

Your Committee recommend that the attached draft Act submitted by the City Solicitor as amended by this Committee be approved by the Council.

2. Petition T. M. Mullane et al in the matter of the Liquor License Act.

Mr. W. J. O'Hearn, Solicitor for petitioners, appeared before the Committee and asked the committee to recommend an amendment to the Liquor License Act extending the licenses held by petitioners until 1st May next to enable them to dispose of their stocks instead of the three months' extension asked for in petition.

Your Committee are not in a position to make a recommendation in this matter, but report the facts up for the consideration of the Council.

3. Letter Moir's Ltd., re amount of their taxation.

Mr. H. Mellish, K. C., Solicitor for Moir's Ltd., appeared before and submitted to the Committee the attached draft Act dealing with the future assessment of this Company.

It is recommended that said draft Act be forwarded to the City Council for adoption, with amendments to the following effect :—

That the amount of water exempted shall be no more extensive than under the present Act ;

That the property exempted under this Act shall be only that used exclusively for their business and that the exemption contained in the Act shall not apply to any retail store or stores used by said Company other than the one conducted and used by them at the passing of this Act.

4. Application of J. J. Power, K.C., for consent of the City to bring an action on a bond.

The City Solicitor reported to the Committee that he had a conference with the Solicitors interested in this case and that the matter is now in a fair way of settlement.

5. Letter Scotia Pure Milk Company re exemption of their manufacturing plant from taxation.

This is a matter on which this Committee are not competent to make a recommendation, as the City Charter defines what manufacturing plants are exempt.

F. P. BLYTH, *Chairman.*

The same is considered clause by clause.

Read clause 1 re legislation affecting the Silliker Car Company.

Also read draft Act, entitled "An Act to authorize the City of Halifax to assist the Nova Scotia Car Works, Limited."

AN ACT TO AUTHORIZE THE CITY OF HALIFAX TO ASSIST THE  
NOVA SCOTIA CAR WORKS, LIMITED.

WHEREAS, By Chapter 70 of the Statutes of Nova Scotia for the year 1907 the City of Halifax was authorized to loan One Hundred and Twenty-five Thousand Dollars (\$125,000.00) to the Silliker Car Company, Limited, and said loan was afterwards made by said City to said Company and security was taken therefore;

AND WHEREAS, The Nova Scotia Car Works, Limited, has purchased the property of the Silliker Car Company, Limited, and it is desirable that the Nova Scotia Car Works, Limited, should with respect to said loan be substituted for the Silliker Car Company, Limited, and should also be granted certain exemptions from taxation and from payment of water rates ;

BE IT ENACTED by the Governor, Council and Assembly as follows :

1. The Mortgage referred to in Chapter 70 of the Statutes of Nova Scotia for the year 1907 and in the Schedule thereto, and which was made by the Silliker Car Company, Limited, to the City of Halifax, dated the 26th day of March, 1908, and which was recorded in the office of the Registrar of Deeds at Halifax, in Book 374 page 7/2 et sequitur; the agreement between the same parties for extension of payment of the said mortgage, and dated the 26th day of March 1909, which was registered in the office of the Registrar of Deeds at Halifax in Book 389 page 563 et sequitur; and the chattel mortgage between the same parties dated the 26th day of March, 1908, and filed with the Registrar of Deeds at Halifax on the twenty-eighth day of March, 1908, shall continue and are hereby declared to exist from the twenty-eighth day of February, 1911, the day of the transfer and conveyance from the Silliker Car Company, Limited, to the Nova Scotia Car Works, Limited, as if the Nova Scotia Car Works, Limited, was substituted for the Silliker Car Company, Limited, as mortgagor with respect to said mortgage, agreement and chattel mortgage and all covenants, conditions, provisoes and agreements set forth in each of said documents governing, binding or effecting the Silliker Car Company, Limited, shall govern, bind and effect the Nova Scotia Car Works, Limited, with respect to the balance of said loan due to the City of Halifax as fully as if the Nova Scotia Car Works, Limited, had been the party to each of said documents in the place and stead of the Silliker Car Company, Limited.

2. The Council of the City of Halifax may authorize the crossing of Almon Street by the tracks of the Intercolonial Railway on such terms and conditions as the Council deems fit which shall include the erection of suitable gates at the crossing.

3. The City of Halifax shall not for a period of twenty years from this date assess for taxation nor levy any taxes or assessment upon or against

(a) Any stock, plant, personal property or effects of the Nova Scotia Car Works Limited, nor

(b) Any real property of said Company used exclusively for manufacturing purposes situate in the block of lands in the City of Halifax bounded on the north by Almon Street, on the south by North Street, on the west by Windsor Street, and on the east by the rear line of lots fronting on Kempt Road and Clifton Street. Provided that any lands in the said block used by the said Company for residential purposes shall be assessed in the ordinary way as if this Act had not been passed.

(c) A lot of land to be used for the purposes of its business on the water front of Halifax Harbor north of the Deep Water Terminus of the Intercolonial Railway at Richmond, and not exceeding 5 acres, provided no tolls or wharfage are charged in connection therewith.

4. The City of Halifax shall furnish to said Nova Scotia Car Works, Limited, each year for a period of twenty years from the date hereof five million gallons of water free of cost and charge to said Company and shall also furnish all water taken by said Company in excess of five million gallons at the minimum rate charged by said City for water used for manufacturing purposes.

Moved by Alderman Wilson, seconded by Alderman Hubley, that said draft Act be amended so as to provide that all water taken by the said Company in excess of 5,000,000 gallons yearly shall be furnished at the rate of 7½ cents per 1000 gallons. Motion passed.

Moved by Alderman Smith, seconded by Alderman Hebb, that the clause of the report and the draft Act, as amended, be adopted. Motion passed.

Read clause 2 re petition T. M. Mullane et al in the matter of the Liquor License Act.

The following resolution is submitted :—

WHEREAS certain licensees have been unsuccessful in their applications for retail liquor licenses for the year 1911-12.

AND WHEREAS it is deemed expedient that these persons be given an opportunity to dispose of their businesses without great loss.

BE IT RESOLVED, That the City Council instruct its Solicitor to prepare and submit a bill to the Legislature, extending to such unsuccessful applicants a period until May 1st, A. D. 1911, in which they may sell, by retail, intoxicating liquors in the City of Halifax.

Moved by Alderman Martin, seconded by Alderman MacKenzie.

Motion put and lost 6 voting for the same and 7 against it as follows :

For the Resolution.	Against it.
Aldermen McManus, Kelly, Thompson, Martin, MacKenzie, Rankine,— 6.	Aldermen Shaffner, Wilson, Hebb, Douglas, Smith, Hoben, Hubley.—7.

Read clause 3 re Taxation of Moir's Limited.

The following resolution is submitted :—

RESOLVED, that the City Council approve of the passage of an Act by the Local Legislature at its present session providing as follows :

1. All the real estate, buildings, plant, machinery, stock-in-trade and personal property of Moirs Limited used exclusively in said Company's business, whether now owned by said Company or hereafter acquired by them, including all buildings, which may be hereafter erected by said Company, for such exclusive use and all extensions of such buildings or of existing buildings, for such exclusive use shall be annually assessed and rated for the purpose of taxation by the City of Halifax at a sum not exceeding Sixty Five Thousand Dollars (65,000.00) for a period of twenty years, beginning with the thirtieth day of April, one thousand nine hundred and twelve ; provided however, that if during the said period the said Company should acquire any additional lands or buildings, the assessed value of such lands or buildings at the time of such purchase shall be added to the amount of said assessment.

Provided also that the exemptions contained in said act shall not apply to any retail shop used by said Company, other than the one conducted by it at the passing of this Act.

2. The said Company shall be exempt, as heretofore, during the said period' from water rates on two million five hundred thousand gallons of water each year, but for any excess over such quantity the said Company shall pay at the usual meter rate charged by the City.

3. Chapter 76 of the Acts of 1903 and Chapter 58 of the Acts of 1904 are hereby repealed.

Moved by Aldermen Smith, seconded by Alderman Martin.

By leave of Council the Council is addressed by Mr. Humphrey Mellish, Solicitor for Moir's Limited.

Moved in amendment by Alderman Douglas seconded by Alderman Wilson, that the exempting clause be amended by striking out the words " Stock in trade and personal property," and by sub-

stituting for the amount "\$65,000.00," therein named the amount "\$40,000.00."

Amendment put and lost, 3 voting for the same and 10 against it as follows :

For the Amendment.

Aldermen Wilson, Douglas,  
Hubley—3.

Against it.

Aldermen Shaffner, Hebb,  
McManus, Smith,  
Hoben, Kelly,  
Thompson, Martin,  
MacKenzie, Rankine—10.

The original resolution is put and passed, 12 voting for the same and 1 against it as follows :

For the Resolution.

Aldermen Shaffner, Wilson,  
Hebb, McManus,  
Douglas, Smith,  
Hoben, Kelly,  
Thompson, Martin,  
MacKenzie, Rankine—12.

Against it.

Alderman Hubley—1.

Read clause 4 re proposed action against the City on a bond. Passed.

Read clause 5 re taxation Scotia Pure Milk Company. Passed.

Moved by Alderman Wilson, seconded by Alderman Martin, that Aldermen Bligh and Hebb, be the Presiding Officers at the By-election in Ward No. 2, March 22nd inst. Motion passed.

Read Report Finance Committee on various matters.

#### REPORT FINANCE COMMITTEE.

COMMITTEE ROOM, CITY HALL, March 8th, 1911

*To His Worship the Mayor and City Council :*

GENTLEMEN.—Your Committee on Finance beg to report on that at a meeting held this day, there being present Aldermen Smith (Acting Chairman), Bligh and Hoben, the following matters were dealt with:—

1. Report Commissioners Halifax Common, asking for a loan of \$2500.00 for certain improvements Public Gardens.

It is recommended that the request of the Common Commissioners be granted, and the City Solicitor instructed to prepare the necessary legislation, and submit the same to the Legislature for enactment.

2. Letter Festival of Empire and Imperial Exhibition, London, England, May to October, 1911.

It is recommended that same be filed, as there are no funds which the City could use to participate in this event.

3. Reports Committee on Works and City Engineer re providing sewers for the western slope of the City.

It is recommended that the Council obtain at present session of Legislature permissive legislation to borrow a sum not exceeding \$125,000 for purpose of constructing new sewers.

4. Letter His Worship the Mayor covering account for \$76.55, his expenses to Ottawa and Montreal on delegation in re establishing a shipbuilding plant in this City.

It is recommended that the City Council approve of this delegation, and confirm the action of His Worship the Mayor, and that the expenses named, \$76.55, be paid out of the Contingent Fund.

5. Re Salary City Collector and Sub-collectors.

It is recommended that the following be substituted for Section 282 of the City Charter:—

“There shall be payable to the Collector the sum of two thousand dollars per annum, and a sum not exceeding three thousand dollars shall be paid to the sub-collectors as the Council may decide.”

6. Re account Wong Wing Yeen, a Chinese interpreter, who was engaged on cases in the Police Court in September and October, 1909, for interpretation fees \$50.00, it is recommended that this interpreter be tendered \$30.00 without prejudice in full payment of account, said amount of \$30.00 to be paid out of Fines and Fees Police Court.

7. The following accounts, amounting to \$118.65, were passed as correct and recommended for payment:—

Chronicle Pub. Co., subscription to Chronicle, Collector, \$5.50. T. C. Allen & Co., stationery and printing, City Collector, \$6.70; Police, \$5.35; Mayor's Office, \$3.50; City Clerk, \$5.80—\$67.35. A. & W. MacKinlay, Ltd., books City Clerk, \$22.00; City Collector, \$23.80—\$45.80. Total \$118.65.

N. B. SMITH, *Acting Chairman.*

The same is considered clause by clause.

Read clause 1 re loan for Public Gardens. Passed.

Read clause 2 re “Festival of Empire” Passed.

Read clause 3 re Sewers for western slope of the City. Passed.

Read clause 4 re expenses of His Worship the Mayor as a delegate to Ottawa and Montreal. Passed.

#### EXPENSES OF DELEGATES.

MAYOR'S OFFICE, February 23rd, 1911.

ALDERMAN F. P. BLYTH, *Chairman Finance Committee.*

DEAR SIR,—Early in January, upon the earnest solicitation of prominent members of the Board of Trade, I was called to Ottawa to interview the Minister of Finance and the Minister of Naval Affairs with respect to the proposed building of warships for the Canadian Navy. I had no time to call a meeting of the Council and had only very short notice calling me to Ottawa for the purpose. I, however, went and had a very satisfactory interview with the two Ministers named and obtained information which was very important to Mr. Brookfield, who has since gone to England, and to the other gentlemen who are anxious to have a shipbuilding plant established on the shores of Halifax Harbor. Had I had time to call a meeting of the Council, I would have put the matter before them, and no doubt would have been requested by the Council to make the visit to Ottawa. It, how-

ever, is quite competent for the Council now either to approve of my going or not as they may see fit, and I assume that in that regard they will carry out whatever the Finance Committee recommends. I am therefore enclosing you a memo. of my expenses, and I would ask you to make a recommendation for or against payment of the same, as to you may seem proper. Personally I do not think that I should have to pay these expenses out of my own pocket, as I have done, without being reimbursed.

J. A. CHISHOLM, Mayor.

Read clause 5 re salaries of City Collector and Sub-Collectors.

By agreement this clause is withdrawn, clause 3 of draft act to amend City Charter submitted this evening being substituted therefor.

The said clause 3 of draft act is now read. (See clause 3 of draft printed on a following page).

Moved by Alderman Smith, seconded by Alderman Martin, that said clause 3 of draft act be adopted. Motion passed.

Moved by Alderman Hoben, seconded by Alderman Shaffner, that the following be added to said clause 3 of draft act.

Section 281 is hereby repealed and the following substituted:—

The Collector for the City of Halifax shall appoint a sufficient number of sub-collectors or bailiffs—not less than four—for whose fidelity and acts he shall be responsible to the City of Halifax. He shall also have the power to suspend any such sub-collectors; but all such appointments or suspensions shall be subject to the approval of the City Council.

The sub-collectors shall be required to furnish a bond to the Collector from an approved Guarantee Company for the due performance of their duty.

Motion passed.

Clauses 6 and 7 are severally read and passed.

Moved by Alderman Smith, seconded by Alderman Wilson, that the report as amended be adopted as a whole and that the accounts be paid. Motion passed.

Read draft Act entitled "An Act to amend the Law relating to the City of Halifax."

#### AN ACT TO AMEND THE LAW RELATING TO THE CITY OF HALIFAX.

Be it enacted by the Governor, Council and Assembly as follows:—

1. In this Act the expression "City" means the City of Halifax; the expression "Council" means the City Council of that City, and any Committee or official herein mentioned by name means the Committee of that name of the said Council or City; the expression "The City Charter" means the Halifax City Charter, brought into force on the first day of March, 1907, by proclamation of the Governor-in-Council, dated the 20th day of February, 1907, and any sections herein referred to by number without other reference are the sections of the said City Charter so numbered, and this Act shall relate exclusively to the City of Halifax and the said Charter thereof.

2. The City may borrow from any Bank or other fund available the sums specified in the Schedule hereto and apply the same to the purposes set opposite to such sums respectively; and the amounts so borrowed with interest thereon shall be included in the civic estimates for the year 1912-13 and rated and collected along therewith.

3. Section 282 is hereby repealed and the following section substituted therefor:—

282. (1) There shall be payable to the Collector for his salary the sum of Two Thousand Dollars yearly.

(2) There shall be paid to the four sub-collectors yearly the sum of Six Hundred and Fifty Dollars each.

(3) The said sum of Six Hundred and Fifty Dollars each shall be paid to the sub-collectors for the year beginning 1st May, 1911, and the additional amount required for that purpose over the amount included in the estimates may be borrowed from any bank or other fund available and shall be included in the estimates for the year 1912-13 and collected along therewith.

4. Every account contracted by the City Health Board shall before being paid be sent to the City Council for approval.

5. Chapter 65, section 10, sub-section (1) of the Acts of 1906 is amended by striking out the word "five" in the second line thereof and substituting the word "ten" therefor, but this amendment shall not apply to any sidewalk constructed before 1st January, 1910.

6. Section 9 of Chapter 47 of the Acts of 1910 and Chapter 48 of the Acts of 1910 are hereby repealed and the following sections substituted therefor and for section 817 of the City Charter:—

817. (1) The amount so specified by the Board shall not exceed the sum of One Hundred and Forty Thousand Dollars in any one year unless a detailed and itemized estimate, showing the amount so specified and required for the various services, is submitted to the City Council before the 10th day of December for approval.

(2) If the Council does not before the 15th day of December signify to the Board, in writing, any objection to such estimates, they shall be deemed to be approved by the Council and shall be included by the Council in the estimates of the amount to be rated and collected for the ensuing year.

(3) If the Council disapproves of the said estimates or any item thereof and communicates its objection to the Board in writing, specifying the objection before the 15th day of December, such estimates shall, unless the Board assert an appeal from such objection as hereinafter provided, be deemed to be varied, as specified in such objection, and the amount as so varied shall be rated and collected as aforesaid.

(4) Upon the receipt of any such objection the Board may on or before the 20th day of December appeal therefrom to the Governor-in-Council, who may hear such appeal and may dispose of the matter of such objection or may otherwise vary or amend such estimates as is deemed fit, provided that any such appeal shall be determined by the Governor-in-Council on or before the 22nd day of December. The Governor-in-Council shall notify the Mayor of the time and place of hearing any such appeal and the Council may attend and be heard thereat. The determination of the Governor-in-Council shall be forthwith communicated to the Mayor and the amount of the estimates of the Board as determined by the Governor-in-Council shall be rated and collected as aforesaid.

(5) In any such estimate the Board shall state the amount estimated to be received from the Provincial Treasury and all sources other than the City of Halifax, and shall specify the total amount intended to be expended by the Board during the ensuing year, and the Board shall not expend in the year a greater sum than

the total amount so specified and any or all moneys received in excess by the Board of such total amount, and all other sums not expended by the Board shall be deemed an unexpended balance within section 316 and paid to the Trustees of the Reserve and Sinking Funds to be invested and dealt with as part of such funds. The Trustees of the Sinking Fund shall annually furnish to the School Board a statement of the amount of such balance and the accumulation thereof available for the redemption of the bonds issued on School Board account.

(6) If the Board fails to pay to the said Trustees the amount of any such unexpended balances, the Trustees shall forthwith notify the Treasurer of such failure and of the amount of the balance not paid, and the Treasurer shall, notwithstanding the provisions of section 818, retain the amount so unpaid out of the next instalment of moneys payable to the Board under the provisions of that section and pay the same to the Trustees for the purpose of the said fund.

(7) This section shall apply and have effect in respect to any such unexpended balance in the hands of the Board on the first day of May, 1911.

7. Chapter 68 section 3, sub-section (3) is hereby amended by striking out the word "Two" in the last line thereof and substituting the word "One" in the place thereof.

#### SCHEDULE OF AMOUNTS TO BE BORROWED.

To defray the deficit in the Street Lighting account for the year 1909-10....	\$ 146 88
To discharge the City's contribution to the the relief of the sufferers by the fire at Campbellton N. B.....	1000 00
To defray the deficit on the cost of conducting the evening classes of the Technical College for the current year.	Not exceeding 350 00
To contribute to aid in defraying the cost and charges of and incidental to the preparation by the Council of the Halifax Board of Trade of a claim to the Board of Railway Commissioners in respect to the removal of the existing differential rate of one cent per hundred pounds on freight carried to Halifax over the Intercolonial Railway and the presentation of such claim to the said Board.	An amount equal to the amount contributed to the said purpose by the Halifax Board of Trade and not in any event exceeding..... 500 00

The same is considered clause by clause and the said clauses 1 to 7 and the Schedule thereto adopted.

Read draft Act entitled An Act to enable the City of Halifax to borrow money."

#### AN ACT TO ENABLE THE CITY OF HALIFAX TO BORROW MONEY

BE IT ENACTED by the Governor, Council and Assembly, as follows:—

1. The City of Halifax is hereby authorized to borrow the sum set out in the Schedule "A" hereto, for the purposes specified for each amount respectively and no other.

2. The sums to be borrowed shall be in addition to the amount to be borrowed by the Halifax City Consolidated Fund Act, 1905, and amendments thereto, and shall form part of that fund and shall be secured by stock or debentures to be issued in conformity with the provisions of that Act at a rate of interest not exceeding five per cent. per annum, and the dates on which the same shall be made payable shall be determined by the Council.

3. (1) The Treasurer may from time to time issue debentures or stock of the City of Halifax to an amount not exceeding Three Hundred and Thirty-six



Thousand One Hundred (\$336,100) Dollars (or to an amount sufficient to produce that sum) to retire the bonds heretofore issued by the Board of School Commissioners for the City of Halifax and now outstanding and a charge upon the City of Halifax, a list whereof is given in the Schedule "B" hereto, as the same become due.

(2) Such debentures or stock and the amounts thereby expressed to be payable shall be in addition to the amount authorized to be borrowed by the Halifax City Consolidated Fund Act, 1905, and the amendments thereto, and shall form part of that Fund. They shall be issued in conformity with the provisions of that Act, bearing interest at a rate not exceeding five per cent. per annum, and may be issued from time to time and in such amounts as are required for the purpose of retiring the said bonds. The dates on which such debentures or stock shall be made payable shall be determined by the Council.

SCHEDULE "A."

To be expended in the improvement of the Public Gardens, not exceeding .....	\$ 2500.00
For the construction of new sewers, to be borrowed and expended from time to time in such amounts as the Council sees fit, a sum not exceeding in the aggregate .....	125,000.00

SCHEDULE "B."

SCHOOL BOARD DEBENTURES MATURING.

Total Value.	Rate of Interest.	When Maturing.
\$ 64,600	4½%	July 1st, 1911
37,000	4%	July 1st, 1915
135,000	4%	Jan. 1st, 1917
21,000	4%	July 1st, 1926
19,500	4%	Jan. 1st, 1928
29,000	4%	July 1st, 1928
30,000	4%	July 1st, 1929
<hr/> \$ 336,100		

The same is considered clause by clause and the said clauses 1 to 3 and the Schedules "A" and "B" thereto adopted.

By unanimous consent of Council, Alderman Smith is permitted to introduce a resolution.

Alderman Smith submits the following resolution:—

RESOLVED, That the resolution of this Council passed at the last meeting thereof authorizing a loan of \$15,000.00 for Sewer construction be rescinded, and

FURTHER RESOLVED, That the Mayor, the Chairman of the Finance Committee and the Treasurer be appointed a Committee to borrow the sum of \$15,000.00 for that purpose from any Bank or other fund available on the terms of repaying the same out of moneys to be realized out of the subsequent sale of stock or debentures of the City.

Moved by Alderman Smith, seconded by Alderman Hoben and passed.

Moved by Alderman Hubley, seconded by Alderman Kelly, that

the reports in re Board of Control on the files of the Council be now read and considered.

Motion put and passed, 7 voting for the same and 6 against it as follows :

<p>For the Motion.</p> <p>Aldermen McManus, Hoben, Kelly, Hubley, Thompson, Martin, MacKenzie.—7.</p>	<p>Against it.</p> <p>Aldermen Shaffner, Wilson, Hebb, Douglas, Smith, Rankine.—6.</p>
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Moved by Alderman Wilson, seconded by Alderman Rankine, that the Council adjourn. Motion put and lost.

Moved by Alderman Wilson, seconded by Alderman Rankine, that a call of Council be now made.

The Deputy Mayor rules the motion out of order.

It is here agreed, without motion, to defer the Board of Control matter and the report on double tracking of street railway loop line until Tuesday evening, March 14th, and to now proceed with the consideration of reports of the Committee on Works.

Read reports Committee on Works and City Engineer re Motor Waggons.

#### MOTOR WAGGONS.

OFFICE OF CLERK OF WORKS, March 9th, 1911.

*To the City Council:*

GENTLEMEN,—Attached hereto is a report from the City Engineer on the advantages of motor waggons for this department. At a meeting of your Committee held on the 8th inst. it was decided to recommend the adoption of said report, and that one waggon be purchased.

F. P. BLIGH, *Deputy-Mayor.*

CITY ENGINEER'S OFFICE March 6th, 1911.

*His Worship the Mayor:*

SIR,—In compliance with instructions of your Committee, I have been obtaining information respecting the cost and operating expenses of motor waggons.

At first, I began to collect information respecting waggons for hauling broken stone, ashes, garbage and other material of that class. I found, however, that many of the manufactures construct a combined vehicle which may be used as a street sprinkler or for hauling material, the first cost of which does not very much exceed the cost of a motor waggon alone.

The motor waggons are made of different capacities, 3, 6, 9, 12, or 15 tons, and of different horse power, so that they can be operated on any grade in the City. They are furnished with tipping bodies, so that they may be unloaded without delay. The tipping body is made removable and can be replaced by a one-thousand gallon water tank which, it is claimed, will sprinkle about two miles of roadway about thirty feet wide at the rate of about 12 miles an hour.

This would mean that such a sprinkling waggon would cover about 16 miles in a morning or afternoon, while our two-horse teams can cover only about four miles at the outside.

The cost per day of operating the sprinkling waggon is only about 50% more than the cost of operating the two-horse sprinkler, while it will do about four times the work.

We have a good deal of complaint at times when, through the disabling of horses or the breakdown of a sprinkler, we are obliged to abandon the sprinkling in any district during high winds. If we had a vehicle of the kind described, we should be able to overtake a great deal of this kind of work which we cannot accomplish now, and it would be more economical than purchasing or building more two-horse sprinkling carts and putting them in service.

The cost of a combined motor tip waggon and sprinkling waggon, delivered in Halifax would be about \$3700.00 as nearly as I can estimate from the catalogues.

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

Moved by Alderman MacKenzie, seconded by Alderman Hoben, that said reports be adopted and that the necessary amount to cover the cost of a motor waggon be added to the City's borrowing Act. Motion passed.

Read reports Committee on Works and City Engineer re Public Lavatory.

PUBLIC CONVENIENCE STATION.

OFFICE OF CLERK OF WORKS, March 9th, 1911.

*To the City Council:*

GENTLEMEN,—Attached hereto is a report from the City Engineer in re cost of a public lavatory. The said report is forwarded to the Council for its information.

F. P. BLIGH, *Deputy-Mayor.*

CITY ENGINEER'S OFFICE, March 6th, 1911.

*His Worship the Mayor:*

SIR,—I beg to report on the following resolution, moved in Council by Alderman McManus:—

*“Resolved,* That the Committee on Works are hereby instructed to report to this Council, at an early date, the cost of the construction of a public lavatory; also to suggest the most desirable situation and advise as to the best method of conducting the same.”

The centre of the business district of the City would be the most desirable location for the first public lavatory. Under present conditions a location in the vicinity of the Post Office might accommodate a larger number of people than one elsewhere but as the Council has decided to move the market to Brunswick Street there is not the same necessity for a public convenience station in that neighborhood. Sanitary conveniences will be provided in connection with the structure erected for market purposes.

I would recommend as the next most desirable location, the west side of Barrington Street, under the Parade, south of the City Stable, not only because the location is central, but because the cost of operation will be less. Plans have been prepared for a double station, one for males and the other for females, with the entrances as far apart as possible.

The plans provide for closets, urinals, and wash basins, part of which are intended to be free to the public, the remainder available on payment of a small fee.

By locating the station as suggested, it can be heated from the City Hall, and that part of the station intended for males can be superintended by the driver of the police patrol. It would, of course, be necessary to employ a female to look after the other end of the station which is separate and distinct from the end intended for males. The station can be lighted from the front and also from the top if necessary.

Such a station would be a great public convenience, especially when there are many strangers in town, and would accommodate a great many people who now seek such accommodation in the City Stable and City Hall.

The estimated cost of constructing a double station is \$10,024.00. If it were decided that it is necessary to provide accommodation for males only, the cost would be reduced about one-third.

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

Placed on Order of the Day.

Read reports Committee on Works and City Engineer re LeMarchant Street sewer.

#### LEMARCHANT STREET SEWER.

OFFICE OF CLERK OF WORKS March 9th, 1911.

*To the City Council :*

GENTLEMEN,—The Committee on Works, at a meeting held on the 8th inst., decided to recommend to the Council for adoption the accompanying report of the City Engineer re LeMarchant Street Sewer.

F. P. BLIGH, *Deputy-Mayor*

CITY ENGINEER'S OFFICE, March 6th, 1911.

*His Worship the Mayor :*

SIR,—I beg to report on the accompanying communication from the Board of School Commissioners, asking for the construction of a sewer in LeMarchant Street to drain the LeMarchant Street School.

Some of the property owners on LeMarchant Street have also spoken to me in connection with this matter, urging the construction of a sewer. I was unable to report promptly until we had decided the details of the drainage of the district immediately west of the school.

To drain the school and the properties on the east side of LeMarchant Street it will be necessary to construct a sewer from Vernon Street, through Watt Street and southwardly on LeMarchant Street. The distance is about 540 feet and the estimated cost, \$3,510.00. Estimated assessment \$955.00.

I would recommend that this sewer be placed on the order paper, to be constructed in its turn.

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

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

Read reports Committee on Works and City Engineer re Building lines Quinpool road.

## QUINPOOL ROAD BUILDING LINES.

OFFICE OF CLERK OF WORKS, March 9th, 1911.

*To the City Council:*

GENTLEMEN,—Attached hereto is a report from the City Engineer re building lines Quinpool Road. Your committee recommend that the same be adopted.

F. P. BUGH, *Deputy-Mayor.*

CITY ENGINEER'S OFFICE, March 8th, 1911

*His Worship the Mayor:*

SIR,—I beg to report on the accompanying petition asking for the establishment of building lines on a portion of Quinpool Road.

The petition is signed by all the property owners on the north and east sides from Elm Street to Chebucto Road and on the south side from Elm Street to the West side of Sir Charles Tupper's property. I had recommended the establishment of these lines before but legal obstacles prevented the adoption of the recommendation. I beg to recommend that a building line be established thirty (30') feet back from the streetline on the north and east sides of Quinpool Road from Elm Street to Chebucto Road and on the south side of Quinpool Road from Elm Street to the west side of Sir Charles Tupper's property, and that legislation be obtained to carry it into effect.

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

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

Read reports Committee on Works and City Engineer re Dartmouth Ferry Dock.

## DARTMOUTH FERRY DOCK.

OFFICE OF CLERK OF WORKS, March 9, 1911.

*To the City Council:*

GENTLEMEN,—The Works Committee, at a meeting held on the 8th inst., considered the accompanying letter from the Dartmouth Ferry Commission in re remodeling Ferry Station and Docks, with Minute of Council, also City Engineer's report on same.

It was decided to recommend the adoption of the City Engineer's report respecting the first request in re lease of so much of the Stayner property as required.

In re extending fender piles into the Stayner Dock, it was decided to recommend the adoption of the City Engineer's report against granting said request.

It was also decided to recommend the adoption of the City Engineer's report that a long lease be given.

The report of the Engineer in re rental is referred to the Council for its information.

F. P. BUGH, *Deputy-Mayor.*

CITY ENGINEER'S OFFICE, March 2nd, 1911.

*His Worship the Mayor:*

SIR,—I beg to report on the accompanying communication from the Dartmouth Ferry Commission, respecting the lease of the Ferry property.

The Commission asks first that the City shall extend the boundaries of the property included in the lease, to enable them to erect a station house on the north side of the present Ferry bridge. Second, that they be allowed to extend the fender piles farther into the Stayner dock. Third, that the lessee be for a term of twenty-five years. Fourth, that the rental of the whole property be made merely nominal.

Respecting the first request, I would recommend that they be given a lease of so much of the Stayner property as may be necessary for the erection of an up-to-date, improved station house, without additional charge; the details of the location and construction to be subject to the approval of the City.

I cannot recommend the granting of the request for permission to extend the fender piles into the Stayner dock as it would reduce the value of the Stayner property and perhaps prevent its lease altogether. The Stayner dock is very limited in width now, and every foot which it contains would be needed when it is occupied. On the other hand, the Dartmouth Ferry Commission have a wide entrance under the present lease and while it would save them some money to be permitted to allow the structure to remain where the piles have encroached, I think it would be decidedly against the City's interests in the Stayner property.

Third—I would recommend that a long lease be given. The present lease has been in existence for a period of twenty-one years.

Nominal rental—This is a matter of policy, which has been considered by the Council a number of times during the life of the present lease. Formerly, the rental was \$1200. It was cut down years ago to \$800, and on one occasion, a committee of the Council recommended that it be reduced \$200 per annum for every cent taken off the fare.

The objection that has been urged from a Halifax standpoint, to the reduction of the rental, is, principally, that a part of the profits of the Dartmouth Ferry go to increase the revenue of the town of Dartmouth, and that the City of Halifax would have to tax itself \$800 more in order to reduce the rental of the Ferry dock to a nominal figure.

It is claimed that the people of Halifax and others who pay the full fare, are already taxed heavily for the support of the Ferry, and that the income obtained from that source is more than double the income from the people of Dartmouth who patronize the Ferry.

I am not advancing these statements as my own argument, but merely repeating what has been urged on former occasions by members of the City Council. It is a matter of policy in which I could have a personal opinion only, and therefore have no recommendation to make.

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

Moved by Alderman McManus, seconded by Alderman MacKenzie, that the consideration of same be deferred until next meeting. Motion passed.

Read report Committee on Works and opinion City Solicitor re George C. Webster's claim for damages.

#### GEORGE C. WEBSTER'S CLAIM.

OFFICE OF CLERK OF WORKS, March 9th, 1911.

To the City Council:

GENTLEMEN,—The Works Committee, at a meeting held on the 8th inst., considered the accompanying report from the City Solicitor re George C. Webster's claim for damages caused by the obstruction of the Agricola Street sewer, stating that there was no liability on the part of the City.

It was decided to forward the said report to the Council for its information.

F. P. ELIOT, *Deputy-Mayor.*

OFFICE OF CITY SOLICITOR, March 7th, 1911,

*His Worship the Mayor,*

*Chairman Committee on Works.*

SIR,—I have already given my opinion that the City is not liable in this matter unless for negligence. I have since, in conjunction with Mr. Doane, made a careful investigation of the question whether or not there was negligence on the part of the City.

The stoppage which occasioned the overflow took place in the Agricola Street sewer between William Street and West Street. Mr. Webster's property is situated on the east side of Agricola Street near William Street. The sewer has been constructed for some time, but is properly constructed and in good repair and there is ample fall in that locality. Immediately after Mr. Webster complained, Quirk, an experienced man who has been thirty years engaged in sewer work for the City, was sent to make an investigation. He found that the sewer was completely choked a short distance below Mr. Webster's properties, causing the overflow complained of. On opening the sewer it was found that the cause of the stoppage was that a piece of wood, apparently part of a barrel stave, had become jammed across the sewer against which mud and other refuse had accumulated to the extent of about two cartloads, completely preventing the passage of any water. Such a stoppage is of frequent occurrence without any negligence whatever, and there is no apparent way of preventing it. Sticks will find their way through the gratings or other openings into the sewers. Frequently they are put through the gratings by mischievous boys. Once in the sewer they may travel a long distance before finding a lodgment. It is absolutely impossible to tell where a similar stoppage will take place. They are of frequent occurrence, and if the City was to pay all the claims arising out of such stoppages, it would be involved in very serious liability without any means of preventing it. In this case, however, a stoppage of some sort occurred in the same locality about a year ago, and Mr. Webster's claim is based on the fact that the occurrence of this stoppage was notice to the City that some defect in the sewer existed at this point which should have been remedied. *Prima facie*, this contention is reasonable, and I have directed my investigation mainly to ascertaining whether a well founded claim of negligence can be asserted in respect to it. The facts appear to be these:—A stoppage in about the same locality took place a year ago. As soon as it was reported, Mr. Downie, one of the City's foremen, went to the place and opened a hydrant at some distance above the stoppage, and found that the full discharge of the hydrant flowed without any apparent obstruction, down to the man-hole at West Street, which it could not have done if any such obstruction as was recently found had then existed. Both Mr. Doane and Mr. Quirk inform me that dams in the sewers frequently form, sufficient to cause a stoppage and overflow, and then break up of their own accord, and this appears to have been the cause of the stoppage a year ago. If the stick which caused the last stoppage had then been jammed in the sewer, the water would not, in all probability, have flowed through as freely as it did on the investigation by Downie, and certainly if the stick had been there, a year could not have elapsed without the formation of a dam which would have completely choked the sewer long before the last stoppage. The investigation made by Downie was, I am informed, as complete as usual, and in fact as complete as it is possible to make it. The only thing that could have been done further was to tear up the entire length of the street without knowing whether any obstruction existed or not, and if this should have been done in this case it would practically involve the necessity of destroying the sewer in every case where an obstruction took place to make what in all probability would prove a useless enquiry.

For these reasons, I am therefore of opinion, in which Mr. Doane agrees, that

there is no evidence of which we are at present aware on which a charge of negligence against the City could be properly predicated.

F. H. BELL, *City Solicitor.*

Moved by Alderman Hubley, seconded by Alderman Rankine, that the same be referred back to the Committee on Works and that said Committee be requested to make an amicable settlement with Mr. Webster. Motion passed.

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

#### EDWARD ST. SIDEWALK AND CURB.

OFFICE OF CLERK OF WORKS, March 9th, 1911.

*To the City Council:*

GENTLEMEN,—The Works Committee beg to recommend to the Council for adoption the accompanying report of the City Engineer on petition for a concrete sidewalk and curb on the east side of Edward St., between Coburg Road and Morris Street.

F. P. BLYTH, *Deputy-Mayor.*

CITY ENGINEER'S OFFICE, October 21st, 1910.

*His Worship the Mayor:*

SIR,—I beg to report on the accompanying petition asking for the construction of a sidewalk on the east side of Edward Street between Coburg Road and Morris Street.

There is a permanent sidewalk on the south side of Coburg Road between Robie Street and Edward Street, with which this sidewalk would connect. There is also a sidewalk on Robie Street between Coburg Road and Morris Street, parallel with the sidewalk petitioned for. Its construction, therefore, does not mean patch-work.

The property is nearly all built upon and the construction of the sidewalk will practically complete the improvements on this side. The estimated cost is \$1,876.00, and I would recommend that a concrete sidewalk curb, and gutter be laid on the east side of Edward Street, between Coburg Road and Morris Street, under the Permanent Sidewalk Act.

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

Moved by Alderman MacKenzie, seconded by Alderman Smith, that the same be adopted. Motion passed.

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

#### INGLIS STREET SIDEWALK AND CURB.

OFFICE OF CLERK OF WORKS, March 9th, 1911.

*To the City Council:*

GENTLEMEN,—The Works Committee beg to recommend to the Council for adoption the accompanying report of the City Engineer on petition for a concrete sidewalk and curb on Inglis Street from South Park Street to Tower Road.

F. P. BLYTH, *Deputy-Mayor.*



CITY ENGINEER'S OFFICE, March 2nd, 1911.

*His Worship the Mayor :*

SIR,—I beg to report on the accompanying petition from property owners, asking for the construction of a sidewalk on the north side of Inglis Street from South Park Street to Tower Road. There are nine different owners of property, seven of which have signed the petition.

There is a sidewalk laid on Tower Road to the corner of Inglis Street and there is considerable traffic over the Inglis Street sidewalk, especially to and from the cars. In Spring and Fall the sidewalk is in a bad condition.

The estimated cost of constructing a concrete sidewalk, curb and gutter on the north side of Inglis St. from South Park to Tower Road is \$1490.00, and I would recommend that the work be done under the Permanent Sidewalk Act, 1906.

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

Moved by Alderman Wilson, seconded by Alderman MacKenzie that the same be adopted. Motion passed.

Moved by Alderman Martin, seconded by Alderman Thompson, that the Council adjourn.

Motion put and lost.

Read reports Committee on Works and City Engineer re Water Meter rates Birchdale Hotel.

## BIRCHDALE WATER METER RATE.

OFFICE OF CLERK OF WORKS, March 9th, 1911.

*To the City Council :*

GENTLEMEN,—The Works Committee beg to recommend to the Council the adoption of the accompanying report of the City Engineer re reduction in Birchdale water meter rates.

F. P. BLIGH, *Deputy-Mayor.*

CITY ENGINEER'S OFFICE, Jan. 28th, 1911.

*His Worship the Mayor :*

SIR,—I beg to report on the accompanying letter from the proprietor of the Birchdale Hotel asking for a reduction in his bill for water used in 1910.

The meter on the service pipe supplying the Birchdale, is placed in the street and the pipe runs for some distance underground to reach the hotel. There was a burst in this pipe in April 1910 which the proprietor had repaired as soon as he was aware of it. A second burst occurred in September, when the proprietor states that he had the old pipe between the meter and the house taken up and replaced by new pipe.

Under the circumstances, he is entitled to the reduction provided by law. The accompanying statement shows that the extraordinary consumption in May and September was due to the bursting of the pipe, when over 500,000 gallons passed through the meter instead of an average of not over 50,000 gallons.

I would recommend that the amount charged for as shown for the months of May and September, be reduced to 50,000 gallons for each month, a reduction of 933,837, gallons or a difference of \$112.06.

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

Moved by Alderman MacKenzie, seconded by Alderman Smith, that the same be adopted. Motion passed.

Moved by Alderman Martin, seconded by Alderman Wilson, that the Council do now adjourn.

Council adjourns 11.50 o'clock.

## EVENING SESSION.

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8.10 o'clock.

COUNCIL CHAMBER, CITY HALL, March 14th, 1911.

A special meeting of the City Council was held this evening. At the above named hour there were present His Worship the Mayor and Aldermen Smith, Wilson, Bligh, McManus, Martin, and MacKenzie.

Moved by Alderman Smith, seconded by Alderman Wilson, 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 Aldermen Shaffner, Hebb, Douglas, Hubley, Kelly, Hoben, Thompson and Rankine.

The Council was summoned to consider reports, etc., re Board of Control and the matter of double tracking the loop line by the Tramway Company, 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 Hebb, Chairman.

By His Worship the Mayor:—

Letter Board of Trade covering Draft Act re Board of Control.

Letter "Standard of Empire," re advertising Halifax.

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

### REFERENCE OF PAPERS SUBMITTED.

Read Report Chief of Police reporting no violations of the Liquor License Act on Sunday since his last report. Filed.

Read report "Standard of Empire," re advertising Halifax. Referred to Finance Committee for Report.

Read letter Board of Trade re Board of Control, covering draft Act.

Deferred for consideration with matter of Board of Control to be taken up this evening.

Read report Library Commission on various matters.

## REPORT LIBRARY COMMISSION.

COMMITTEE ROOM, CITY HALL, March 14th, 1911

*To His Worship the Mayor and City Council:*

GENTLEMEN,—The Library Commission met this day at 3.30 o'clock p. m. Present—Aldermen Hebb (Chairman), Rankine, His Honor Judge Wallace and Mr. G. W. T. Irving.

The Commission report that they had under consideration the application of Miss Josephine Warren for a retiring allowance.

The following resolution was unanimously adopted:—

WHEREAS, This Commission has learned with regret that Miss Josephine Warren, Chief Librarian, has been compelled to tender her resignation of office, after thirty-seven years of faithful service;

AND WHEREAS, This Commission are of the opinion that some provision should be made for Miss Warren in view of her long service;

THEREFORE RESOLVED, That this Commission recommend to the Council that a yearly allowance of \$250.00 be made to Miss Warren for the rest of her life, and that legislation enabling this to be done should be obtained at the present session.

Moved by Alderman Rankine, seconded by Mr. Irving.

The following accounts, amounting to \$83.44, were examined, found correct and recommended for payment:—Warwick Bros. & Rutter, binders' supplies, \$17.68. Heaton's Agency, Com. Handbook, \$1.25. Methodist Book Room, 1 book, \$1.08. E. B. Eddy Co., Ltd., board, \$7.10. Cragg B. os., 1 thermometer, 65c. C. D. Cazenove, catalogue and postage, \$1.21. A. W. Savary, History of Annapolis, \$1.75. T. C. Allen & Co., stationery, \$4.50. MacLean Pub. Co., Sub. Busy Man's, 1911, \$2.00. Methodist Book Room, books, \$46.22. Total, \$83.44.

W. E. HEBB, *Chairman.*

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

Read report special committee re Board of Control.

## REPORT SPECIAL COMMITTEE ON BOARD OF CONTROL.

COMMITTEE ROOM, CITY HALL, February 7th, 1911.

*To His Worship the Mayor and City Council:*

GENTLEMEN.—Your special committee, consisting of Aldermen Hubley (Chairman) Shaffner, Bligh, Smith, Thompson and Rankine, appointed under a resolution of Council of March 14th, 1910, to enquire into the system of municipal government in other cities in Canada and the United States where they are governed by a Board of Control or Commission, and report to the Council at an early date as to the advisability of adopting a similar method in this city, beg to submit the following report:—

The Board of Control and Commission forms of civic government have for the most part been adopted by municipalities where mismanagement and dishonesty in civic administration had caused the people to lose faith in the then existing modes of government.

It is a day of unrest and agitation in matters of government generally the world over, and whilst we as Britons think ours the best form of government yet devised

by man, still it is conceded that even our Imperial, Federal and Provincial Constitutions are far from perfect ; but our statesmen deem it the wiser course to let evolutionary rather than revolutionary measures work changes for the better, and your committee submit that in a lesser degree perhaps, and comparing smaller with greater issues, a gradual rather than drastic change in our civic machinery is all that is called for or desirable at present.

Your Committee understand that at the recent Convention of the Union of Canadian Municipalities the Board of Control and Commission forms of government were rather adversely criticised, the consensus of opinion being that however these systems of civic administration might be beneficially adopted by the larger cities or some peculiarly-conditioned smaller body, they were not suitable or desirable for the average Canadian city or town.

Your Committee find considerable diversity in the Charters of those cities which have adopted the Board of Control and Commission systems of government, and your Committee feel that even if it were desirable to adopt any of these systems it would be impracticable and almost impossible to select the one best adapted for our community and to work out the details necessarily connected therewith in time for the drafting of an Act to submit to the Legislature this session.

Your Committee do not find that the public generally, or the ratepayers particularly, are at all agitated over this matter, and there seems little, if any, public feeling upon the subject. This certainly does not show that the people are asking for any radical changes. On the other hand, it does not likely mean that they are entirely satisfied with present conditions ; but rather that they would endure the present ills than fly to others that they know not of.

There was a slight agitation in the Board of Trade about a year ago in reference to this matter, but nothing has practically been done by the Board in this regard during the past year. The subject could not have very seriously engaged its attention.

Your Committee feel that public sentiment is not ripe for submission of any question on this subject to the ratepayers at the ensuing civic election, unless it might be a purely academic one, such as : "Are you in favor of a change of civic government to a Board of Control or Commission?" which question, if answered affirmatively, would require the submission to the people a year hence of a completed scheme of civic administration ; but even the submission of this academic question to the ratepayers is not advised by your Committee at this juncture, owing to lack of public demand therefor.

Your Committee are of the opinion that whether the City is governed by Controllers, Commission or Aldermen, the stamp of men, rather than their title, is the important point, and changing an Alderman to be a Controller or Commissioner is not likely to render him more sagacious or honest.

The Board of Control of Montreal is finding out that what is most needed in that City is a new method of taxation, whereby greater revenue can be derived to meet pressing needs and that will bear more equitably upon all classes, and this is it is submitted, the most urgent demand in Halifax, and more important than any change in our machinery of government.

Your Committee have to report that Halifax has comparatively a greater number of aldermen than most Canadian cities, and it might be advisable to have a reduction made in the number, and also a change in the mode of electing aldermen—some to be elected by the City at large—and a reduction in the number of our committees could profitably be made ; but upon these and other improvements that suggest themselves to your Committee we feel that we have no particular instructions to report.

F. P. BIGH.

Read minority report special committee re Board of Control.

## BOARD OF CONTROL.

COMMITTEE ROOM, CITY HALL, February 9th, 1911.

*To His Worship the Mayor and City Council :*

GENTLEMEN,—Your special Committee appointed under a resolution of Council passed on March 14th last to obtain information regarding the system of municipal government followed in cities of Canada and the United States and to report to your Council such information with such recommendations as your Committee might see fit to recommend for the municipal government of Halifax, have held several meetings.

The first example of the Board of Control in cities in Canada was in the City of Toronto. Originally the members of the Council selected three from their number, who, with the Mayor, constituted the Board, with certain defined powers, the Aldermanic representation later being increased to four.

After several years' experience under this system, the Ontario Legislature re-organized the Toronto Government in 1903, giving the City a Council of eighteen Aldermen, three from each ward, and, providing for the separate election by the City at large of the Mayor and four Controllers. The Mayor's salary was fixed at \$5,000.00 and that of each Controller at \$2,500.00.

The Aldermen received a salary of \$300.00 each and \$100.00 additional for Aldermen who were Chairmen of standing committees. This method is at present followed.

The election for Mayor and Controllers is annual. The Board meets daily for about two hours for the transaction of business, and meetings are generally open to the press.

The duties of the Board are :

(a) To prepare an estimate of the proposed expenditure for the year and submit the same to the Council for its consideration.

(b) To regulate and supervise all expenditures, revenue and investments as they deem necessary; to carry out the orders of the Council; to direct and control all heads of departments in the execution of the duties of their offices;

(c) To prepare specifications for and award all contracts and call for all tenders for works, material, etc., and report their action to the Council;

(d) To inspect and report to the Council, monthly or oftener, upon all works being carried on or in progress;

(e) To nominate to the Council all heads of departments and any other permanent officers, clerks or assistants, and to recommend the salaries of all officers or clerks. In the absence of such nomination no officer or clerk can be appointed without a two-thirds vote of the Council;

(f) To dismiss or suspend any head of a department, and report their action to the Council, who cannot re-appoint nor re-instate without a two-thirds affirmative vote;

(g) The Council cannot appropriate or expend any amount in excess of that recommended by the Board without an affirmative vote of two-thirds of its members, but this does not prevent the payment of any debentures or liability lawfully contracted or interest thereon.

All civic business of any character comes before the Board of Control and its actions are submitted to the Council in semi-monthly reports.

Mayor Geary says: "The Board of Control has so adapted itself to the needs and requirements of the people and the public business that the citizens would not now be without it. Its cost has been most moderate and its convenience and

"usefulness many times outweigh its expense. Many of our people believe that the standing committees of the Council might well be dispensed with and their function performed by a Board of Control. This, I believe, will come about in time."

"It may be added that for some time after the Board of Control was organized there was a strong feeling for a Commission, but for several years little has been heard of it, and inasmuch as the Board has all the practical advantages of the Commission, minus some of the disadvantages, it is my firm conviction that our citizens are well satisfied."

Mayor Geary's only suggestion at improvement on the Toronto system is that the term of Controllers might be made two years with half the Board retiring each year.

During the last fourteen years there has always been a representative of the religious minority.

There have always been representatives of both political parties.

There have always been representatives of the east, west and centre of the City.

Temperance sentiment has always been represented and so have the opponents of drastic temperance measures.

Although Toronto re-elects its Board of Control each year, there is in practice continuity of rule, because it very rarely happens that more than one Commissioner is replaced at an election.

Those elected to the Board of Toronto are in all cases men who have distinguished themselves in the Council.

In the month of September, 1909, the City of Montreal voted to reduce the number of Aldermen to one for each ward, who with the Mayor shall constitute the Council, and shall be elected every second year. The Aldermen are paid from \$1000.00 to \$2000.00 annually for their services. At the same time Montreal elected a Board of Control consisting of four, who were elected for a four years' term. The minimum amount of salary for those elected Controllers is \$5000.00, and the Mayor, who is a member of the Board, receives \$2000.00 in addition to his salary as Mayor.

The Controllers have a seat in the Council, but merely have the right to give their opinion. They, like the Mayor, represent all the electors in the City, and devote their whole time to their duties.

The duties of the Board of Control are:—

- (1) To prepare all yearly estimates.
- (2) To make all recommendations involving the expenditure of money. No expenditure of money can be made by the Council without first having been approved by the Board of Control.

The duties of the Board are practically the same as those of the City of Toronto.

The City of Ottawa has a Council of sixteen Aldermen, two elected from each ward, and the Mayor and four Controllers elected by the general vote of the whole City.

The Mayor receives a salary of \$2500.00 a year and each member of the Board receives \$1000.00 as his remuneration. Their duties are practically the same as the City of Toronto and Montreal.

The second year after the Board of Control came into operation the Committees were abolished as involving a needless duplication of work. In practice each Controller has charge of one or two departments. They have no individual authority, the Board as a whole acting and directing everything.

The abolishing of the Committees has had a beneficial effect in that it taught the Controllers to be careful in their work and to be in possession of even the minor details of every proposition they submit to the Council.

There was a good deal of opposition to the introduction of the Board of Control system in Ottawa three years ago, largely from the French section of the population who were afraid that they would not have the same amount of fair play under it as they formerly enjoyed. After a three years trial, however, it is found that minority representation is sustained, though the selection is by general vote of the City.

This is Hamilton's first year under the Board of Control system. In general its charter is similar to Toronto and Ottawa.

The Board consists of the Mayor and four Controllers. Five standing committees appointed by the Council are continued, viz:—The Committee on Works, the Committee on Property, Harbor and Licenses, the Committee on Fire, Police and Jail, the Committee on Legislation and Reception and the Committee on Court House. Each committee consists of one Controller and five or more Aldermen.

All reports of Committees are sent to the Council by way of the Board of Control. No money appropriation can be acted upon by the Council until it has been referred to the Board of Control, except by two-thirds vote of the members of the Council present.

The Council consists of the Mayor, four Controllers and fourteen Aldermen.

The Controllers have a seat and vote in the Council. All reports from the Board of Control for consideration by the Council are transmitted to members of the Council on the day previous to its meeting.

In answer to an enquiry of Mayor Lees as to their experience with the Board of Control system, he says:—"We have only had one year's experience of this plan, but I think the general opinion is that it is an improvement on any system that we have had heretofore in vogue."

In Winnipeg, as in Toronto, a Board of Control consists of five members (the Mayor as Chairman, and four Controllers), all of whom are elected by the City at large. There are also fourteen Aldermen, two elected from each of the seven wards. The above named constitute the Council.

The Mayor and Controllers are elected annually, and the Aldermen for two years' term, one for each ward retiring each year. The Council by by-law fixes the salaries to be paid to the Board of Control, not to exceed five thousand dollars for Mayor, and four thousand dollars for Controllers.

The Act changing the old form of government came into effect on Nov. 10th, 1906, after the citizens had voted affirmatively on the measure.

The duties are practically the same as in the other cities mentioned. The Controllers have a seat and vote in the Council. The Board of Control is the executive board of the Council, occupying practically the same position as a Cabinet in respect to the Legislature.

A recommendation can only be reversed by a majority vote of the Council. A majority vote is also necessary for an expenditure not recommended by the Board.

A majority vote is also necessary to appoint an official in the absence of a recommendation from the Board, and a two-thirds vote is required to reinstate a dismissed or suspended official.

The Council of the City of St. John, N. B., recently decided to refer the question of adopting the Commission plan of civic government to a vote of the people.

The plan St. John proposes is:

- (1) Four Commissioners and a Mayor elected by the people.



(2) The Mayor to hold office for two years, the Commissioners four years, with terms so arranged as to elect two new Commissioners each two years.

(3) The double election plan, all the candidates voted on the two receiving the highest number of votes for Mayor, and eight receiving the highest number of votes are again voted on two weeks later.

(4) Pay the Mayor and Commissioners sufficient salary to devote their whole time to the City's affairs.

(5) Each of the five men to have control of a particular department.

(6) Through the Initiative and Referendum, the people may by petition have important measures submitted to popular vote.

(7) Through the Recall provides that the Mayor or any Commissioner can be obliged to stand for re-election at any time by petition of the people. In answer to an enquiry the City Clerk of St. John says that the City has not yet got so far as preparing an Act to put the City in commission, but have gone so far as to apply for legislation at the present session to take the vote of the electors on the question as to whether they wish the change or not.

The Legislature of the Province of Alberta granted to the City of Calgary permission to have three commissioners, one of whom is the Mayor, (Chairman), and two to be appointed by two-thirds vote of the Council. They hold office during the pleasure of the Council. Such two Commissioners devote their whole time to the City's affairs, and may be dismissed by a two-thirds vote of the Council. They meet daily from ten to twelve o'clock. They are paid an annual salary of not less than \$1500.00. They have the care, control and direction of all city property, works, parks, cemeteries, fire department, police force, etc. All officials are appointed or dismissed by the Council on recommendation of the Commissioners. The Council can only reverse the Commissioners' recommendation of expenditure by a two-thirds vote. The two Commissioners attend all meetings of the Council and take part in discussions connected with their reports, but have no right to vote.

The City of Edmonton has a Council—the Mayor, who is elected annually, and eight Aldermen, who are elected for a two years' term. In the year 1904 the Legislature granted a charter to the City of Edmonton for a government by Board of Commissioners, and provided that they should be appointed by a three-fourths vote of the whole Council, and vested all the powers of the Council in the Commissioners, except that of a legislative character. They hold office during the pleasure of the Council and can only be dismissed for cause satisfactory to the Council and by a two-thirds vote. The Council fixes the annual salary paid to each Commissioner. The Commissioners discharge all the duties previously performed by committees, and have all executive powers and are directly responsible to the Council. The Board is composed of the Mayor and two Commissioners, who meet three times a week for the transaction of business. The Board extends a cordial invitation to the ratepayers to come before them to state their grievances, to get information or make suggestions, and hope by keeping in close touch with the ratepayers and keeping them fully informed to popularise the Commission system of government.

The City of Des Moines, Iowa, is governed by a Commission consisting of a Mayor and four Councilmen elected by popular vote of the whole City. The salary to the Mayor and Councilmen is in proportion to population. They give practically their entire time to the City's affairs. They possess and exercise all the executive, legislative, and judicial powers formerly exercised by a Mayor and Council. Their administrative powers are distributed into and among five departments, as follows:—

1. Department of Public Affairs.
2. " Accounts and Finance.
3. " Public Safety.
4. " Streets and Public Improvements.
5. " Works and Public Property.

one Councilman for each department. Mr. John McVicar, Councilman, states:—

"The advantages which seem to be inherent in the Des Moines plan are : through its non-partisan elections and elimination of ward lines it creates a united city. The City government is no longer directed and controlled by selfish interests through ward organizations. Through Initiative, Referendum and Recall, issues of great moment no longer rest wholly in the hands of the Council. The government of our City under the Des Moines plan has been characterized by increased efficiency of the City's business in all departments, selfish interests have been ignored, and the demands of the public receive first consideration. The electors of the 25% petition can call for an election, and by majority vote remove any Commissioner from office."

Galveston, Texas, came under the form of Commission government in 1901. The Act provided at that time that the Governor of the State should appoint a Mayor, President, and four Commissioners. This appointive feature was opposed on the ground that it deprived the people of the right of self-government. As a compromise they accepted an amended Act to appoint three, and elect two by popular vote. Twenty months after, the appointive feature of the Act was attacked in the Courts and declared unconstitutional, when a new Act was passed providing for the election of five Commissioners by popular vote, and this system is in operation at the present time. The Commissioners are elected every two years by the entire vote of the City. The Mayor is President of the Board and Executive head of the City government. He has the right to vote upon all questions, but has no veto power. The business of the City is divided into four departments, each department being under the charge and management of a Commissioner. The Charter requires that the Board meet in regular session at least once every week. The City Attorney and the heads of the various departments are required to attend all meetings of the Board.

Mr. E. R. Cheesborough, in his pamphlet on Galveston system, says : "Business is transacted promptly, but without any undue haste. All important matters are adjusted in conference." He says, "It has been proven in Galveston that four Commissioners, and a Mayor as President, can transact the business of sixteen Aldermen and a Mayor, and do it better, more expeditiously, and with greater harmony. The Board is composed of five gentlemen actively engaged in business. They do not devote their whole time to the City's affairs. The Mayor receives a salary of \$2,000.00, and each of the Commissioners \$1,200.00 per annum."

In an address delivered at Harvard College by the Hon. Elihu Root, he says : Under the Commission plan the mismanagement of a department is promptly laid at the door of the neglectful Commissioner, not only by the general public, but by the President and other members of the Board. This knowledge of personal responsibility and watchfulness causes each Commissioner to take a personal interest and to feel a pride in the proper management of his department, realizing, as he must, that the merit, as well as the defects, are easily recognizable by his associates as well as by the public generally. The present Commissioners have been re-elected to office continually since the present form of government."

In "Everybody's Magazine" appeared an article written by Charles Edward Russell, in which he states that "Commission government is becoming a National issue in the United States."

Already some sixty cities, representing over three million people, have adopted its essential features. About twenty of the larger cities of Illinois have an organization fighting to wrest an "enabling Act" from the lawmakers. A similar organization in Michigan. In Texas fifteen cities use the Galveston Commission plan. In Kansas nine have the Des Moines plan. Boston, Buffalo, Tacoma, St. Joseph and Memphis, all cities of over 100,000, have adopted Commission government.

In all, one hundred and forty-seven cities want it.

An Act passed by the Legislature of South Dakota authorized any City in the State to adopt the Commission form of government, under certain prescribed lines, which made the Commissioners at all times and in every way subject to the will and direction of the people.

Ernest A. Sherman says: "The Commission plan law has done more to awaken civic pride in Cedar Rapids since April, 1908, than all that happened during the more than fifty years that the City was operated under its special charter."

At one of the first meetings of your Committee, members of a similar Committee appointed by the Board of Trade were notified to be present, and attended the meeting, and an exchange of opinions on the matter of civic government was had, from which it was clear that the members of the Board of Trade Committee were unanimously in favor of substituting for the present form of civic government the executive plan of government adopted by a great many other cities with complete success. At the conclusion of that meeting it was understood that the Board of Trade Committee were to await the investigation and report of your Committee before taking any further action in the matter.

At a meeting of your Committee held on the 7th inst., at which meeting there were present Alderman Hubley (chairman), Alderman Bligh and Alderman Rankine, a report was adopted on motion of Alderman Bligh, seconded by Alderman Rankine, with which report I could not agree, and therefore beg to submit this minority report for your consideration. In doing so I forward a statement showing the system of government followed in several of the cities of Canada and in two cities of the United States.

After giving a considerable amount of time and study to the question, and after my eighteen years of experience with the method of civic government followed in this City, with its defects and delays, I am convinced that the time for a change has arrived, when the business of the City should be done in a business-like manner by a small executive body responsible to the people of the whole city.

What struck me, in my investigation of the subject, most forcibly was that in every case where either the Board of Control or Commission form of government had been adopted it was found to be so great an improvement on the former system of government by a Council that there was no suggestion or even thought of returning to the former system.

Dr. Elliott, late President of Harvard University, in an address before the Canadian Club of Toronto delivered last December said "there are over one hundred commissions in the United States at this moment and thus far not a single one of them has failed." This language followed his remarks on the form of government adopted by Galveston, Texas.

In the majority report of your Committee it is suggested that the public generally are not at all agitated over this matter and that there is no public feeling upon the subject. It may, perhaps, be true that no public meetings are being held to agitate the question, but on the other hand, if the members of your Committee who have appended their signatures to the majority report were at all in touch with the ratepayers of Halifax they would find a very considerable body of opinion in favor of a change over the present method to some such form of government as would deal with civic business expeditiously and which would place the civic departments and civic expenditures under the direct supervision of men selected by the whole people and responsible to them as a whole.

Just what form the proposed change should take, the people as a whole look to those whom they have elected to represent them, to recommend, and I submit that this Council would be altogether failing in its duty to our citizens if it proceeded to dispose of the question in the off-hand manner suggested by the majority report. My own firm conviction is, after careful study and attention to the question, that either a board of control system or a commission form of government would be a step far in advance, and a great improvement upon the present form, and I would recommend that when the civic election takes place in April next a plebiscite should be taken at which the following questions should be submitted to a vote of the ratepayers:—

1. Are you in favor of the reduction of the number of Aldermen to 12, two elected from each of the six wards for two years' term, one for each ward retiring

each year? And the election of a Board consisting of the Mayor and four Controllers to be elected by the voters of the entire city?

2. Are you in favor of the abolition of the Council and election by the people of a commission of five persons in its place?

In order that effect might be given to this recommendation, I would suggest that legislation be obtained at the approaching session of the Legislature to enable such referendum to be taken. The recommendations contained in this report, it will be noticed, are not to at once substitute a new form of civic government for the present system, but merely to give the ratepayers an opportunity of stating whether or not they are in favor of or desire a change.

Just why the members of your Committee who constituted the majority are afraid to trust the people, I am at a loss to understand. It is an important question which should not be disposed of by the members of the Council, but should be settled by a vote of the citizens, and an opportunity for the expression of their opinion should be afforded them.

ANDREW HUBLEY.

Read letter Board of Trade, February 9th, 1911, re Board of Control.

FEBRUARY 9th, 1911.

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

GENTLEMEN,—At a meeting of the Board of Trade Committee on Civic Government, held this afternoon, a resolution was unanimously passed of which I enclose a copy, having been directed to do so at said meeting.

E. A. SAUNDERS, Secretary.

WHEREAS, the report of the Special Committee of the City Council appointed to enquire into the system of municipal government in other cities at a meeting held on the 7th inst. adopted a majority report, one paragraph of which reads as follows:—

“There was a slight agitation in the Board of Trade a year ago in reference to this matter, but nothing has practically been done by the Board in this regard during the past year; the subject could not have seriously engaged their attention.”

AND WHEREAS, at the invitation of the Committee of the City Council, the Board of Trade Committee on Civic Government was invited to attend and did attend a meeting at the City Hall with the City Council's Committee in April last;

AND WHEREAS, at such meeting the Board of Trade Committee unanimously expressed its opinion in favor of a reform of the present system of Civic Government by either the substitution of a commission form of Government for the present system or the election by the City at large of a Board of Control to perform the executive functions now performed by Committees of the City Council;

AND WHEREAS, at the conclusion of such meeting the understanding was reached that the Committee of the City Council would investigate the working of the Board of Control and Commission forms of Civic Government as adopted in other cities, and that the Board of Trade Committee would take no further action in the matter until such time as the City Council had secured the above information from other cities;

AND WHEREAS, From that date until the present time the Board of Trade Committee have not been notified that such information had been obtained or invited to further discuss the matter with the City Council Committee;

THEREFORE RESOLVED, That this meeting of the Board of Trade Committee desires to deny the correctness of the conclusions reached by the majority of the City Council's committee as set forth in the paragraph in question in their report and to re-affirm its unanimous conviction that the present form of Civic Govern-

ment in Halifax be reformed by:—(a) the reduction of the number of Aldermen composing such Council, and the election of a Board of Control by the City at large to perform the functions of the executive government of the City; or (b) by the election of a Commission to take the place of an elected City Council, and to perform its functions; and

FURTHER RESOLVED, That this Council is unanimously in favor of the matter being submitted by referendum to a vote of the ratepayers of Halifax at the time of the civic elections in April next, and that, in the meantime, a carefully prepared synopsis of the information obtained by the City Council Committee should be published for the information of the ratepayers.

FURTHER RESOLVED, That a copy of this resolution be forwarded to the City Council.

R. T. MACILREITH, Chairman.  
WALTER MITCHELL,  
D. MACGILLIVRAY,  
A. MACKINLAY,  
J. D. O'CONNOR,  
O. E. SMITH,  
Committee.

Read letter Board of Trade, March 3rd, 1911, re Board of Control.

HALIFAX, N. S., March 3rd, 1911.

To His Worship Mayor Chisholm.

SIR,—The Council of the Board of Trade has for some time past discussed the matter of civic administration by Board of Control and Commission methods, and about a year ago named a Special Committee to follow up the matter and learn with what success other cities who have adopted these forms of Government have met with and other information in connection therewith.

Considerable data was collected and a joint meeting was held last March with a Committee of the City Council for the same purpose. Our Committee asked the members of your Committee to recommend a plebiscite being taken on the question and that permissive legislation be obtained from the Local Government before the Session of 1910 closed. Your Committee, however, asked that time be given them to obtain some information and that a joint meeting would be held at a later date—this meeting, however, did not materialize.

A number of the members of the Board of Trade are desirous of having some expression of opinion from the citizens and respectfully ask if a definite reply could be given to this letter as to whether your Council will seek permission for such legislation as required, before the present session of the House.

I would respectfully ask that this matter be brought before to-night's session of your Council.

Thanking you in anticipation of an early reply,

E. A. SAUNDERS, *Secretary*.

Read letter Board of Trade, March 11th, 1911, re Board of Control, covering draft Act.

March 11th, 1911.

L. FRED. MONAGHAN, Esq., *City Clerk*.

SIR,—At a special meeting of the Council and Special Committee on Civic Administration, held last evening, I was desired to write you and enclose draft of bill entitled "An Act respecting a Board of Control for the City of Halifax." This draft Act is the result of the work of the Special Committee appointed a year ago

to gather data regarding the methods adopted in other cities, and it was unanimously approved of at special meeting held last night.

I am instructed to ask you to place the draft Act and this letter before the meeting of the City Council called for Tuesday evening, next, (March 14th) as it is the desire of the Board of Trade to have your Council co-operate in securing the passage of this Bill, which will be placed before the present session of the Legislature.

Trusting that you will carry out the wishes expressed herein and that the request will receive the favourable consideration of your Council.

E. A. SAUNDERS, Secretary.

AN ACT RESPECTING A BOARD OF CONTROL FOR THE CITY OF HALIFAX.

Be it enacted by the Governor, Council and Assembly as follows:—

PART I.

Subject to the provisions of Part III. of this Act

1. A Mayor and twelve aldermen, two aldermen representing each ward, shall constitute the Council.
2. The ordinary term of office for a Mayor and for an alderman shall be two years.
3. The Mayor shall be paid an indemnity of one thousand dollars per annum.
4. A Mayor and two aldermen for each ward shall be elected on the fourth Wednesday in April and on the fourth Wednesday in April in every succeeding second year thereafter
5. The Mayor and aldermen in office at the time of the coming into force of this Act, shall hold office until the 30th day of April, A. D. 1912 or until their successors have been elected as provided for in this Act when they shall retire from office. The persons holding the offices of Mayor and aldermen respectively shall be eligible for re-election.

PART II.

Subject to the provisions of Part III. of this Act:—

1. The affairs of the City shall be managed by a Board of Control consisting of the Mayor and of three Controllers elected by the qualified electors of the City.
2. The election of such Controllers shall take place on the same day and in the same manner as that of the Mayor.
3. Every elector qualified to vote at the election of the Mayor, shall also have the right to vote at the election of the Controllers and he may give as many votes as there are Controllers to elect, but he cannot vote more than once for the same candidate.
- 4.—If after the hour fixed by law for the nomination has elapsed, no more candidates are presented than the number required by law, then the candidates so nominated shall be declared elected by acclamation. If there are more candidates than the number required by law, they shall then be nominated and, on the day of the election fixed by law, the three candidates who have the most votes shall be declared to be elected Controllers.
- 5.—The Controllers elected shall have the right to sit and to take part in the debates but shall not have the right to vote.
- 6.—The members of the Board of Control shall be elected for two years.
- 7.—The Mayor shall ex-officio be the chairman of the Board of Control and, in the event of his absence, the Board shall elect one of their members to preside and

their meetings. Three members of the Board shall form a quorum, and the Chairman shall always have a vote and when the votes are equally divided the Chairman shall have an additional or casting vote.

8.—Notwithstanding any provisions to the contrary, the provisions of the City Charter and its amendments shall apply mutatis mutandis to the qualification, disqualification, nomination and election of the Controllers. But in the event of more than three candidates being nominated for the office of Controller, and one of them dying before the close of the election so as to leave only three candidates, the Clerk shall declare elected the three candidates nominated who remain. If three candidates only have been nominated and declared elected by acclamation and if one of them dies before the close of the election for Mayor, if one takes place, or for that of aldermen, the two candidates remaining shall be declared elected by acclamation, and the Clerk shall begin over again the proceedings for the nomination of candidates to the office of Controller by giving the notices mutatis mutandis prescribed by the City Charter for the nomination of a candidate for the office of Mayor.

9.—Notwithstanding any provisions to the contrary, the duties and functions of the members of the Board of Control shall be:

- (a) To prepare all yearly estimates.
- (b) To make all recommendations involving the expenditure of money. No recommendation involving the expenditure of money and affecting in any manner whatever the finances of the City, shall be adopted by the Council unless it has been previously submitted to the Board of Control and approved by them.
- (c) With the exception of contracts not to be completed within one year and proposed loans, which shall be decided by the Council, it shall be the duty of the Controllers to award all contracts, and to have all plans and specifications prepared for every contract to be granted, for the maintenance, improvement or embellishment of the City.
- (d) To call for and accept or reject all tenders that may be submitted for work to be done within the City limits and to make a report thereon to the Council.
- (e) To purchase all materials, machinery and generally all articles required for the carrying out of the contracts given or to be given, and report thereon to the Council.
- (f) To have all works in course of execution within the city limits inspected and superintended and to report thereon to the Council every month;
- (g) To employ all moneys voted by the Council for the purposes for which they have been voted;
- (h) To indicate to the Council the principal officers of each department, and, on the report of the latter, to propose to the Council the number of employees required for each department, and to recommend the salary to be paid to each of them;
- (i) To dismiss or suspend from office for cause any head of a department or any officer on the report of the head of the department, and to immediately report such dismissal or suspension to the Council.
- (j) After the coming into force of this Act the Committees or Commissions heretofore appointed in whole or in part by the Council (except the Board of School Commissioners, Commissioners of County Court House and Nova Scotia Provincial Exhibition Commission) shall be abolished and the duties heretofore performed by them shall be discharged by the Board in the manner provided in this part.
- (k) No decision of the Board of Control rendered in virtue of this section, shall have effect until it has been approved by the Council by the majority of the members present, except as is in this part hereinafter provided.

10. The Council shall not reverse a decision or amend a report or recommendation of the Board of Control on a matter set forth in this part, except that the Council may by the vote of the absolute majority refer such decision, report or recommendation, back to the Board of Control for further consideration.

11. If such decision, report or recommendation is again referred back to the Council by the Board of Control without change or amendment, it shall take effect and be deemed to be approved unless again referred back to the Board of Control by a two-thirds vote of the whole Council.

12. Every decision, report or recommendation of the Board of Control shall be either adopted by the Council or referred back to the Board of Control within fifteen days from the presentation of such decision, report or recommendation to the Council.

13. It shall be the duty of the Board of Control to report to the Council four times every year and to give a full statement of their management during the period elapsed and as often as the Council may require.

14. The Council may assign to the Board of Control all such additional duties it may deem expedient and advisable, and the Board shall upon a resolution of the Council, after one week's notice, furnish the Council with a copy of the minutes of its meetings and all information which the Council may deem expedient to require from them.

15. The indemnity of each of the members of the Board of Control shall be one thousand dollars per year, except in the case of the Mayor, who shall receive the sum of one thousand dollars over and above his indemnity as Mayor.

16. Such Controllers shall devote all the time necessary to the full, due and proper transaction of the business of the City.

17. In the event of a vacancy occurring by death, resignation or otherwise, of one of the members of the Board of Control, such vacancy shall be filled at a special election to be held within thirty days from the occurrence of such vacancy.

### PART III.

1. The City Council shall, at the time of the ordinary civic elections in April, 1911, submit to the ratepayers having the right to vote at an election for Mayor in the manner provided in the City Charter and its amendments, the following questions :—

1. Are you in favor of the reduction of the number of Aldermen from eighteen to twelve ?

2. Are you in favor of a Board of Control elected by the people ?

Each elector shall answer by marking a cross on his ballot paper opposite the words "Yes" or "No," printed in the same opposite each question.

If the majority of votes given on the first question are in the affirmative, Part I of this Act shall come into force at the next municipal elections. The said election shall take place in accordance with said article.

If the majority of the votes given on the second question are in the affirmative, Part II. of this Act shall come into force at the next municipal elections, and the said election shall be held in accordance with said article.

The polling places shall be open for the said referendum, and shall remain open from nine o'clock in the morning till seven o'clock in the evening.

The Presiding Officer at each polling place, at the close of the poll, shall publicly announce the number of votes given for and against each of the above questions, and forthwith make returns thereof to the City Clerk.

The City Clerk at the meeting of Council held next after polling day, having



prepared a statement of the total votes given for and against each question from the statements returned to him by the Presiding Officers, shall, in the presence of the Council, declare the same.

The result of the vote on each of the above named questions shall be published by the City Clerk in the first issue of the Royal Gazette, together with the result of the election for Mayor and Aldermen.

In the event of any one of the questions being answered by a majority of votes in the affirmative, the Governor-in-Council shall within one month appoint some person or persons to prepare such amendment or amendments to the City Charter and Acts in amendment thereof as may be necessary to give effect to the said vote and to the provisions of this Act, which Act so prepared shall be submitted within one week after the opening of the 1912 session of the Nova Scotia Legislature.

The person so appointed shall be paid such compensation as is determined by the Governor-in-Council, and the amount so determined shall be included in the estimates of the City for the next ensuing year.

The following resolution is submitted :—

RESOLVED, That the report of the Minority be adopted and that this Council approve of the Bill for enactment by the Legislature submitted to this body by the Board of Trade.

Moved by Alderman Hubley, seconded by Alderman Hoben.

The following amendment is submitted :

RESOLVED, That this Council endorse the action of the Board of Trade in asking that the City Council shall at the time of the next ordinary civic election in April, 1911, submit to the ratepayers having the right to vote at an election for Mayor in the manner provided in the City Charter and its amendments the following questions :—

1. Are you in favor of the reduction of number of Aldermen from eighteen to twelve ?
2. Are you in favor of a Board of Control elected by the people ?
3. That this Council does not approve of the passing by the Legislature of the Act as proposed by the Board of Trade.

Moved by Alderman Smith, seconded by Alderman Hoben.

Alderman Hoben stated that he had seconded the original motion and asked that he be allowed to withdraw his name as seconder, and that Alderman Hubley be permitted to withdraw the original motion to permit the amendment to take its place.

Alderman Hubley asks permission to withdraw the original resolution. Objected to.

Alderman Hoben is permitted to withdraw his seconding of the amendment.

The amendment is now seconded by Alderman McManus.

Alderman Hoben asks that the amendment be divided and put to the Council in three parts

Read part (1) of amendment.

Part (1) of amendment is put and passed, 12 voting for the same and 3 against it.

The vote being taken there appeared :—

For part (1) of Amendment.	Against it.
Aldermen Shaffner, Wilson Hebb, McManus, Douglas, Smith, Hoben, Kelly, Hubley, Thompson, Martin, Corston—12.	Aldermen Bligh, MacKenzie, Rankine—3.

Read part (2) of amendment.

Part (2) of amendment is put and passed, 10 voting for the same and 5 against it.

The vote being taken, there appeared :—

For part (2) of the Amendment.	Against it
Aldermen Shaffner, McManus, Douglas, Smith, Hoben, Kelly, Hubley, Thompson, Martin, Corston—10.	Aldermen Wilson, Hebb, Bligh, MacKenzie, Rankine—5.

Read part (3) of amendment.

Part (3) of amendment is put and passed, 11 voting for the same and 4 against it.

The vote being taken there appeared :—

For part (3) of Amendment.	Against it.
Aldermen Shaffner, Wilson, Hebb, Bligh, McManus, Smith, Thompson, Martin, Corston, MacKenzie, Rankine—11.	Aldermen Douglas, Hoben, Kelly, Hubley—4.

Read report Special Committee on Public Franchises re double tracking loop line.

#### DOUBLE-TRACKING TRAMWAY.

COMMITTEE ROOM, CITY HALL, February 22nd, 1911

*To His Worship the Mayor and City Council:*

GENTLEMEN,—Your Special Committee on Public Franchises beg to report that at a meeting held this day, there being present Aldermen MacKenzie (Chairman) Shaffner, Hebb, Douglas, Kelly and Corston, they had under consideration the application of the Halifax Electric Tramway Company, Limited, for permission to double track their loop line.