

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

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

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

"It has the most crooked alignment, the greatest extent of curvature, the sharpest curves, the highest bridge, the deepest embankment, the steepest grade, and the second highest summit on the whole railway. It touches tide water at four points, and a considerable summit is found between each two of the points. It has the longest stretches of the most level ground; and it passes through the roughest country, except at the chief summit on the St. Lawrence District."

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

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

"Generally the grades are approximately level. But for 14 miles the separate grades vary from 0.75 in 100 to 1 in 100, three ascending eastwards, divided by level, or easy grades in the same direction; the total height ascended is 206 feet in 5 miles, gaining the highest point on the division, 245 feet above the lowest point. The line then descends continuously for 133 feet in a length of 3½ miles."

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

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

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

The next division $24\frac{1}{2}$ miles to Truro:—

“As the Railway falls from Folly Lake, 600 feet above the level of the sea to Truro, only a few feet above the sea level, many of the grades are extreme, the greatest difference of level being 578 feet. One continuous grade, more than two miles long, descends at the rate of 1.20 in 100. There is an aggregate length of $5\frac{1}{2}$ miles on grades descending at rates varying between 0.80 and 0.94 in 100. There are in all $10\frac{1}{2}$ miles of heavy grades on the “Section.”

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

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

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

MANUFACTURING INDUSTRIES.

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

C. P. R. RUNNING RIGHTS TO HALIFAX.

This has been one of the most important matters which has engaged my attention during my term of office, and is one in reference to which I believe our citizens are united. The desirability of having this corporation run its trains into this port cannot be doubted, and no stone should be left unturned to complete arrangements for their entrance here. As I have already addressed a message to you on this subject it does not seem necessary that I should go over the ground then covered. In brief, I believe

that the Canadian Pacific Railway is not only ready and willing, but anxious to connect its system with this City, our people want them to do so, but the important and difficult question of running rights over the Intercolonial Railway must be grappled with. As I believe the Dominion Government is anxious to meet the wishes and aspirations of the people of Halifax, it would seem to me as a layman that it would be possible to make a fair traffic arrangement if not on the line of the suggestion in my previous message on this subject, perhaps on some other equally fair and equitable basis. I am of opinion that if the Council continues to press this matter on the attention of the Government a satisfactory arrangement can be reached before the opening of the next winter's Trans-Atlantic business.

FAST LINE.

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

STEEL SHIPBUILDING.

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

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

POSITION OF HALIFAX AS A MAIL PORT QUESTIONED.

Winter before last the Canadian Pacific Steamers which jointly with the Allen line were performing the mail service refused to come to the wharf here to land or embark mails or passengers, or in fact refused to receive or land passengers here at all. Accompanied by Mr. A. M. Bell, the President of the Board of Trade, I at once proceeded to Ottawa where we laid the matter before Members of the

Government and at the same time prepared and left with the Minister of Trade and Commerce and others a memo in reference to our position. On my return to Halifax I transmitted a message to your Honourable body on the subject which makes it unnecessary to review the matter at length now. The justness of our position was conceded. Subsequently the C. P. R. boats landed and embarked mails and any passengers who desired either to land or embark here.

CHILDREN'S HOSPITAL.

For many years the need of such an institution as this has been felt in the Community but until last year when some of our public spirited and philanthropic citizens took hold of the project in real earnest nothing was ever accomplished. Now this institution is assured.

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

SIR SANDFORD FLEMING PARK.

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

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

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

DISTINGUISHED VISITORS.

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

DOMINION EXHIBITION.

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

WITHDRAWAL OF IMPERIAL TROOPS AND FLEETS.

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

The Imperial forces had been a part and parcel of the life of Halifax from the founding of the City until three years ago. They always took a prominent place in our activities, and as an evidence of the kindly feeling existing on their part towards our citizens just before their departure General Sir Charles Parsons and officers presented

the City with a souvenir of their good will suitably engraved. On the departure the Canadian forces took over the duties previously performed by their Imperial brothers-in-arms, and already they have given many evidences of their interest in our City and its citizens. In this connection it is to be noted with pleasure that the Colonel and Officers of the Royal Canadian Regiment permitted their excellent band to play once a week on the Grand Parade during the summer and will continue this courtesy during the coming summer.

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

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

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

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

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

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

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

Yours faithfully,

R. T. MACILREITH, MAYOR.

Read return of City Clerk covering the original nomination papers of Adam B. Crosby and Arthur C. Hawkins for the office of Mayor of

the City of Halifax, together with the poll books containing the returns, of the Presiding Officers at the several polling places at the election held on the 29th April 1908, said returns shewing Adam B. Crosby to have received 2668 votes and Arthur C. Hawkins 1726 votes, giving Adam B. Crosby a Majority of 942 votes.

The City Clerk declared Adam B. Crosby duly elected Mayor of the City of Halifax for the civic year 1908-9.

The following resolution is submitted:—

Resolved, That the City Clerk be and he is hereby directed to notify the Honorable the Provincial Secretary of the election of Adam B. Crosby, Esquire, to the office of Mayor of the City of Halifax and to request that His Honor the Lieutenant-Governor may be pleased to name a time and place at which His Honor may be pleased to administer the oaths of office to the Mayor-elect.

Moved by Alderman Whitman, seconded by Alderman Hubley, and passed unanimously.

Read return of City Clerk covering the nomination papers of Samuel Y. Wilson and Nathaniel Littler for the office of Alderman for Ward No. One, together with the Poll Books containing the returns of the Presiding Officers at the several polling places in said ward at the election held on the 29th April inst., said returns shewing Samuel Y. Wilson to have received 353 and Nathaniel Littler 254 votes, giving Samuel Y. Wilson a majority of 99 votes.

The City Clerk declared Samuel Y. Wilson duly elected an Alderman of the City of Halifax for Ward No. One.

Read return of City Clerk covering the nomination papers of Willis E. Hebb and Thomas Brenton for the office of Alderman for Ward No. Two, together with the poll books containing the returns of the Presiding Officers at the several polling places in said ward at the election held on 29th April, inst. said return shewing Willis E. Hebb to have received 482 votes and Thomas Brenton 342 votes, giving Willis E. Hebb a majority of 140 votes.

The City Clerk declared Willis E. Hebb duly elected an Alderman of the City of Halifax for Ward No. Two.

Read return of City Clerk covering the nomination papers of Nelson B. Smith and Bruce H. Power for the office of Alderman for Ward No. Three, together with the poll books containing the returns of the presiding officers at the several polling places in said Ward No. Three at the election held on the 29th April, inst., said returns shewing Nelson B. Smith to have received 323 votes and Bruce H. Power 198 votes, giving Nelson B. Smith a majority of 125 votes.

The City Clerk declared Nelson B. Smith duly elected an Alderman of the City of Halifax for Ward No. Three.

Read return of City Clerk covering the nomination papers of Andrew Hubley and Charles E. Huggins for the office of Alderman for Ward No. Four, together with the poll books containing the returns of the presiding Officers at the several polling places in said ward at the election held on 29th of April, inst., said returns shewing Andrew Hubley to have received 445 votes and Charles E. Huggins 214 votes, giving Andrew Hubley a majority of 231 votes.

The City Clerk declared Andrew Hubley duly elected an Alderman of the City of Halifax for Ward No. Four.

Read return of the City Clerk covering the nomination papers of A. Audley Thompson and Robie S. Davison for the office of Alderman for Ward No. Five, together with the poll books containing the returns of the Presiding Officers at the several polling places in said ward at the election held on the 29th April, inst., said returns shewing A. Audley Thompson to have received 526 votes and Robie S. Davison 389 votes, giving A. Audley Thompson a majority of 137 votes.

The City Clerk declared A. Audley Thompson duly elected an Alderman of the City of Halifax for Ward No. Five.

Read return of City Clerk covering the nomination papers of James S. Edwards and Constant Upham for the office of Alderman for Ward No. Six, together with the poll books containing the returns of the presiding officers at the several polling places in said ward at the election held on the 29th April, inst., said returns shewing James S. Edwards to have received 466 votes and Constant Upham 459 votes, giving James S. Edwards a majority of 7 votes.

The City Clerk declared James S. Edwards duly elected an Alderman of the City of Halifax for Ward No. Six.

OFFICE OF CITY CLERK, Halifax, N. S., April 30th, 1908.

To His Worship the Mayor and City Council:

GENTLEMEN,—Pursuant to the provisions of the City Charter and the Acts in amendment thereof, in respect to the election of Mayor and Aldermen, I have the honor to submit the following returns of the elections for Mayor and Aldermen held on the 29th day of April, inst.

I have made separate returns in respect to the election for Mayor, and for the election of an Alderman for each ward, attached to which separate returns are the original nomination papers for all the candidates :

ELECTION FOR MAYOR.

Ward	Sec.	For Adam B. Crosby.	For Arthur C. Hawkins.
1.	A to K	166	106
	L to Z	212	103
2.	A to K	294	120
	L to Z	284	114
3.	A to K	185	59
	L to Z	185	92
4.	A to K	240	111
	L to Z	200	96
5.	A to K	252	195
	L to Z	243	210
6.	A to K	198	252
	L to Z	208	263
Totals		2,668	1,726
Total for Adam B. Crosby		2,668	
" Arthur C. Hawkins		1,726	
Majority for Adam B. Crosby		942	

ELECTION FOR ALDERMEN.

Ward		A to K	L to Z	Totals.
1.	Samuel Y. Wilson,	148	205	353
	Nathaniel Littler,	136	118	254
Majority for Samuel Y. Wilson				99
2.	Willis E. Hebb,	252	230	482
	Thomas Brenton,	172	170	342
Majority for Willis E. Hebb				140
3.	Nelson B. Smith,	150	173	323
	Bruce H. Power,	91	107	198
Majority for Nelson B. Smith				125
4.	Andrew Hubley,	247	198	445
	Charles E. Huggins,	114	100	214
Majority for Andrew Hubley				231
5.	A. Audley Thompson,	254	272	526
	Robie S. Davison,	204	185	369
Majority for A. Audley Thompson				137
6.	James S. Edwards	231	235	466
	Constant Upham,	222	237	459
Majority for James S. Edwards				7

L. FRED. MONAGHAN, *City Clerk.*

Read reports Committee on Works and City Engineer re increase of pay to City workmen.

WORKMEN'S WAGES.

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

To the City Council:

GENTLEMEN,—At a meeting of the Committee on Works held this day a report was read from the City Engineer in re workmen's wages. On motion of Alderman Hawkins, seconded by Alderman Taylor, it was decided to recommend to Council that an increase of two cents per hour be paid to all men now paid by the hour, and that the truckmen be paid 28 cents per hour in place of 22½ cents as at present, the weekly men mentioned in City Engineer's report excepted. The increase to take effect at once.

R. T. MACILREITH, Mayor and Chairman.

CITY WORKS OFFICE, April 9th, 1908.

His Worship the Mayor:

SIR,—In compliance with your request, I beg to report on the proposal to increase the pay of laborers and truckmen working for the City. It has been customary in the time books to put all time down as if the men were employed by the hour. It is misleading to one not familiar with the men or the work and has always been unsatisfactory to me. I think our books should be kept in such a way that any person inspecting them would understand them readily. The foremen follow the custom that has been followed for many, many years. It is manifestly unfair to compare wages without taking into account the time the men are employed, and in my opinion the workmen who can only obtain work for say from one hundred to two hundred days in the year at the maximum, should be considered separately from those who are employed continuously. During the last year or two practically all the men who are employed continuously and who have been appointed during recent years have signed an agreement to work for a fixed rate per day or week. These men almost without exception are good men, and the fact that they have agreed to work for a fixed rate does not prevent them from getting an increase, and in many cases, perhaps in nearly all cases, their pay has been increased whenever the Works Department thought they deserved it, and I presume the same practice will be followed in the future. Also, the more skilled men have been paid a higher rate of wages than the minimum fixed by the City Council according to their ability, the rate being decided by the Engineer, the foreman of streets and foreman of the water department, who are in a better position than the Works Committee would be to determine the exact wages that the men deserve in relation to the minimum.

I would recommend that the time books kept by the different foremen or made up by the storekeeper in future show as far as practicable the men who are employed constantly at the rate per day, or per week which they are now paid, and that extra time (if any) be shewn separately by the hour, and that increases to such men be dealt with individually; and further, that if the Council decide to increase the minimum rate of pay to laborers and truckmen that it be with the understanding that the foreman of streets, foreman of water department, and the Engineer shall adjust the pay of more skilled workmen according to their ability, as in the past.

The men who are employed continuously are:—

- A Storekeeper,
- A City Carpenter,
- An Asst. Carpenter,
- A Roller Engineer,
- An Asst. Street Foreman,
- A Sub-Forman in street, water and sewer departments,
- A Water Inspector,
- A Turakey,
- A Blacksmith and two assistants,

Two Gate-House Keepers,
 Watchman at Nicholson's dam,
 A City Plumber,
 A Stableman,
 Five drivers,
 Four lifters in ashes and garbage removal,
 Two dump men,
 Eight patrol cleaners on paved streets.

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

Moved by Alderman Taylor, seconded by Alderman Johnson, that the report of the Committee on Works be adopted.

Moved in amendment by Alderman Hubley, seconded by Alderman Hoben, that said reports be referred to the incoming Committee on Works.

Amendment put and lost, 7 voting for the same and 9 against it, the division of Council being as follows:—

For the Amendment.	Against it.
Aldermen Shaffner, Chisholm, Douglas, Hoben, Kelly, Hubley, Campbell—7.	Aldermen Archibald, Whitman, Johnson, Murray, Taylor, McManus, Davison, Martin, Hayward—9.

Original motion put and passed, 15 voting for the same and 1 against it, the names being recorded thus:—

For the Motion.	Against it.
Aldermen Shaffner, Archibald, Whitman, Johnson, Murray, Chisholm, Taylor, Douglas, McManus, Hoben, Kelly, Campbell, Davison, Martin, Hayward—15.	Alderman Hubley—1.

Alderman Hubley gives notice of reconsideration.

Read report City Engineer re Official City Plan covering eleven sections of the said plan.

OFFICIAL CITY PLAN.

CITY ENGINEER'S OFFICE, April 24th, 1908

His Worship the Mayor:

SIR,—I beg to submit to the Council eleven plans numbered Section 9, 10, 12, 13, 14, 15, 16, 17, 18, 19 and 20 of the Official City Plan of the City of Halifax, which has been completed in accordance with the provisions of the City Charter in relation to the preparation of the Official City Plan.

I would recommend the approval of the Plans submitted, and attach hereto a resolution prepared by the City Solicitor.

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

Also read petition of property owners North-West Arm against contemplated road along the east side of the Arm.

Moved by Alderman Whitman, seconded by Alderman Chisholm, that the consideration of this matter be deferred to a meeting of City Council to be held on the 11th day of June at 8 o'clock p. m.

Motion passed unanimously.

Read report Committee on Works re tenders for supplies.

TENDERS FOR SUPPLIES.

CITY WORKS OFFICE, April 7th, 1908.

To the City Council:

GENTLEMEN.—The City Works Committee at a meeting held to-day opened tenders for supplies for the civic year 1908-9, as follows:—

SCRAP IRON.

Hillis & Son Ltd.....	\$10 00	per ton.
William Grant	9 55	“ “
Wm. McFatridge	7 00	“ “

The tender of Hillis & Son being the highest is recommended for acceptance.

MAINTENANCE OF CITY CLOCKS.

F. C. Ryan	\$148 00
------------------	----------

This being the only tender is recommended for acceptance.

RENT OF FIELD, KEMPT ROAD.

Heber Hartlen.....	\$16 00	per year.
Thos. Robinson	25 00	“ “

The tender of Thos. Robinson, being the highest, is recommended for acceptance.

EXPLOSIVES.

Acadia Powder Co., Blasting Powder.....	07	per lb.
Dynamite18	“ “
Detonators55	“ “
Fuse Hanks.....	.10	“ “
Electric fuse02½	“ “

This tender, being the only one, is recommended for acceptance.

BRICKS.

	I. C. R. Depot.	Cotton Factory.
General Contractors' Supply Co.....	\$8 50	\$8 90
Brookfield Bros.....	7 90	
Jas. Simmons & Co., Dartmouth.....	7 75	7 75

The tender of Jas. Simmons & Co., being the lowest, is recommended for acceptance.

VETERINARY SERVICES.

Dr. McFatridge.....	\$4 50	per horse.
Dr. Jakeman.....	3 45	“ “

The tender of Dr. Jakeman is recommended for acceptance, it being the lowest.

RETAINING WALL, VEITH STREET.

George B. Lowe.....\$875 00
Laid over for future consideration.

LEASE STAYNER'S WHARF AND STORE.

Wm. Grant..... \$75 00 per year.
G. C. Cook..... 65 00 " "
Laid over for future consideration.

CART WHEELS.

J. H. Mont & Co., Watering Carts Large Front Wheel.....\$16 00
Small " " 16 00
Large Hind Wheel 18 00
Small " " 17 00
Flat Waggon Large Front Wheel..... 16 00
Large Hind Wheel..... 18 00
J. H. Mont & Co's., being the only tender, is recommended for acceptance.

STONE FOR BREAKING.

	Crusher.	Poor Association.
C. E. Morton.....		.02½
Peter L. Murray03
Chas Walker.....		.02½
D. McLellan.....		.02½
Edward Hartnett.....	.03½	.02

The tender of Edward Hartnett, being the lowest, is recommended for acceptance.

TEAMS AND SPRINKLERS.

J. McGrath & Co..... \$4 50 per day \$2 50 per half day.
Harry C. Adams 1 pair horses, 1 driver..... \$4 00 per day.
Robinson Bros., 1 " " 1 " 3 95 " "
Wm. Parsons, Sr 1 " " 1 " or more..... 3 85 " "

The tender of W. Parsons, Sr., being the lowest, is recommended for acceptance.

METER HOUSE CHAIN LAKE.

	Quarry faced granite.	Dressed faced granite.
John Kline	\$2,681 00	\$3,039 00
John Foley.....	2,531 00	2,839 00
Sam. Marshall & Son	2,397 00	2,547 00
Edward Maxwell.....	1,887 00	1,987 00

GATE HOUSE.

John Kline	2,681 00	3,039 00
John Foley.....	2,531 00	2,839 00
Sam. Marshal & Son.....	2,415 00	2,565 00
Edward Maxwell.....	1,837 00	1,937 00

The tender of Edward Maxwell for meter and gate house (quarry faced granite,) with permission to quarry stone on City property at Chain Lakes at a deduction of fifty dollars from the said contract; is recommended for acceptance, it being the lowest.

REMOVAL OF MANURE.

No tenders received.

PURCHASE OF FLOATING BATH.

No tenders received.

DOUBLE WORKING HARNESS.

Neil Fox	\$65 00 per set.
W. C. Knight	64 00 " "

The tender of W. C. Knight is recommended for acceptance, it being the lowest.

CEMENT.

Wm. Stairs Son & Morrow	112 lbs	55.97 c. per 100 lb.
Hyde Webster (Halifax wharfage to be added, one cent per bag)	112 "	54.25 " "
Eastern Portland Cement to		
" " Hessian Bags	112 "	56.80 " "
" " "	87½ "	58.00 " "
" " without bags	" "	50.00 " "
Brookfield Bros. Hessian bags	White Bros	57.50 " "
General Contractors' Supply Co.		
" " Peters P. P. P.	Best English	
	85½ lb bags	63.19 " "

The tender of Hyde Webster Co. being the lowest (55.25 c.) is recommended for acceptance.

WORKSHOP AND STABLES.

Walter Lownds	\$ 9,750 00
Sam. Marsoall & Son	24,950 00
Geo. B. Lowe	13,216 00 but if excavation required for foundation exceeds four feet in depth, \$7.50 per cubic yard extra building, including excavating.

A letter was received (attached) from Walter Lownds announcing an error of \$3800.00 in his tender which should be \$13,300.00.

The tender of Geo. B. Lowe being the lowest is recommended for acceptance.

HARDWARE.

Geo. E. Smith & Co.	gross tender	\$3005 22
H. H. Fuller	" "	2941 69
Wm. Stairs Son & Morrow	" "	3061 35

The tender of H. H. Fuller & Co., being the lowest is recommended for acceptance.

GRANITE.

W. D. Yeadon	
John Kline	

City Engineer reports tender of John Kline as lowest, recommended for acceptance.

DRAIN PIPE.

Brookfield Bros	
Hyde & Webster	

City Engineer reports tender of Brookfield Bros., lowest, recommended for acceptance.

LUMBER.

Brookfield Bros.	
John MacInnes & Son	

City Engineer reports tender of Brookfield Bros., lowest, recommended for acceptance.

SPECIAL CASTINGS.

Douglas & Co.
 Hillis & Son, Ltd.
 Silliker Car Co.,

City Engineer reports tender of Silliker Car Co., lowest, and the same is recommended for acceptance.

A tender from the Dartmouth Iron Foundry Co., was received at 5 p. m., April 7th, after the other tenders had been opened and Committee adjourned. The advertisement stated tenders would be received up to 12 noon on that day. This tender was therefore not considered.

R. T. MACILRETH, *Mayor*.

The same is considered clause by clause.

Scrap Iron, Hillis & Sons, Ltd. Passed.

City Clocks, F. C. Ryan. Passed.

Field, Kempt Road, Thos. Robinson. Passed.

Explosives, Acadia Powder Co. Passed.

Bricks, Jas. Simonds & Co. Passed.

Veterinary Services.

Moved by Alderman Taylor, seconded by Alderman Shaffner, that this item be referred to the incoming Committee on Works for report. Motion passed.

Veith Street retaining wall. Deferred.

Lease Stayner's wharf. Deferred.

Cart Wheels, J. H. Mont & Co. Passed.

Stone for breaking, Edward Hartnett. Passed.

Teams for Sprinklers, Wm. Parsons Sr. Passed.

Meter House Chain Lake, Edw. Maxwell, \$1887.00. Passed.

Gate House Chain Lake, Edw. Maxwell, \$1837.00. Passed

Removal of Manure. No tender.

Purchase of Floating Bath. No tender.

Double Working Harness, W. C. Knight. Passed.

Cement, Hyde, Webster Co.

Moved by Alderman Taylor, seconded by Alderman Whitman, that this clause be adopted.

Moved in amendment by Alderman Shaffner, seconded by Alderman Hoben, that the tender of Stairs, Son & Morrow be accepted.

Amendment put and passed, 9 voting for the same and 6 against it, as follows:—

For the Amendment.

Aldermen Shaffner, Archibald,
Hoben, Kelly, Hubley,
Campbell, Davison,
Martin, Hayward—9.

Against it.

Aldermen Whitman, Johnson,
Murray, Chisholm,
Taylor, McManus—6.

Alderman Chisholm gives notice of reconsideration.

Moved by Alderman Whitman, seconded by Alderman Murray, that proceedings under the resolution last passed be stayed until the determination of Alderman Chisholm's notice of reconsideration.

The vote being taken there appeared 7 for the motion and 8 against it, as follows :

For the Motion.

Aldermen Whitman, Johnson,
Murray, Chisholm,
McManus, Davison,
Hayward—7.

Against it.

Aldermen Shaffner, Archibald,
Taylor, Hoben,
Kelly, Hubley,
Campbell, Martin—8.

Aldermen Davison and Hayward requested to have their names recorded as voting against the motion instead of for it, and Alderman Taylor requested to have his name recorded as voting for the motion instead of against it. These requests being acceded to by Council, His Worship the Mayor declared the motion lost, 6 voting for the same and 9 against it.

Workshop and stables, George B. Low

Moved by Alderman Hoben, seconded by Alderman Kelly, that this clause together with the plans and specifications for the workshop and stables be referred back to the Committee on Works for further report.

Moved in amendment by Alderman Johnson, seconded by Alderman Murray, that the clause be adopted.

Amendment put and passed, 8 voting for the same and 6 against it, as follows :—

For the Amendment.

Aldermen Archibald, Johnson,
Murray, Chisholm,
McManus, Davison,
Martin, Hayward—8.

Against it.

Aldermen Shaffner, Whitman, Hoben,
Kelly, Hubley,
Campbell—6.

Alderman Hoben gives notice of reconsideration.

Hardware, H. H. Fuller & Co. Passed.

Granite, John Kline. Passed.

Drain pipe, Brookfield Bros. Passed.

Lumber, Brookfield Bros. Passed.

Special castings, Silliker Car Co. Passed.

Moved by Alderman Johnson, seconded by Alderman Murray, that the report as amended, be adopted as a whole. Motion passed.

Read report Committee on Works re Veith Street retaining wall.

VEITH STREET RETAINING WALL.

CITY WORKS OFFICE, April 23rd, 1908.

To the City Council:

GENTLEMEN,—At a meeting of the Committee on Works held this day, the attached letters from Geo. B. Low withdrawing his tender for retaining wall, Veith Street, and from Hillis & Sons, Ltd., offering to do the work for the sum of twelve hundred dollars were read. It was resolved to recommend the acceptance of Hillis & Sons, Ltd. offer.

R. T. MACILREITH, Mayor and Chairman.

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

Read report Committee on Works re lease of Stayner's wharf property.

LEASE STAYNER'S WHARF.

CITY WORKS OFFICE, April 30th, 1908.

To the City Council:

GENTLEMEN,—At a meeting of the Committee on Works held this day, the attached tenders for the lease of the Stayner's wharf property, lately occupied by A. B. Crosby & Co., were opened as follows:—

Messrs. F. W. Bissett & Co.	\$201.00 per year.
Geo. C. Cook	186.00 "
William Grant	175.00 "

The above tenders are referred without recommendation.

QUEEN STREET AND GERRISH STREET ENGINE HOUSES.

In re tenders for purchase Queen St. and Gerrish St. engine houses. No tenders were received.

R. T. MACILREITH, Mayor and Chairman.

Moved by Alderman Hoben, seconded by Alderman Hubley, that the consideration of this matter be deferred. Motion passed.

Alderman Whitman submits the following notice of motion:—

I beg to give notice that I intend to introduce a resolution at some subsequent meeting of the Council to rescind that portion of the amendment moved by Alderman Whitman and seconded by Alderman Chisholm, passed at the meeting of the City Council January 9th, 1908, adopting the minority report re claim of Patrick Kehoe, which decided that "this Council refuse to appoint an arbitrator or to entertain the claim of Mr. Kehoe."

Alderman Whitman also submits the following notice of motion:—

I beg to give notice that I intend to introduce a resolution at some subsequent meeting of the Council to amend No. 18 of The Rules of Order of Council brought into force March 1st, 1907, by proclamation of His Honor the Lieutenant-Governor as amended, by which said Rule 18 as amended shall be repealed and the following rule be substituted therefor, namely :—

1. "After any question, except one of indefinite postponement, has been decided any member may at the meeting at which such resolution is passed, give notice of reconsideration thereof. At the next meeting of the Council immediately after the calling of the roll and before any other business is considered the giver of such notice of reconsideration, or in his absence any other member on his behalf, shall briefly state his reasons for reconsideration; and if the motion to reconsider is seconded the same shall then be put to vote without further debate, and if carried, the question so reconsidered shall then be read and disposed of."

2. "If the motion to reconsider is not made at the time so fixed, or if the Council refuses to reconsider, no other motion to reconsider or rescind, or to reconsider the motion refusing to reconsider or rescind can be made within one year, except with the unanimous consent of the members of the Council present. After such notice of reconsideration is given no action shall be taken by the Council or by any Committee or Board thereof on the main motion until such reconsideration is disposed of."

Read report Finance Committee on various matters.

REPORT FINANCE COMMITTEE.

COMMITTEE ROOM, CITY HALL, April 24th, 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, Douglas and Kelly, a report of the City Auditor covering policies fire insurance for \$66,000 on Silliker Car Company works and plant was submitted.

Your Committee recommend that said policies be approved of, and that they be placed in the custody of the City Auditor.

The Chairman submitted the following letter re uncollected taxes from 1903 to 1907 inclusive, and impressed upon the Committee the necessity of providing for the contingency that may arise between now and the 31st July.

COMMITTEE ROOM CITY HALL, April 24th, 1908.

To the Finance Committee:

GENTLEMEN,—As Chairman of the Finance Committee, I beg leave to lay before you the following information :—

On April 23rd 1908 the uncollected taxes were as Follows :—

Taxes of 1903-4	\$ 8,742 00
1904-5	13,355 00
1905-6	34,909 00
1906-7	91,488 00
1907-8	141,708 55

Making a total of \$290,202 55

The law at present allows a discount of two per cent., provided the taxes are paid before the 31st day of July, of each year. That is, any person who pays his taxes between May 1st, 1907 and July 31st, 1907, would have a reduction of two per cent. Any person paying after the end of September would have to pay six per cent per annum. The above shows that there are citizens who prefer to pay six per cent. per annum on the above amount of \$290,202.55.

The bank charges five per cent., for overdrafts so that the City is not losing anything on this transaction. According to the Charter we are entitled to borrow 90 per cent. of the uncollected taxes, but not to exceed 30 per cent., of the total. This provision is necessary to run the City from the first of January until the first of May as the taxes for the previous years come in slowly during these months. On account of the fixed charges which must be paid, namely: \$150,000 for Schools, and the interest on the debentures, which together is 55 per cent., of the total taxes, we find that after paying off \$125,000 that 1906 owed the Bank it will be necessary before the old taxes are paid or the new taxes begin to come in to overdraw to the extent of \$60,000, and I would recommend that the attached resolution be recommended to the Council for adoption.

J. A. JOHNSON, *Chairman.*

Your Committee recommend that the City Treasurer be authorized to borrow from the Royal Bank, for the purpose of discharging the liabilities incurred in the civic years of 1907-8 a sum not exceeding \$60,000 in addition to the amount already authorized to be borrowed for that purpose, and that the same with the interest payable thereon be discharged out of the rates and taxes of the said civic year as the same are collected.

The following accounts, amounting to \$306.55, were passed as correct and are recommended for payment, viz:

Norman P. Leahy, typewriting, \$3.50. Herald Pub. Co., advertising, \$9.30. Blackadar Bros., advertising, \$4.35. Citizens' Free Library, binding reports, \$45.50. H. B. Clarke & Co., 3 dies, \$38.50. S. H. Holmes, costs filling papers \$2.30. Chronicle Pub. Co., advertising, \$12.72. Wm. B. Dana Co., Com. & Financial Chronicle \$11.50. MacAlpine, Pub. Co., printing voters' lists, \$170.73. London Rubber Stamp Co., stamps, 25c. Citizens' Free Library, binding, \$7.70. London Rubber Stamp Co., stamps, 20c. Total—\$306.55.

J. A. JOHNSON, *Chairman.*

Moved by Alderman Johnson, seconded by Alderman Murray, that the report of the Finance Committee be received and adopted and His Worship the Mayor authorized to sign warrants for payment of the accounts therein recommended. Motion passed.

The following resolution is also submitted:—

Resolved, That the City Treasurer be authorized to borrow from the Royal Bank for the purpose of discharging the liabilities incurred in the civic year 1907-8 a sum not exceeding \$60,000.00 in addition to the amount already authorized to be borrowed for that purpose and that the same with the interest payable thereon be discharged out of the rates and taxes of the said civic year as the same are collected.

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

Read report Library Commission covering an account for payment.

LIBRARY ACCOUNTS.

CITY HALL, April 29th, 1908.

His Worship the Mayor and City Council:

GENTLEMEN,—The Library Commissioners recommend the payment of the following account:—

Cazenove & Son, £5. 3. 8.—\$25.22.

WALTER C. MURRAY.
GEO. M. CAMPBELL.
JOHN F. KELLY.
P. J. McMANUS.

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

Read report Laws and Privileges Committee on various matters (For copy of report see printed Minutes of Council, May 14th, 1908.)

Moved by Alderman Chisholm, seconded by Alderman Johnson, that clause 1 re licenses for moving picture shows, clause 2 re refunds of deposits made with applications for liquor licenses, and the portion of clause 9 re license fees for moving picture shows be adopted and that the portion of clause 9 referring to license fees for penny arcades be deferred. Motion passed.

By unanimous consent of Council, Alderman Davison is permitted to submit the following resolution:

Whereas, The roads leading across the North Common are in a very bad condition, being completely out of repair;

And whereas, The said roads are used by thousands of ratepayers;

Therefore resolved, That the Works Department be instructed to have the said roads put in first-class condition at once.

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

Read report Committee on Works, covering Water Estimates for 1908-9.

WATER ESTIMATES.

CITY WORKS OFFICE, April 9th, 1908.

His Worship the Mayor and Members City Council:

GENTLEMEN,—I have been instructed by the Committee on Works to submit for your approval the Water Maintenance Estimates for the year 1908-9.

WATER ESTIMATES.

Interest			\$50,329 00
Maintenance			25,000 00
Sinking Fund			2,625 00
Short Collection			1,000 00
			<u>\$78,954 00</u>
Less income from special and meter rates			48,554 00
			<u>\$30,400 00</u>
3/8 of \$30,400 =	\$11,400 00		
5/8 of 30,400 =	19,000 00		30,400 00
			<u> </u>
\$15,833,334.00 @ 12 c. =	\$19,000 00		
8,142,856.00 @ 14 c. =	11,400 00		
			<u>\$30,400 00</u>

JAMES J. HOPEWELL, *Clerk of Works.*

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

Read report Committee on Works covering accounts for payment.

CITY WORKS ACCOUNTS.

CITY WORKS OFFICE, April 30th 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 this department were submitted, approved, and recommended to Council for payment.

Sewer Loan, \$169.66. Streets, \$2109.88. Street Lighting, \$1906.67. Water Maintenance, \$12893.04. Permanent Sidewalks, \$117.04. Teams and Stables, \$116.68. Water Construction, \$113.79. City Hall Lighting, \$71.21. Morris St. Engine House, \$51.10. City Property, \$37.00. Permanent Pavement, \$21.64. Internal Health, \$12.18. Widening Quinpool Road, \$9.90. Cleaning Paved Street, \$2.88. City Plan, 25c. Total—\$17632.92.

R. T. MACILREITH, Mayor and Chairman.

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

Read report Committee of Fire Wards, April 23rd, clause 5 re accounts.

(For copy of report see printed minutes of Council, May 14th, 1908).

Also read report Committee of Fire Wards, April 30th, clause 1 re tenders for veterinary services and clause 6 re accounts.

(For copy of report see printed minutes of Council, May 14th, 1908).

Moved by Alderman Johnson, seconded by Alderman Murray, that the portions read of the said reports be adopted and the accounts therein recommended paid.

Moved in amendment by Alderman Hubley, seconded by Alderman Hoben, that the portions of said reports read with the exception of the account of J. P. Esdaile be adopted and all the other accounts paid and that Mr. Esdaile's account be referred to the incoming Board for report. Amendment passed.

Read applications of John S. Power, Charles Foley, Mary Meagher and John Frain for refunds of liquor license deposits.

Referred to Laws and Privileges Committee for report.

Read applications of The Bennett Theatrical Enterprises, Ltd., Jacob Withrow, J. E. Roy and The Academy of Music for public entertainment and moving picture licenses.

Moved by Alderman Hubley, seconded by Alderman Murray, that the applications for renewals of licenses be granted subject to the provisions of the report of the Committee on Laws and Privileges adopted this evening. Motion passed.

Read application of Academy of Music for a Bill Poster's License.
Referred to Committee on Laws and Privileges for report.

Read application of J. O'Bryan for position of Secretary of the City Home. Filed.

Read application of Edward J. Griffin for position of Assistant City Assessor. Filed.

Read application of Nathan Komarsky for a Junk Dealer's License.
Referred to Laws and Privileges Committee for report.

Moved by Alderman Hubley, seconded by Alderman Murray, that the Council adjourn. Motion passed.

Council adjourns 11.55 o'clock.