be in session later than the 16th instant, I would be glad to have a reply at your earliest convenience.

If you are still favorably disposed to the proposition, an Act in general terms could be obtained at once, and the details could be worked out later.

R. T. MACILREITH, *Mayor*.

OTTAWA, April 11th, 1908.

MAYOR MACILREITH, Halifax, N. S. :

Have just written in reply to your letter concurring in proposition.

SANFORD FLEMING.

AN ACT FOR THE ESTABLISHMENT OF A PUBLIC PARK ON THE  
WESTERN SIDE OF THE NORTH-WEST ARM.

*Whereas*, Sir Sanford Fleming, K. C. M. G., has intimated an intention of dedicating a portion of his property on the western side of the North-West Arm of the Harbor of Halifax as a Park for the use of the Public on terms and conditions similar to those provided in connection with Point Pleasant Park ;

*Therefore be it enacted*, by the Governor, Council and Assembly as follows :—

Three persons to be nominated by Sir Sanford Fleming during his life time, the Mayor of the City of Halifax and three Aldermen of the City of Halifax to be appointed yearly by the Council of the City are hereby constituted a body corporate to receive and hold the said property when so dedicated for a public Park.

In case of the death, resignation, incapacity or removal from the Province of any of the three persons to be so nominated by Sir Sanford Fleming, the vacancy so created shall be filled by a person to be nominated by Sir Sanford Fleming and after his death any such vacancy shall be filled by the remaining members of the Corporation by the appointment of a person not at the time a member of the Council of the City of Halifax.

The said corporation upon receiving a dedication of the said property may receive contributions and subscriptions for the improvement of the property ; shall appoint a Secretary and Treasurer ; and shall have the care and maintenance of the said property as and for a public park as aforesaid.

The said corporation may, subject to the approval of the Governor-in-Council, make by-laws for the maintenance of good order and decorum in the park, the preservation and improvement thereof, the duties of officials and all other matters pertaining to the same.

The City of Halifax upon the dedication of the said property shall appropriate yearly and pay to the said corporation a sum not less than seven hundred and fifty dollars for the maintenance, preservation and improvement of the said park, and the amount so appropriated shall be included in the amount yearly assessed and rated on the inhabitants and property of the City. The sum voted by the Council for the civic year beginning first of May, 1908, may be borrowed from a bank on any funds available, and the amount so borrowed with interest shall be included in the estimates for the civic year 1909-1910, and rated and collected along therewith.

The police officers of the City of Halifax shall have authority and jurisdiction in the said park, as fully for all purposes as though the same formed a part of the City of Halifax, and any person charged with the commission of any offence in the said park may be dealt with by the Stipendiary Magistrate of the City in the same manner as though the same had been committed in the said City.

The said park and all property connected therewith shall be exempt from all taxation by the Municipality of the County of Halifax.

The said park shall be known as the " Sir Sanford Fleming Park."

Moved by Alderman Taylor, seconded by Alderman Murray, that said draft Act be adopted and forwarded to the Legislature for enactment.

Motion passed unanimously.

The Chairman stated that there had been among the papers before the City Council for some time a report from the Committee on City Works covering a draft Act relating to water rates. As the Legislature is about to close he thought it well to call the attention of this meeting



to it so that the matter could be dealt with and the relief therein provided for water takers suffering accidental waste fixed by statute.

Aldermen Hoben, Hubley and Whitman objecting to the matter being dealt with at an informal meeting, the Chairman stated that as the members present were not unanimous the matter should stand for a regular meeting.

At the request of the Chairman the meeting is now addressed by Hon. Mr. Armstrong.

The Council adjourned.

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EVENING SESSION.

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8.10 o'clock.

COUCIL CHAMBER, CITY HALL, April 21st, 1908.

A meeting of the City Council was called for this evening pursuant to adjournment of April 9th inst.

At the above named hour, the roll being called and none of the members of the Council answering to their names this minute is made accordingly.

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## EVENING SESSION.

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8.10 o'clock.

COUNCIL CHAMBER, CITY HALL, April 24th, 1908.

A meeting of the City Council was called for this evening. At the above named hour there were present Aldermen Johnson, Douglas, and Martin.

Moved by Alderman Douglas, seconded by Aldermen Martin, that the time for meeting be extended until 8.30 o'clock. Motion passed.

8.30 o'clock. Roll called. Present the above named together with His Worship the Mayor and Aldermen McManus and MacKenzie.

There being no quorum to do business the Council stands adjourned.

## EVENING SESSION.

8.10 o'clock.

COUNCIL CHAMBER, CITY HALL, April 30th, 1908.

A meeting of the City Council was held this evening. At the above named hour there were present His Worship the Mayor and Aldermen Hubley, Martin, Shaffner, Hoben, Douglas, Kelly, Johnson and Campbell.

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

8.30 o'clock. Roll called. Present the above named together with Aldermen Archibald, Whitman, Murray, Chisholm, Taylor, McManus, Davison and Hayward.

The Council was summoned to receive the returns of the civic elections held 29th inst. for Mayor and Aldermen, to proceed with business standing over and the transaction of other business.

### PRESENTATION OF PAPERS.

The following named papers are submitted:—

Report Charities Committee, by Alderman Shaffner for Chairman.

Report Camp Hill Cemetary Commission, by Alderman Murray. Chairman

Report Finance Committee, by Alderman Johnson, Chairman.

Reports (2) Committee on Fire Wards, by Alderman Johnson, Chairman.

Report Library Commission, by Alderman Murray, Chairman.

His Worship the Mayor submits the following named papers:—

City Clerk's returns of election for Mayor and Aldermen.

City Engineer's report on Official City Plan.

Report Special Committee on Children's Hospital site.

Reports (2) Police Committee, covering accounts.

Report Coal Weighers for March.

Report Chief of Police re Sunday violation of Liquor License Act.

Report City Health Board re compensation for Mrs. W. Rowe.

Reports (9) Committee on Works, viz:—

Veith Street retaining wall.

Lease Stayner's Wharf property.

Water Estimates 1908-9.

Accounts.

Street Lights.

Oxford Street water extension

Fares Dartmouth Ferry.

Tenders for installing water meters.

Tenders for installing water meters (2nd.)

Circular letter J. M. Courtney, Secretary National Battlefields Commission re contributions.

Letter Truro Board of Trade re Intercolonial Railway.

Letter Fredericton Local Improvement Association in re taxes, &c.

Petition property owners North-West Arm in re Official City Plan.

Petition re paving one side of Lockman Street at a time.

Applications for public Entertainment Licenses Bennett Theatrical Enterprises Ltd., Jacob Withrow, J. E. Roy and Academy of Music.

Application Academy of Music for Bill Posters' License.

Application John S. Power for refund of Liquor License Deposit.

Application J. O'Brien for position of Secretary City Home.

Retiring Message from His Worship the Mayor.

Moved by Alderman Johnson seconded by Alderman Whitman, that His Worship the Mayor's Message be considered as read and that it be printed in the Minutes of Council and Annual Civic Report. Motion passed.

#### RETIRING MESSAGE HIS WORSHIP THE MAYOR.

MAYOR'S OFFICE, CITY HALL, April 30th, 1908.

*To the Members of the City Council:*

GENTLEMEN,—I propose that this final communication to you on the eve of my retirement from the position of Mayor shall take the form of a review of the administration of civic matters during the last three years.

When as an alderman I had a seat in your honorable body it became my duty as Chairman of the Committee on Public Accounts to submit the yearly estimates on two occasions, and, as will be seen on reference to the Council proceedings of that time, I endeavored to make the work to be performed fit the tax rate of that day.

On entering upon my duties as Mayor in 1905, and some time previously thereto, I realized that if Halifax was to advance a policy of improvement and progress must be followed. I further realized that such improvements meant expenditure of money, and that increased taxation on real estate and personal property must be avoided as far as possible. It therefore became necessary to look elsewhere for the increased revenue required. In concluding my first Message to the Council as Mayor, I expressed the hope that we might be able at the end of our term of office to look back upon "something accomplished, something done" for the progress and good government of our City.

The policy therefore followed in considering the various improvements required by the City has not been to try to force the cost within a certain pre-arranged rate of taxation, but, on the contrary, to regulate and fix such rate of taxation according to the improvements deemed necessary. As the general policy guiding me was apparent to the ratepayers during my first year of office, and as they on two subsequent occasions expressed their confidence in that policy by electing me by acclamation, I am satisfied that the time has come in the City of Halifax when the civic government will no longer be justified or receive the endorsement of intelligent people because it has kept down the tax rate, but, on the contrary, will be judged by the amount of work in new improvements, and in the keeping up of old improvements that it has accomplished, even if the rate of taxation does rise, with this limitation that the people should have received in results the full equivalent of the money spent in taxes. To slightly modify the language of a Mayor of another city in addressing his Council,—“ In making up the estimates of current expenses for the past three years, which estimates became the basis upon which the rate of taxation was based, the needs of the various departments of the City government were primarily considered, and such amounts were allowed for each as were necessary in order to carry out those improvements found to be indispensable despite the fact that by doing so the tax rate would be slightly raised. The City of Halifax is growing, and every citizen of Halifax desires to see it grow, but in order that it may be able to grow unhampered it must be our aim to make this City an agreeable place to live in and to do business in. To shout out patriotism from the house tops will not accomplish this end, but quietly, persistently and unrelentlessly to work for the introduction of modern methods and modern improvements in the City will. It has been the policy of the various civic administrations which have preceded the present one to claim credit from the people for keeping the tax rate and the public expenditures down to the minimum. This policy may have secured them public favor; but in the little that we have been able to accomplish I was not guided by a desire to gain public favor, but by the wish of promoting the public good.”

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

CIVIC DEBT.

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

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

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

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

NOTE.—Including Silliker Car Works bond issue.

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

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

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

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

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

Sewerage.....\$175,000.00

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

A large number of catch pits have been built, and the cost of these together with cost of material on hand, salaries and other expenses paid totals..... 24,968.01  
\$166,558.35

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

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

SEWER.	LENGTH.	TOTAL COST.
	"	
Black St .....	690 0	\$ 3,237 83
Brunswick St.....	316 6	1,563 77
Uniacke St.....	442 0	1,311 82
Creighton St.....	448 8	2,787 83
Harvard St.....	195 0	1,097 86
King's Place .....	880 0	4,205 03
Pepperell St.....	1,193 0	7,814 15
Preston St.....	550 0	3,415 92
South Park and Bell Road.....	985 0	12,045 78
" " " .....	1,238 0	26,163 82
Greenbank.....	48 0	929 36
Binney and Henry Sts.....	950 0	4,724 69
Chebucto Road.....	908 8	6,891 38
Dublin St.....	505 0	4,433 48
Granville St .....	234 0	1,618 98
Hanover St.....	242 0	792 22
Lawrence St.....	1,110 0	6,775 93
Macara St.....	375 0	1,632 18
North St.....	843 6	5,823 37

SEWEB.	LENGTH	TOTAL COST.
Shirley St.....	286 o	1,324 26
Veith St.....	711 o	3,604 75
Vernon St.....	1,200 o	7,808 35
Almon St.....	1,491 o	5,441 01
Argyle St.....	300 o	2,351 34
Bishop St.....	76 6	191 37
Dublin St.....		143 95
Henry St.....	450 o	1,033 89
Hunter St.....	637 o	2,823 22
Lockman St.....	147 o	1,522 94
Needham St.....	468 o	1,641 34
North St.....	410 o	2,360 07
North St.....		33 65
Preston St.....	238 9	1,371 08
Veith St.....	541 o	3,246 27
Vernon St.....		204 45
Windsor St.....	1,290 o	6,239 49
Windsor St.....	543 o	2,783 51
	20,943 7	\$141,590 34

FIRE DEPARTMENT.

ENGINE HOUSE IMPROVEMENTS AND EQUIPMENT .....\$60,200 00

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

The following are the principal items of expenditure :—

Bedford Row Engine House and furnishing.....	\$20413 70
Morris Street " " " " .....	19200 00
Land Central " " " " .....	3200 00
Alarm boxes and Tappers.....	2735 00
Waterous Engine.....	5500 00
Combination Chemical and Ladder.....	2800 00
Shand Mason Engine.....	5330 00

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

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

STREET WIDENING.

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

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

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

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

Our principal business streets at the present time ought to be, and are, a source of pride to our citizens, at least to those born within our gates, and the wisdom of expenditure for such a purpose as this cannot be disputed. By the time that Lockman Street is paved to North St., this appropriation will be about exhausted and we shall have laid 95,286 5 square yards of permanent pavement.

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

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

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

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

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

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

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



been erected ought to make our people even more proud of their Public Gardens.

LAND PURCHASED.

Stayner's Wharf property.....	\$13,000 00
Tully property.....	2,000 00
Longard property.....	350 00
	\$15,350 00

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

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

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

IMPROVEMENT HEATING OF CITY HALL.....	\$1,500 00
This item explains itself as well as,	
HEATING INFECTIOUS HOSPITAL ECT. ....	\$1,300 00
REPAIRS GRAND PARADE.....	\$4,000 00

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

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

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

PUBLIC SCHOOL DEBT.

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

WATER DEBT.

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

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

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

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

The gross increase in debt during past three years for general purposes was.....		\$424,389 00
Interest on this amount.....	\$16,975 56	
Less paid by Silliker Co.....	2,843 04	
	-----	\$14,132 52
Sinking Fund.....		4,609 00
		-----
Increased amount required annually.....	\$18,741 52	

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

From assessment on real and personal property? No.

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

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

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

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

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

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

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

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

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

## LEGISLATION.

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

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

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

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

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

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

By ordinance increased fees were collected from places of amusement.

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

Legislation was also secured making two important changes in Committees, viz., the placing of the control of the Library and Camp Hill Cemetery in the

hands of Commissioners, the former consisting of six Aldermen and three citizen Commissioners, and the latter of four Aldermen and three citizen Commissioners. A Board of Trustees of Camp Hill Cemetery was appointed to receive grants from persons owning or interested in lots in the cemetery, the annual income from such grants to be used for the upkeep of lots so provided for.

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

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

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

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

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

#### TAXATION.

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

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

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

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

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

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

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

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

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

Police and Salaries.....	\$ 5,040 00
Board of Works (increased appropriation for streets).....	8,565 00
Internal health (removal ashes, street cleaning etc.).....	3,000 00
Teams and Stables.....	1,500 00
Lighting Streets .....	2,720 00
Fire Department.....	11,236 00
City Home.....	1,800 00

Public Gardens & Park .....	1,500 00
Health Board and Infectious Diseases .....	8,229 00
Revising City Charter .....	2,000 00
Exhibition Deficit.....	3,076 00

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

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

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

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

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

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

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

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

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

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

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

In the Civic year 1904-5 the Board of Fire Underwriters made a very serious increase in Fire Insurance premiums and in the notice of increase stated that when the water supply had been improved and certain additional apparatus and men were provided for the Fire Department, certain reductions in the rate would be made, such reductions to be granted from time to time as the various demands made should be complied with by the City Council. The increased rate for insurance being very much greater than the increase in taxation would amount to, even if all the demands of the Underwriters were complied with, it was deemed advisable to bring the Fire Department up to the required standard as quickly as possible. This necessarily entailed the expenditure on capital account previously referred to and also, in order to provide the annual expenditure on account of the additional number of men and horses, etc., made the above increase in the yearly appropriation necessary.

In 1905 the Fire Department consisted of the Chief and 102 men and cost.....	\$19,692 00
For the coming year the estimate was for the Chief and 126 men to cost.....	28,704 00
Increase of.....	\$ 9,012 00

In 1905 the department employed 21 permanent men.

The last estimate was for 34 permanent men.

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

Fodder is the other item making up the increase.

In 1905 fodder cost as per estimate. ....	\$3000 00
The last estimates placed cost of fodder at .....	5100 00
Increase of.....	\$2100 00

In 1905 the Department had 27 horses.

In December last the estimate was 35 horses.

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

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

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

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

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

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

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

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

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

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

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

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

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

The last item revising City Charter, explains itself.

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

#### DEPARTMENT OF CITY WORKS.

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

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

#### WORKSHOPS AND STABLES.

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

#### TOWN CLOCK.

The Imperial authorities before their departure from Halifax having notified the City that it was the intention of the War Department to demolish the old Town Clock on the eastern slope of the Citadel, it was decided to make an effort to save this structure on account of its historical interest as well as its utility.

The military authorities finally agreed to hand the building over to the City and to contribute the sum of five hundred dollars towards its repair. An agreement was executed transferring this property to the City, and the sum of five hundred dollars was paid over. Since that time the building has been put in a proper state of repair.

#### PUBLIC MARKET.

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

#### WIDENING STREETS.

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

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

Within the past few months it was decided to purchase from the Church of England authorities a parcel of land at the corner of Coburg Road and Robie Streets for the purpose of widening this important thoroughfare. When this work has been finished the result will be a great improvement and much better facilities will be provided for traffic. This road throughout its length, and more particularly between LeMarchant Street and Oxford Street, is entirely too narrow, and it would seem to me to be very desirable before the land on the south side is built upon that a portion thereof should be acquired for the widening of this thoroughfare. I interviewed persons interested in this land on three occasions, but up to the present have heard nothing definite from them.

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

#### CAMPBELL ROAD.

Owing to the double-tracking of the Intercolonial and the operation of the Halifax and South-Western Railway the risk of accident on this road has been greatly increased. All the crossings are at grade and one of them is particularly



dangerous. With a view to overcoming danger and providing a safer and better carriage road in place of the present one, I have interviewed from time to time the Deputy Minister of Railways, the General Manager and other I. C. R. officials but so far no agreement has been reached.

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

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

In the

#### WATER DEPARTMENT

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

As the

#### PERMANENT PAVEMENT

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

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

### CITY PLAN.

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

### TELEPHONE POLES—UNDERGROUND CONDUITS.

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

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

### BOARD OF HEALTH.

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

### CITY CHARTER.

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

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

### TERMINAL FACILITIES

There has been a very marked improvement in the facilities at this port. The credit for this, of course, must be given to the Railway Department and the Dominion Government. In this connection I desire to say that on assuming the

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

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

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

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

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

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

Looking forward to the time when the G. T. P. begins to carry some of the