

George Mullane, Footsteps Around and About Bedford Basin, \$1.00; C. D. Cazenove & Son, Arena, \$0.42; H. W. Wilson Co., Index, \$4.24; Local Council of Women, Book, \$.30; Methodist Book Room, Books, 1911 account. \$10.11. Total, \$16.07.

The Commission have for some months devoted considerable time and study to the question of a suitable library building for Halifax. We have communicated with a large number of cities in Canada and the United States having a population about the size of our own city and we find that in nearly every case there is more ample provision for the public library than is given in Halifax, not only in the matter of accommodation, but in the amount appropriated annually for maintenance and new books. The information we have strengthens our conviction that Halifax should have a library building that will not only relieve the congestion experienced in the present quarters, but also increase the library's efficiency and usefulness.

Some years ago a proposition to accept a gift from Mr. Andrew Carnegie was discussed at several meetings of the City Council, but while the Council first favored the project, it finally voted adversely in the matter. We ascertain that Mr. Carnegie's offer is still open, however, and we would recommend that the City accept one hundred thousand dollars for the purpose of a library building if it be found that so much money can be secured under the regulations of the Carnegie Library Foundation.

This would involve increasing the annual library appropriation from \$2,500 to \$10,000. While this may seem a large increase, it is only because we have been spending so little compared with many other progressive cities. The Commission is aware of the objection that may be urged with respect to the tax rate and the financial ability of the City at the present time. We would point out that the increase in appropriation would not be required next year and possibly not even in the year following, as much preliminary work would have to be done and the building would not be ready for occupancy in time to affect the City's finances for possibly two years.

The question of a site has occupied the attention of the Commission. The conclusion arrived at is that it should be somewhere in the vicinity of City Hall. In view of the fact that the expropriation of the central area bounded by Sackville and Jacob, and Grafton and Brunswick Streets, is to be voted on by the people, we have thought it advisable to leave the site question in abeyance until the decision of the people on this matter is ascertained. In the event of the scheme being carried out the development of the district afterwards would be under the control of the City and a site could be obtained therein that would be convenient and appropriate.

The Commission meantime respectfully urge early action in the matter of securing Mr. Carnegie's gift.

R. M. HATTIE, *Chairman.*

Read clause 1 re furnishing of disused books to City Prison.
Approved.

Read clause 2 re accounts.

Moved by Alderman Clarke, seconded by Alderman Hattie that this clause be adopted and the accounts paid. Motion passed.

Read clause 3 re new Library building and cost of maintenance thereof.

Moved by Alderman Hattie, seconded by Alderman Gates that this clause be deferred for future consideration. Motion passed.

Read report Laws and Privileges Committee on various matters.

REPORT LAWS AND PRIVILEGES COMMITTEE.

Committee Room, City Hall, Nov. 7th, 1912.

To His Worship the Mayor and City Council:

Gentlemen:—Your Committee on Laws and Privileges beg to report that at a meeting held this day, there being present Aldermen Whitman, (Chairman), R. V. Harris and Hawkins, the Committee had under consideration the following matters referred to them for report:—

1. Letter L. Keshen re License fee for Shooting Gallery.

It is recommended that Mr. Keshen be informed that the Council has not power to change or refund this fee.

2. Application M. B. Keith for a License to operate a Billiard Room at No 52 Gottingen Street, also application Thomas McCartney for a License to operate a Billiard Room and No. 219 Barrington Street.

It is recommended that both of these applications be granted on payment of fees fixed by the Ordinance.

3. Application Estate H. W. Brown for rebate of portion of fees paid for liquor license.

It is recommended that the City Treasurer be authorized under authority of Section 45, Sub-section 2, of the Liquor License Act to refund to the Estate of H. W. Brown the portion of the fees for the unexpired term of the license.

4. Petition Degrys & Company for permission to establish and exploit in Halifax a number of meteorological kiosks.

It is recommended that the City Engineer be requested to make a report on this matter.

5. Application F. S. Fader for an Auctioneer's License.

It is recommended that a license be granted to Mr. Fader on usual terms.

6. Letter A. R. Cobb in re amendments to Section 17, Ordinance 4, relating to streets, with respect to Oriole Windows.

It is recommended that the City Engineer be asked to report on this matter.

7. Read report Committee on Works re Shade Tree Commission.

It is recommended that the Commissioners of Halifax Common be the Commission under the Shade Tree Act, and that the planting of trees, under this Act, in any section of the City, be subject to the approval of a majority of the rate payers affected.

8. The Chairman brought up the matter of the Franchises and Charter of the Halifax Electric Tramway Company, Limited.

Your Committee recommend that the City Council call upon the Governor-in-Council to proclaim and declare part one of Chapter 78 of the Acts of the Province of Nova Scotia, 1912.

ALFRED WHITMAN, *Chairman.*

The same is considered clause by clause.

Clauses 1 to 6 are severally read and adopted.

Read clause 7 re Shade Tree Commission.

Moved by Alderman Hattie, seconded by Alderman R. V. Harris that said clause be adopted.

Moved in amendment by Alderman Whitman, seconded by Alderman Hoben that this clause be placed on the Order of the Day.

Amendment put and lost, 7 voting for the same, and 8 against it, as follows:—

For the Amendment—

Aldermen Morrow, Whitman, Gates, Hoben, Hines, Hawkins, Martin—7

Against it—

Aldermen Hattie, Scanlan, Dennis, Clarke, Keltie, J. C. Harris, Upham, Gough.—8

The original motion is put and passed, 13 voting for the same and 3 against it, as follows:—

For the Motion—

Aldermen R. V. Harris, Gates, Hattie, Scanlan, Dennis, Clarke, Keltie, Hines, Hawkins, Martin, J. C. Harris, Upham, Gough.—13

Against it—

Aldermen Morrow, Whitman, Hoben.—3

Read clause 8 re the Franchises of the Halifax Electric Tramway Company, Limited.

Moved by Alderman Whitman, seconded by Alderman Hawkins that this clause be adopted and that the City Clerk be instructed to forward a copy of the said clause and this resolution to the Lieutenant-Governor-in-Council.

Moved in amendment by Alderman Dennis, seconded by Alderman Scanlan that this clause be deferred for consideration at the meeting to be held on Monday evening next in adjournment of this meeting.

Amendment put and passed.

Alderman Dennis submits a notice of motion relating to the Halifax Electric Tramway Company, Limited, for consideration at a future meeting.

Read report Committee on Works re Halifax terminal of the Dartmouth ferry.

DARTMOUTH FERRY TERMINAL.

City Works Office, November 7th, 1912.

To the City Council:

Gentlemen:—At a meeting of the Committee on Works, held Oct. 31st. ult., the Minute of Council in re Dartmouth ferry dock was considered. Representatives of the Dartmouth Ferry Commission were present. Two propositions were submitted by Alderman Martin as follows:—

1. The City will lease to the Ferry Commission the old City wharf, without any extra charge in addition to the rental now charged, providing the Ferry Commission will construct and maintain in the south side of the wharf a public landing. The City will also lease a site for a station house on the north side of the ferry dock in the Stayner property east of Bauld Brothers' property for twenty-five (25) years without extra charge in addition to the present rental, the dimensions, plans of building and location to be subject to the approval of the City.

2. Or, as an alternative, will lease the south wharf on the conditions above mentioned, and also will lease the whole Stayner property for a period of twenty-five (25) years for the sum of Five Hundred and Twenty (\$520.00) dollars—interest on \$13,000.00 at 4 per cent—in addition to the present rental charged for the ferry dock. The City reserving the stores and a right of way to them, to cover taxes which the City loses on the property.

These propositions were fully discussed by the Committee and the delegation.

The following agreement was assented to by both parties, and on motion of Alderman Martin seconded by Alderman Dennis it was decided to recommend to the Council as follows:—

That the City will lease to the Ferry Commission the old City Wharf without any extra charge in addition to the rental now charged, providing the Ferry Commission will construct and maintain in the south side of the wharf a public landing; and also will lease the whole Stayner property for a period of twenty-five (25) years for the sum of Five Hundred and Twenty (\$520.00) dollars per year (interest on \$13,000.00 at 4 per cent.) in addition to the present rental charged for the Ferry Dock—the dimensions, plans of building and location to be subject to the approval of the City. The buildings on wharf to be kept in good repair as when taken over.

F. P. BLIGH, *Mayor and Chairman.*

Moved by Alderman Martin, seconded by Alderman Dennis that the same be adopted. Motion passed, the names on the division being recorded thus:—

For the Motion—

Aldermen R. V. Harris, Morrow, Whitman, Connolly, Gates, Hattie, Scanlan, Dennis, Clarke, Hoben, Keltie, Hines, Martin, J. C. Harris, Upham, Gough.—16

Against it—

Alderman Hawkins.—1

Read report City Engineer re high service reservoirs.

HIGH SERVICE RESERVOIRS.

City Engineer's Office, Nov. 7th, 1912.

His Worship the Mayor:

Sir:—Mr. Johnston, Assistant City Engineer, has been in correspondence with the owners of property required for a site for high service twin reservoirs.

We have been unable to get satisfactory answers from the property owners, and many of them will not answer at all. I am therefore obliged to recommend that the Council authorize me to make an offer in each case for the land required.

As usual in such cases, I am basing the valuation on the amount for which the properties are assessed, adding 25 per cent. for forced sale.

I would recommend that the City Engineer be authorized to offer the property owners the amounts respectively set opposite their names in the following schedule.

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

Schedule.

James Jack.....	\$ 100.00
Wm. Kimber.....	1250.00
Chas. Kelley.....	625.00
Andrew Tuura.....	625.00
James P. Murray.....	750.00
David Graydon.....	625.00
James P. Murray.....	1250.00
David Nicholson.....	125.00
Wm. Thompson.....	375.00
Sadie Henneberry.....	100.00
Mrs. Cameron.....	100.00
J. P. Murray.....	125.00
Total.....	\$6050.00

Moved by Alderman Martin, seconded by Alderman Dennis that said report be adopted. Motion passed.

Read report Committee on Works covering opinion City Solicitor re expropriation of poles of the Halifax Electric Tramway Company, Limited.

HALIFAX ELECTRIC TRAMWAY COMPANY POLES.

City Works Office, Nov. 7th, 1912.

To the City Council:

Gentlemen:—At a meeting of the Committee on Works held October 31st. ult., the City Solicitor made an exhaustive explanation based upon an interview with the Solicitor of the Halifax Electric Tramway Company in re rental for the use of poles. On motion of Alderman Dennis, seconded by Alderman Martin it was decided to recommend to Council that the expropriation of the poles be concluded immediately. The City Solicitor's opinion is attached.

F. P. BLIGH, *Mayor and Chairman.*

Office of City Solicitor, November 7th, 1912.

His Worship the Mayor:

Sir:—In response to your request for a statement as to the present position of the appropriation of the Tramway Company's poles, I beg to say as follows:—

The right of the City to appropriate the poles of the Tramway Company is not, as some persons have assumed, under the powers of expropriation contained in the City Charter, but under the 25th paragraph of the agreement for lighting between the City and the Tramway Company. This agreement was originally drafted apparently in the year 1901 and has been continued from that time to this. The clause in question reads as follows:—

25. In the event of the contractor owning or having under his control at the time of the making of this contract or at any time hereafter during the term of this contract any poles erected or in position or to be erected in the City of Halifax that

may in the opinion of the City Engineer be suitable or necessary for the City lighting given under this contract, the City shall have the right from time to time to take and appropriate the same to its own use, the valuation or price of said poles to be agreed upon by the City of Halifax, the Eastern Trust Company and the contractor, and in case of failure to agree shall be fixed by arbitration, one arbitrator to be appointed by the Mayor of the City, and the other by the contractor and the Eastern Trust Company, the third arbitrator shall be appointed by a Judge of the Supreme Court (to be such person as he may think proper) on the request of the City Works Commission. In case of disagreement the award of any two of the arbitrators to be final and conclusive as to the price to be paid by the City for said poles. The said price or valuation whether agreed upon or fixed by arbitration as aforesaid, shall be paid to the Eastern Trust Company, and be subject to the provisions of the mortgage from the Halifax Electric Tramway Co., Ltd., to the Eastern Trust Company, dated the 1st day of October, 1895, given to secure the bonds issued by the said Halifax Electric Tramway Company, Limited.

As the contract expired on the first of July, it was thought advisable to exercise the right of appropriation before that date and with that view the money was borrowed and the sum of \$10,800.00, which had been determined by the City's experts as a fair value for the poles required, tendered to the Tramway Company, with a notice that the City appropriated certain poles set out in a schedule, and that the money so tendered was compensation for the said poles. The money so tendered was returned by the Tramway Company with a statement that in their opinion the compensation would have to be first determined before any appropriation could be made and that they did not recognize the right of the City to appropriate in this way and with a request for a conference on the subject. As the time left before the first of July was not sufficient to settle the question, an extension of the contract on somewhat better terms for the City was arranged until the end of the year, during which time it was hoped the matter could be adjusted.

From various reasons, not the fault of the City's officials, the conference was delayed until recently, when an informal discussion of the matter was had between the Company's solicitor, the City Engineer and the City Solicitor. The Company's representative requested that a more accurate specification of the poles to be taken should be given, and intimated that there would not be much difficulty in arranging the price, and a further most important point was developed in the course of the discussion—Paragraph 26 of the same agreement reads as follows:—

26. All the poles, when designated by the City Engineer and expropriated by the Council under the next preceding section of this specification, shall become, be and continue the property of the said City of Halifax, free from all claims and incumbrances whatsoever, and the City after taking and expropriating the poles designated by the City Engineer under the next preceding section, may at any and all times during the continuance of this contract allow and permit any other person or persons, company or corporation to string wires on said poles, under the direction of the City Engineer, and the contractor shall have the right to continue to use the said poles for the operation of their service, subject to the provisions of the ordinance respecting poles and wires now made or hereafter to be made.

Under this it had been assumed by the City's representatives that when the poles had been acquired by the City it would be open to the City to compel the Tramway Company or any other company using the poles to pay rent, and with that view it was felt that it would not be to the Company's interest to require too high a price, as the City would probably return in require payment of the interest on the amount paid together with cost of maintenance. To this view the Company's Solicitor, M. Mellish did not assent, and stated it to be his opinion, and that he had advised the Company to that effect, that the Company would not be compelled to pay rent for the poles after the expiration of the contract. In other words—that the right of the City to compel payment expired with the agreement. To this

view I am not prepared to assent; but the fact that it has been put forward seriously by Mr. Mellish should I think make us consider the situation very carefully. If it is correct, the City would be in the position that it would have the poles on its hands and be out of the sum of \$10,800.00 together with the cost of maintenance without receiving any return, while at present the Company furnishes the poles for its own use without any cost to the City. It that should be the case it is difficult to see what gain the City can make by proceeding with the appropriation, especially in view of the fact that under our poles and wires ordinance the City has the right to compel the Tramway Company to furnish pole accommodation for other companies and for the City itself.

It has been suggested that the matter should be settled, if possible, by a stated case under which the opinion of the court can be obtained. I would wish, however, to point out that there is a difficulty in the way of doing this because a stated case would really be asking the opinion of the court as to what the rights of the parties would be in the event of something occurring which has not yet occurred, namely,—the appropriation—and which possibly might not occur. In other words, it would be more or less a hypothetical case, with which the courts are very averse to dealing.

I feel it my duty to lay this matter as it appears to me fully before yourself and the Council, so that the situation can be clearly understood and the officials properly instructed as to the wishes of the Council.

F. H. BELL, *City Solicitor.*

Deferred by consent for consideration at the meeting to be held on Monday evening next.

His Worship the Mayor asked the Council to now fill two vacancies on the Board of School Commissioners, and one on the Provincial Exhibition Commission.

EXHIBITION COMMISSION.

The Council proceeds to the appointment of an Exhibition Commissioner to fill the vacancy caused by the retirement of Ex-Alderman S. Y. Wilson.

The following were severally nominated for the position:

Alderman Gough by Aldermen Scanlan and Connolly.

Alderman Morrow by Alderman Gates and Clarke.

The vote being taken there appeared:—

For Alderman Gough—

Aldermen R. V. Harris, Connolly, Hattie, Scanlan, Dennis, Hoben, Keltie, Hines, J. C. Harris, Upham.—10

For Alderman Morrow—

Aldermen Whitman, Gates, Clarke, Hawkins.—4

His Worship the Mayor declares Alderman Gough duly elected a member of the Provincial Exhibition Commission.

COMMISSIONERS OF PUBLIC SCHOOLS.

The Council proceeds to the appointment of two Commissioners of Public Schools in place of Ex-Aldermen Rankine and Hebb.

The following are severally nominated:—

Alderman J. C. Harris by Aldermen Martin and Upham.

Alderman Clarke by Aldermen Whitman and Connolly.

Alderman Hines by Aldermen Gough and Upham.

On division the vote showed as follows:—

For Alderman J. C. Harris—

Aldermen Whitman, Connolly, Gates, Dennis, Hoben, Keltie, Hines, Martin, Upham, Gough.—10

For Alderman Clarke—

Aldermen R. V. Harris, Morrow, Whitman, Connolly, Hattie, Scanlan, Dennis, Hines, Hawkins.—9

For Alderman Hines—

Aldermen R. V. Harris, Morrow, Gates, Hattie, Scanlan, Clarke, Hoben, Keltie, Hawkins, Martin, J. C. Harris, Upham, Gough.—13

His Worship the Mayor declares Aldermen J. C. Harris and Hines duly elected Commissioners of Public Schools.

Read letter Rev. John M. MacInnes, Secretary Moral and Social Reform Council, asking that a delegation from said body be permitted to address the Council. Also read copy of a letter from His Worship the Mayor in reply thereto.

SOCIAL EVIL AND TEMPERANCE LAW ENFORCEMENT.

Park Street Church Manse, October 28th, 1912.

His Worship the Mayor, President of the City Council:

Dear Sir:—I am instructed by the Moral and Social Reform Council of Nova Scotia to ask you to give the Council an opportunity to be heard before the City Council at its meeting on November 7th. They desire to be heard in the interests of the enforcement of the Criminal Code against the traffic of vice and the Nova Scotia Temperance Act against the illicit sale of liquor in houses of ill fame. I hereby, most respectfully, ask that you grant them this privilege.

Thanking you for past courtesies,

JOHN M. MacINNES, *Sec'y of Reform Council.*

Mayor's Office, October 31st, 1912.

Rev. John M. MacInnes, Secretary Moral and Social Reform Council:

Sir:—I have your favor of the 28th inst., asking for an opportunity to be heard before the City Council at meeting to be held November 7th, and beg to inform you that I will gladly request the City Council to permit a delegation from your body to address them on the subjects referred to in your letter.

F. P. BLIGH, *Mayor.*

His Worship the Mayor reads and submits an address to the Council on the matter of the suppression of social vice.

Mayor's Office, Halifax, N. S., Nov. 7th, 1912.

To the Members of the City Council:

Gentlemen:—On the 26th day of September last, I received a letter dated September 25th from the Rev. Mr. MacInnes, Secretary of the Moral and Social Reform Council, addressed to me, as Chairman of the Police Committee, asking for a conference with the Police Committee, in reference to the existence of houses of prostitution in Halifax City. The next day after receipt of this letter I wrote the Rev. Mr. MacInnes that Alderman Scanlan, one of the three members of the Committee, was absent in New York, where he would be until the following Saturday week, but that immediately on his return I would fix as early a date as possible to meet with the Moral and Social Reform Council.

Owing to the presence in the City of Rev. Dr. Shearer, and the shortness of his stay in Halifax, a meeting of the Police Committee was held October 7th—two or three days before I wished it held, as I expected I might be called out of town from October 5th to 7th, and the Chief of Police was also then out of the City. In my absence Deputy-Mayor Martin presided at this meeting, and in attendance were Aldermen Scanlan and Hines, the City Solicitor and the Deputy-Chief of Police,

and several representatives of the Moral and Social Reform Council. At this meeting the following letter, dated the day of meeting, namely, October 7th, from the Moral and Social Reform Council, was read:—

Halifax, N. S., October 7th, 1912.

To the Police Committee, City of Halifax, N. S.

Sirs:—We respectfully request of you:—

1. That you instruct the Chief of Police to enforce uniformly and persistently the criminal code in regard to prostitution, as against prostitutes, pimps, procurers, inmates and frequenters, until all such resorts are closed and kept closed.
2. That you instruct the Chief of Police to enforce the liquor laws against these vice resorts.

We request that a written reply be given us.

In behalf of the Moral and Social Reform Council,

C. W. VERNON, *President*,
JONH M. MacINNES, *Secretary*.

After hearing statements of several members of the Reform Council, the matter was deferred until a future meeting of Committee.

The day after my return to the City—October 9th—a meeting of the Committee was held, at which were present all the Committee, with the City Solicitor and Chief of Police, and after deliberation it was decided that the City Solicitor should submit in writing to me his views upon this matter from its legal aspect, and that I should enclose same, with a letter from myself to the Moral and Social Reform Council, and accordingly on October 10th the following letters were sent to Rev. Mr. MacInnes:—

Mayor's Office, October 10th, 1912.

To Rev. C. W. Vernon, President, and Rev. J. M. MacInnes, Secretary Moral and Social Reform Council:

*Reverend Sirs:—*Enclosed please find letter to me, as Chairman of the Halifax Police Committee, from our City Solicitor, dealing with the interview held on Monday morning last between your Committee and the Police Committee, and in answer to your letter of the 7th inst.

Owing to date of interview being fixed to enable attendance of Dr. Shearer, and my absence from Halifax on Monday last, I was unable to be present at the meeting, but I have been informed (generally) of what took place.

You will see from Mr. Bell's letter that it is a difficult matter to handle this distressing subject. Not a scintilla of evidence has ever been produced to show collusion between keepers of houses of ill-repute and our police; and I am proud to feel that no such collusion or graft system as exists in many of the Cities of this continent can be established against our police force, but that, on the contrary, where the necessary information has been given they have acted promptly.

It was suggested by Dr. Shearer that additional police patrol and additional lights in vicinity of suspected houses would be desirable. This is a good and practical suggestion, but unfortunately the police committee is greatly handicapped in this regard, for the following reasons:—

1st. Our force is altogether too small now, and when the Police Committee asked for four or five additional men last year the Council only gave us two. Our suburbs, particularly, are suffering for lack of police protection, and more especially at night time. However, I have instructed the Chief of Police to give the district complained of as much attention as possible, especially between the hours of ten p. m. and midnight.

2nd. Regarding better lighting—Our financial resources for this purpose are exhausted for current year, and many lights (in sections of City badly in need of improved lighting) which have been ordered by City Council cannot be installed before 1913, and others are on "Order Paper." As you can understand, the lighting matter is in the hands of the Council, and not of the Police Committee.

In conclusion, I have to say that in any of your Association's undertakings in reference to this disagreeable matter, I have instructed the Chief of Police to give you all the aid possible that the law permits.

Believe me, Respectfully yours,

F. P. BLIGH, *Chairman Police Committee, Halifax City.*

Office of City Solicitor, October 10th, 1912.

His Worship the Mayor, Chairman Police Committee.

Sir—In reply to your instructions for a report on the request handed to the Police Committee at the conference with representatives of the Moral and Social Reform Council, and which reads as follows:—

Halifax, N. S., October 7th, 1912.

To the Police Committee, City of Halifax, N. S.

Sirs:—We respectfully request of you:—

1. That you instruct the Chief of Police to enforce uniformly and persistently the Criminal Code in regard to prostitution, pimps, procurers, inmates and frequenters until all such resorts are closed and kept closed.
2. That you instruct the Chief of Police to enforce the liquor law as against these vice resorts.

We request that a written reply be given us.

In behalf of the Moral and Social Reform Council,

C. W. VERNON, *President,*
JOHN M. McINNES, *Secretary.*

I beg to say that in my opinion there is little to add to the statement verbally made at the time by me—that in my belief such instructions have already been given and have always been given, and that the Police Force of the City are doing their part to carry out such instructions.

It may, however, be not inadvisable to add a few words on one or two points on which it appears to me that the authors of the request are under some misapprehension.

The City is not charged with the duty of enforcing the Criminal Law. That duty appertains to the Provincial Authorities, and a special official, the Crown Prosecutor, is appointed for that purpose. The Police Force of the City co-operates with that official. It endeavors to the best of its ability to preserve order and repress crime. In all cases in which the facts of any offence come directly under the cognizance of members of the force, prompt action is taken. In other matters it can, of course, act only on information received from other persons.

I also feel that there is a want of apprehension as to the profound difference between offences of the nature of those under discussion and other offences under the Code, such as theft, forgery, etc. In the case of the latter there is always an aggrieved person; or public opinion, as in a case of murder, is warmly aroused over a particular case. Specific charges are laid and everybody in possession of any information, except, of course, those suspected of the crime, are ready to give such information and to assist the Police. In cases of the nature of those under discussion, on the contrary, the specific charges or information are rarely forthcoming. Public interest is practically confined to general disapproval without being centered on any particular violation of the law. There is no open evidence of the commission of any offence, and so far from the persons concerned, who alone can give information, being willing to do so, they will do all in their power to prevent such information reaching the authorities, not hesitating in most cases at complete perjury.

Persons can only be convicted of offences on proper legal evidence. Evidence of reputation or general belief is comparatively worthless. Some judges admit it in this class of cases, though inadmissible in all others, but even when admitted it is only used as corroborative of other proof. In the absence of either specific charges or legal evidence, it is difficult to see what the police force can do more than they are doing. Whenever such has been available, prompt action has always been taken by them.

Respectfully submitted,

F. H. BELL, *City Solicitor.*

I heard nothing further on this subject from the Moral and Social Reform Council until October 31st, when on my return to the City after the Thanksgiving holidays I found a letter awaiting me, dated October 22nd, from the Rev. Mr. MacInnes, acknowledging my letter of October 10th, and calling my attention to the fact that my letter had not dealt with one of the requests made, namely—"That the Chief of Police should be instructed to enforce the liquor law as against these vice resorts;" and asking for a reply to that request. On October 31st I sent the Rev. Mr. MacInnes the following reply to his last letter:—

Mayor's Office, October 31st, 1912

Rev. Mr. J. M. MacInnes, Secty. Moral and Social Reform Council, City:

Sir:—I regret that owing to absence from the City since the 23rd inst., over the Thanksgiving holidays, yours of the 22nd inst. did not reach me until this morning. The letter went to my private office, instead of being delivered at the City Hall, when the Deputy-Mayor might have answered it earlier. I see by the press that there is complaint that this letter was not acknowledged. I regret that these press notices should be made without inquiry as the cause of not replying. I can assure you that you will get a prompt answer to any letter that I receive from your Association.

By an oversight, the question of enforcing the liquor law as against the vice resorts was not dealt with in my letter of the 10th inst. to you. I may say that the Chief of Police and the License Inspector have always had instructions to strictly enforce the law against all people unlicensed and against licensed people for infrac-

tions of the law. The enforcement of the Liquor License Act against non-licensed premises would apply to these places, and now special instructions have been given to the Police Department and to the License Inspector, the latter of whom more directly has this matter under his control, to enforce the Liquor Law as against these resorts, and I am instructed that endeavors are now being made to detect any violations of the law in these places.

Trusting that this will be satisfactory to your Council, I am,

Most respectfully yours,

F. P. BLIGH, *Mayor.*

Rev. Mr. MacInnes acknowledged the receipt of this letter by the following letter of 31st October:—

His Worship the Mayor, City Hall, Halifax.

Dear Sir:—I have the honor of acknowledging yours of this date, and wish to thank you for courtesies extended to the Moral and Social Reform Council.

Your answer to our request re the enforcement of liquor law against houses of ill-fame will be laid before our Council at the earliest opportunity.

We most sincerely regret the reference to this matter in the public press of which you complain. I assure you the Council was in no way responsible for the reference. The press representative called me up and asked if we had received an answer and I said that we had not. No comment was made, and I did not have the faintest idea that a public reference would be made to the matter. Members of the Council sincerely regret that such a reference was made.

Sincerely yours,

JOHN M. MacINNES, *Secretary.*

Park St. Manse, Halifax, Oct. 31st, 1912.

The 28th October Rev. Mr. MacInnes wrote asking that the Moral and Social Reform Council be given an opportunity to be heard before the City Council this, Nov. 7th, meeting, which letter you have just heard read by the City Clerk, and on Oct. 31st I replied to this request saying that I would gladly request the Council to permit a delegation from their body to be heard on the subjects referred to, and thus this matter comes before you for consideration to-night.

The foregoing is a concise statement of the written record of this case, and I submit that it shows that every attention has been given the Reform Council to their requests; and they readily admit they have been courteously received by the Police Committee, as of-course was their due.

This question is as old as humanity, and I do not intend to discuss it from its physical, scientific or ethical sides, but I wish briefly to deal with it from a legal (and possibly moral) viewpoint, which, as Chairman of the Police Committee, is the only ground upon which I am called upon, or expected, to act in this matter. Legislators, sociologists, criminologists and others most conversant with this evil differ greatly as to the best way of dealing with the problem, and we have recently seen that the members of the "Fourth Estate" hold dissimilar ideas as to the best method of handling this subject, as is evidenced by reading our city newspapers the past week, in dealing with this very application now before us for consideration.

The keeping of houses of prostitution is a criminal offence, under the Criminal Code of Canada, and therefore if such places exist in Halifax they do so illegally and they should be suppressed by whatever authority is charged with the enforcement of such Criminal Code. Let us first ask, do such places exist in Halifax? My reply is, yes, they certainly do, and they always have existed in Halifax, from time long before its incorporation and under all its Mayors. But I wish emphatically to state that Halifax in this respect does not suffer by comparison with other cities in the United States or Canada, and I make bold to claim that the court records, and illegitimacy statistics will prove that few cities (if any) on this continent (and conditions in this regard are far worse in Europe) has less prostitution than Halifax, and this notwithstanding it is a seaport town. I claim that womanhood on the streets of our city at any time of day or night is practically absolutely safe from insult or injury, and I solemnly protest against the slanders uttered and published against the fair fame of our good City by some individuals, though some of them possibly well-meaning. I do not attach or charge blame to the Moral and Social Reform Council in this regard, as they have as a body never made such charges, but some people have, and I hope they will desist from such slanders in the future. Having admitted that prostitution exists in Halifax, let us next ask who, or what authority, is charged with its suppression—or, in other words, what body or person is charged with enforcing the "Criminal Code" of Canada right here in Halifax City? and I most unhesitatingly and emphatically answer that the duty of enforcing the Criminal Code appertains to the Provincial authorities, particularly to the Attorney-General, and more particularly still to the Crown Prosecutor—a special officer appointed by the Provincial Government for this very purpose. This is pointed out in the letter of the City Solicitor already read to you. The keeping of these houses is an indictable offence, under the Code, and as such the Crown Prosecutor would be charged with the prosecution of the keepers of these houses, as he would be in the case of any other indictable offence. As the letter of the City Solicitor also points out, the Police Force co-operates with the Crown Prosecutor in the enforcement of all the criminal law in the repression of crimes of all kinds, and they have always done so to the best of their ability, and I believe it will be admitted that Halifax has a good and efficient Police Force and that the City is generally free from serious crime.

As I understand it, the Police Committee, and particularly the Mayor, is charged with the enforcement of all the laws and ordinances contained in the City Charter (so called). Our City Charter, so far as I have read it, and as I am informed by the City Solicitor, does not deal with this subject, and only under the Criminal Code can prosecutions take place. Therefore it must be patent to anyone that the Crown Prosecutor must be consulted before these cases can be successfully prosecuted, as if arrests were made and the Crown Prosecutor said sufficient evidence did not exist to obtain a conviction the prosecution would have to be abandoned or prove abortive, and possibly someone, or the City possibly, made liable for an action for damages. Now I do not intend to shirk responsibility in this matter or roll it off on others, and whilst confident that the Crown Prosecutor has the direct charge of the prosecution of the keepers of these houses, yet I am fully aware that it is the duty of the City Police to do all in their power to detect and prevent crime of any kind in our midst, and the Force, and especially the Chief of Police, has been so informed by the Committee and by myself, and doubtless by former mayors and committees, and I feel responsibility to this extent at least that I am prepared to instruct, as I always have instructed, the Chief of Police that he must endeavor by all means legally at his disposal to obtain sufficient evidence against the keepers, etc., of these houses, as in the opinion of the Crown Prosecutor will justify prosecution and probable conviction.

To go farther than this might render the Police or City liable to actions for damages, and therefore the Police Committee could not be expected to go. The City Solicitor has pointed out the difficulty in obtaining evidence to convict in these cases, showing the great difference between this and most all other classes of crimes. In nearly all crimes against persons or property the persons injured, or whose property is affected lays an information and helps prove the crime, but prostitution is

a most secret crime and therefore from its very nature difficult of proof. Some super-critical people read into the City Solicitor's letter what cannot be found there, namely—that an act of prostitution must be proved to secure a conviction against the keepers of these houses of ill-repute. What the City Solicitor says is the law (and doubtless it is so) is that mere "reputation" will not suffice—you must have corroborative evidence of some kind—each case differing from another as in cases of murder or robbery, etc., it being impossible to tell what in addition to general reputation might be required by the judge in any particular case. We know, or are practically certain, that these places exist in Halifax, but we have to be legally certain in order to convict in a law court. I do not object to the course adopted by the Reform Council in making this application to the City Council, and am glad the City Council has thus been called upon to express itself on this matter; but I did think, and still think, that the Reform Council should have first returned to the Police Committee and discussed the City Solicitor's and my letter and see if we could not have found common working ground. However, they are their own best judges. I note by the public press that Rev. Dr. J. W. Mac-Millan suggested to the Reform Council that the opinion of some recognized authority on criminal law should be consulted to see if the opinion of our City Solicitor would be concurred in or not. That was one of the very suggestions I intended making had I ever had the chance of an interview with the Reform Council, and I would have told them that if they could obtain the opinion of two (and possibly if only of one) lawyers of Mr. Bell's standing at the Bar, contrary to his views, I would not hesitate to act on such contrary opinion. I also thought it possible that at a second interview we might call in to our aid, if we could get such to act in so disagreeable a task, some of the leaders in the business and social life of our City, some of our medical men and labor leaders, for consultation as to the best mode of dealing with this problem. However, perhaps it is better that the matter is now before the City Council without further reference to the Police Committee, and it will be for you to determine, after hearing the delegates from the Reform Council, what can be done with this evil. A few words of a personal nature, justified on account of an open letter addressed to me by the Rev. Mr. Bond, and which appeared in the "Evening Mail" in its issue of Nov. 1st, inst. Anyone occupying a public position and especially a Mayor of a City, expects criticism, or if he does not expect it he will get it anyway. I am not thin-skinned, and therefore don't mind getting knocked a bit, and doubtless I deserve some of the knocking; but I do not think that my action in this matter justifies the statements contained in Mr. Bond's letter. It does not appear to me that the letter discloses that spirit of sweet reasonableness, or Christian Charity, that might be expected from one in the reverend gentleman's calling. The letter starts out with a paragraph alleging that I confess utter helplessness in this matter—mark the exaggerated word "utter." I leave it for any fair minded man to say if I confessed any such position in my letter. Then follows what is intended to be a sarcastic reference to the practical difficulty I point out in better policing and lighting the district complained of. I leave it to you to judge, after hearing my letter read to-night on these two points is his sarcasm justified? With our small night force of police I have had the Chief specially detail a man for this district from ten to twelve every night, and, I am informed, with good results. As to extra lights there—How can I give them? This Council alone could if funds were available, and there is not a cent for such and cannot be till next May. The Reverend gentleman may be sarcastic about it, but this is the plain truth. Then it is said I should be a terror to evil doers, and I admit these places exist but that for lack of money, or police, or law, I can do nothing, and he states that if this is so and I was self-respecting I should not consent to occupy the position I do any longer. All I can say in reply to this is that if inability to do all that might be desirable, by a Mayor or other public official, on account of lack of funds, or legal evidence, or police, etc., is a reason for resigning one's office and duty, and to lose one's self respect, you would not have a Mayor in the British Empire from the Lord Mayor of London down, and the Reverend gentleman himself would have to give up his calling, for surely he will not claim that he has removed all the tares from that portion of the vineyard in which he is working which might be removed if he had effective machinery available. I would rather consider it ♂ wardice to give up the fight, even though thus handicapped. Then follows a

classical allusion, and elsewhere in the letter is a mythological allusion, neither of which did I understand until I looked them up in the "Herald" Dictionary I bought recently, and I can assure the members of the City Council, some of whom may not be any more versed in mythological or classical lore than I am, that the classical reference does not imply anything more derogatory against me than the English portion of the letter; the mythological allusion is rather severe, yet as it is a general reference and not directed against me personally I need say no more about it. Then I am told that I am not as helpless as I think I am, and I am told what the late Mayor Hamilton did in closing up vice resorts in the vicinity of the High School some years ago. Mayor Hamilton was an intimate friend of mine and I supported and worked on his committee for his election, and he truly was a good Mayor and fearless, but this working what he did into this discussion is a joke and nothing but a joke. Another gentleman has made allusion to the Mayor Hamilton episode. Did this gentleman think enough of Mayor Hamilton to support him in his election? I trow not. If he did, he can say so if he speaks tonight and of-course I will believe him, but until he says he did I shall believe he did not. Now what are the facts about Mayor Hamilton's action? The inmates of a couple of houses of ill-repute were changed from Brunswick Street to Albemarle and Grafton Streets. Would this satisfy Mr. Bond now? It is easy to remove, but hard to suppress. You may bring pressure, or even persuasion may make these people change from one locality in a City to another, without any legal evidence against them, but it is entirely different when they know you mean suppression. In Mayor Hamilton's time just as many if not more, houses of ill-repute existed in Halifax as now. Mr. Bond then says he does not blame police, but those over them, and says he "believes that if Mayor Bligh directed the Chief of Police to close up the vice resorts that they would be closed in short order." Now I wish the reverend gentleman and the members of the Reform Council to understand that these directions have been given to the Chief of Police, especially since the Reform Council's application to the committee, that is to say—Chief Rudland, in the presence of the City Solicitor, was directed by me that whenever he could get such evidence against the keepers, etc., of these houses, as in the opinion of the City Solicitor would warrant a conviction, that he was to proceed to arrest, and then of-course the matter would be in the hands of the Crown Prosecutor. What more could or can I do? Mr. Bond credits me with more power and influence than I possess. It is then said that these keepers of houses are influential, or have influential backers. What nonsense! Politically or financially their influence is nil. In New York vice is powerful and influential—not so here. A few votes and a few dollars measured against the support of what Mr. Bond says is the great majority of our citizens. If I had power to-day to close every one of these places, and did so, I would not lose a dozen votes, and would have the united and hearty support of many who may now be opposed to me through mistaken knowledge of my powers and desires. I hope to have the support of the Reform Council in this matter, and believe that even now many of them are my friends, though possibly we cannot see eye to eye in this matter. The Reverend gentleman concludes his letter with the hope that I may yet be counted on to do my duty, and I conclude my reference to his letter expressing the hope that he will now see that I am trying to do it. I have not the honor of personal acquaintance with Mr. Bond. I would judge he was rather impulsive, and possibly on reflection he will be easier on me. I will forgive, and try to forget, and am sure I shall succeed before the Christmas season.

A word to the Moral and Social Reform delegation who are to address us tonight. You admit, I understand that police authorities alone are not to blame in this matter, but all citizens, including the clergy, have to take a share in it. Let me tell you that under the administration of all my predecessors houses of ill-repute existed in Halifax, and this under much better men than I ever claimed to be. For instance, take affairs under one of the best Mayors Halifax ever had, a Christian gentleman and one of the most prominent men of his day, and who rose to be Governor of this province—The late Hon. M. H. Richey was six years Mayor of Halifax, and yet during his regime twice as many of these places existed as now, and the City was not nearly as large. He was an eminent K. C. and knew his legal powers. Will Mr. Bond or someone else tell me the why and wherefore of this? It was not

Mr. Richey's fault—he was simply up against conditions he could not overcome. But he did not resign. He stayed and fought the best he could. And so on, down through all our Mayors. Take as an instance conditions under one of our ex-Mayors now living, and I particularize him simply because of his prominence in the religious life of the community. I refer to Mayor Mackintosh. I unhesitatingly say, and I am confident Mr. Mackintosh would be first to admit it, that there were more houses of ill-repute in Halifax in the three years of his administration than now, with less population. And yet in five months I am expected to clean these places out. I heard City Missionary Grierson say in St. Matthew's Church a few weeks ago that there was no comparison between these days and the days of long ago in regard to this vice problem. The President and Secretary of the Reform Council are comparative strangers in our midst (most welcome ones) and should be informed that Halifax is now far better in respect to the vice problem than some years ago, and I trust, will continue to improve until we become all that the Moral and Social Reform Council wishes in this regard.

F. P. BLIGH, *Mayor*.

The Council is now addressed on this matter by the Rev. C. W. Vernon, President, and the Rev. John M. MacInnes, Secretary of the Moral and Social Reform Council, and by the Rev. Father John Foley.

Alderman Hoben submits the following resolution:—

Resolved, That this Council desires to record its appreciation of the high moral purpose and earnestness actuating the Moral and Social Reform Council in its efforts to rid the city of all resorts of evil within its borders.

Further Resolved, That this Council desires to express its approval of the instructions that have been urged upon the Police by the present Police Commission, that they exercise all diligence in the proper discharge of their duty in this matter, and do all within their legal power to suppress these resorts.

Further Resolved, That this Council desires to express the hope that the Moral and Social Reform Council will continue to aid the Civic authorities in every way in its power towards the accomplishment of this peculiarly difficult task.

Moved by Alderman Hoben, seconded by Alderman J. C. Harris.

The following amendment is submitted by Alderman R. V. Harris:—

Resolved, That this Council heartily endorses the movement inaugurated by the Moral and Social Reform Council, asking for the strict and persistent enforcement of the criminal code against social vice and the Nova Scotia Temperance Act against the illicit sale of intoxicating liquors in houses of prostitution and to this end this Council—

1. Expresses its strong approval of the action of the Police Committee in definitely instructing the Chief of Police to give special attention to the immediate suppression of well-known houses of prostitution.
2. That for this purpose the services of the City detectives and such other officers as may be deemed necessary be used to the fullest possible extent.
3. That should the Police Committee find itself unable satisfactorily to suppress the evil, the cooperation of the Provincial authorities be invited.

4. That the inmates of every house throughout the City with a reputation of being a house of prostitution be notified personally and in writing at once that energetic steps will be taken forthwith unless their removal from the City takes place within a reasonable time, failing which the law will be stringently enforced.

Moved by Alderman R. V. Harris, seconded by Alderman Hattie.

At the request of Alderman Dennis, the Chief of Police appears before the Council and answers certain questions put to him relating to orders given for law enforcement.

With the consent of the seconder and of the Council Alderman Hoben withdraws the original resolution.

The amendment introduced by Alderman R. V. Harris now becomes the main resolution and on being put is passed.

Moved by Alderman Connolly, seconded by Alderman Martin that the Council do now adjourn until 8 o'clock on Monday evening, 11th inst. Motion passed.

Council adjourns 11.15 o'clock.

L. FRED. MONAGHAN, *City Clerk.*

F. P. BLIGH, *Mayor.*

EVENING MEETING.

8.10 o'clock.

(Adjourned Session).

Council Chamber, City Hall, Nov. 11th, 1912.

The City Council met this evening pursuant to resolution passed October 17th, to hear Mr. E. W. Doty, Manager of the Tax Valuation Department of the Manufacturers' Appraisal Company, of Cleveland, Ohio, on the subject of the scientific assessment of real estate, and explaining the utility of the Somers Unit System of Realty Valuation as a means of equalizing real property assessments; and also pursuant to adjournment of 7th inst. for the purposes of dealing with report Laws and Privileges Committee re Franchises of the Halifax Electric Tramway Company, Limited, and re expropriation of poles of the said Company; to proceed with business standing over and the transaction of other business. At the above named hour there were present His Worship the Mayor and Aldermen Morrow, Martin, Gough, Hattie, Hines, MacKenzie, Upham and R. V. Harris.

Moved by Alderman Martin, seconded by Alderman MacKenzie that the time for meeting be extended until a quorum is present or until 8.30 o'clock. Motion passed.

8.20 o'clock. Roll called. Present the above named together with Aldermen Whitman, Connolly, Gates, Scanlan, Clarke, Dennis, Hoben, Keltie, Hawkins and J. C. Harris.

His Worship the Mayor introduced to the Council Mr. E. W. Doty, who occupied a seat beside His Worship and asked if it was the desire of the Council to hear him at the present stage of the meeting on the subject for which the members were particularly called together. His Worship stated that as it was the intention for Mr. Doty to address a public meeting on this question at the Technical College to-morrow evening, at which the matter would be fully dealt with, the lecture to-night would be very brief and intended to portray only the chief points of the System that gentleman represents.

The rules of order being suspended by unanimous consent, Mr. Doty now addresses the Council on the subject above outlined, and answers a number of questions put to him by different members of the Council.

PRESENTATION OF PAPERS.

Alderman Hattie submits a petition for a sidewalk on Edward Street.

REFERENCE OF PAPERS.

Read petition for a sidewalk on Edward Street.
Referred to Committee on Works for report.

CONSIDERATION OF PAPERS SUBMITTED.

Read reports Committee on Works and City Engineer re water lots Acadia Sugar Refining Co. Ltd., on each side of Hanover Street.

SUGAR REFINERY WATER LOTS.

City Works Office, November 7th, 1912.

To the City Council:

Gentlemen:—Attached hereto is a report from the City Engineer in reference to communication from Mr. C. H. Harvey, Agent Marine & Fisheries Department, respecting an application from the Acadia Sugar Refining Co., Ltd., for water lots in front of their property on each side of Hanover Street.

At a meeting of the Committee on Works held November 6th inst., it was decided to recommend to the Council that no objection be made to the granting of this request.

F. P. BLIGH, *Mayor and Chairman.*

City Engineer's Office, November 5th, 1912.

His Worship the Mayor:

Sir:—I beg to report on the accompanying communication from Mr. C. H. Harvey, Agent Marine & Fisheries Department, respecting an application from the Acadia Sugar Refining Co. Ltd., for water lots in front of their property on each side of Hanover Street.

I am not aware of any objection that can be made on the part of the public to the granting of their request, except that the water lot in front of Hanover Street will be only forty feet in width, and as these water lots at street ends are becoming valuable as public landings, the City should endeavour to obtain grants sixty feet wide where it is possible to widen the street to that width.

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

Moved by Alderman Martin, seconded by Alderman Dennis that said reports be adopted. Motion passed.

Read reports Committee on Works and City Engineer re George Street sidewalk, south side, from Barrington Street to the Dennis building.

Also read, by consent of Council, No. 1 on Order of the Day, viz:—Alderman Keltie's notice of motion to rescind resolution passed May 16th, 1912, in re use of Barrington Street sidewalk during construction of Cragg Bros.' new building. (Verbal). June 27th, 1912.

GEORGE STREET SIDEWALK.

City Works Office, November 7th, 1912.

To the City Council:

Gentlemen:—Attached hereto is a letter from Messrs. Cragg Bros., Co., Ltd. asking for the construction of a concrete sidewalk on the south side of George Street from Barrington Street to the Herald Building.

The City Engineer reports in favor of this sidewalk; and the Committee on Works beg to recommend that the report of the City Engineer (submitted herewith) be adopted and the sidewalk laid under the Permanent Sidewalk Act, 1906.

F. P. BLIGH, *Mayor and Chairman.*

City Engineer's Office, November 5th, 1912.

His Worship the Mayor:

Sir:—I beg to report on the accompanying communication from Cragg Bros., asking for the construction of a concrete sidewalk on the south side of George Street from Barrington Street to the Herald Building.

The area of sidewalk required is 70 square yards; estimated cost \$140.00. I would recommend that this work be done without delay under the Permanent Sidewalk Act 1906.

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

Moved by Alderman Martin, seconded by Alderman Dennis that said reports be adopted and that No. 1 on the Order of the Day be struck therefrom. Motion passed.

Read report Committee on Works re North Street grade.

NORTH STREET GRADE.

City Works Office, November 7th, 1912.

To the City Council:

Gentlemen:—At a meeting of the Committee on Works held October 31st ult., Alderman Martin reported that an interview had been held with the Minister of Railways & Canals in reference to overcoming the grade at North Street, and the Minister had stated that the time is not opportune at present to deal with this matter.

F. P. BLIGH, *Mayor and Chairman.*

Filed.

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

VERNON STREET SIDEWALK.

City Works Office, November 7th, 1912.

To the City Council:

Gentlemen:—Attached hereto is a petition from residents on the east side of Vernon Street, asking that the improvement already begun by Mr. Dennis and which he has carried to the end of his property be continued to the end of the said street. The accompanying report of the City Engineer states that such work could not be done under the Permanent Sidewalk Act and would have to be paid for from the Street appropriation, and as this fund is not large enough to do such work all over the City, he recommends that the prayer of the petition be not granted.

Your Committee recommend that the report of the City Engineer be adopted.

F. P. BLIGH, *Mayor and Chairman.*

City Engineer's Office, October 7th, 1912.

His Worship the Mayor:

Sir:—I beg to report on the accompanying petition from residents on the east side of Vernon Street.

The petitioners ask for the extension of the improvements made in front of Mr. Dennis' property to the north end of Vernon Street.

The improvements referred to are the grading of the sidewalk for its full width and the sodding of the outer half. The improvement is a desirable one, but it cannot be made under the Permanent Sidewalk Act. The work could be done from the street appropriation, but it was the intention when a capital account was provided, to have all improvements except general repairs, paid for out of the permanent fund. Further, one half of the cost of the sodding work which has been done by the City during the last six years has been charged to the property owners, and it would not be fair to those who have paid for such work and those who are responsible for the payment of the half cost, to do similar work on Vernon Street at the expense of the general taxpayer. There is no law under which the half cost could be recovered if the work is done out of the street appropriation, and therefore I do not think it would be just to do such work on one street or one district only.

The street appropriation is not large enough to do such work all over the City. I feel obliged, therefore, to recommend that the prayer of the petition be not granted.

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

Moved by Alderman Martin, seconded by Alderman Dennis that the same be adopted. Motion passed.

Read reports Committee on Works and City Engineer re condition of old building Cornwallis Street, south side, east of the Temperance Hall.

OLD BUILDING CORNWALLIS STREET.*City Works Office, November 7th, 1912.**To the City Council:*

Gentlemen:—In re Minute of Council requesting a report from the building inspector on condition of building on property south side of Cornwallis Street, west of Brunswick Street, the City Engineer reports that the building is in a very dilapidated condition and could be set on fire very easily by mischievous persons, and recommends that it be condemned and that the owner be notified to have it removed. Said report is attached hereto, and the Committee on Works beg to recommend the same to the Council for adoption.

F. P. BLIGH, *Mayor and Chairman.**City Engineer's Office, October 30th, 1912.**His Worship the Mayor:*

Sir:—In compliance with the accompanying resolution of Council, I have examined the old building east of the Temperance Hall on Cornwallis Street and beg to report that it is in a very delapidated condition and could be set on fire very easily by mischievous persons. I would recommend that it be condemned and that the owner be notified to have it removed.

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

Moved by Alderman Martin, seconded by Alderman Dennis that the same be adopted. Motion passed.

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

LONGARD ROAD SEWER.*City Works Office, November 7th, 1912.**To the City Council:*

Gentlemen:—Attached hereto is a petition from residents of Longard Road requesting that the sewer be extended along Longard road as far as the water has been extended, also a report from the City Engineer recommending that the work be placed on the order book to be constructed.

Your Committee on Works beg to recommend for adoption the said report of the City Engineer.

F. P. BLIGH, *Mayor and Chairman.**City Engineer's Office, September 13th, 1911.**His Worship the Mayor:*

Sir:—I beg to report on the accompanying petition from residents and property owners along Longard Road, asking for the extension of the sewer in Livingstone Street north as far as the water pipe has been extended.

It would be far better if the sewer could be extended at the same time as the water pipe is laid, but in this case the water pipe has been extended first.

A sewer is needed not only to drain the properties, but to drain the surface water which cuts up the hill and destroys the repair work done each year. A decided improvement could be made in the street if the sewer were constructed. The estimated cost is \$5160, estimated assessment \$1575. I would recommend that the work be placed on the order book to be constructed.

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

Moved by Alderman Martin, seconded by Alderman Dennis that the same be adopted. Motion passed.

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

LILAC STREET SEWER.

City Works Office, November 7th, 1912.

To the City Council:

Gentlemen:—The Committee on Works beg to recommend to the Council for adoption the accompanying report of the City Engineer recommending that a sewer in Lilac Street be placed on the order book to be constructed in its turn.

F. P. BLIGH, *Mayor and Chairman.*

City Engineer's Office, October 30th, 1912.

His Worship the Mayor:

Sir:—I beg to report on the accompanying petition asking for the construction of a sewer on Lilac Street.

The petition covers one block only, north of Coburg Road. The estimated cost is \$1250, estimated assessment, \$425. I would recommend that the sewer be placed on the order book to be constructed in its turn.

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

Moved by Alderman Martin, seconded by Alderman Dennis that the same be adopted. Motion passed

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

LARCH STREET SEWER.

City Works Office, November 7th, 1912.

To the City Council:

Gentlemen:—The accompanying report of the City Engineer recommends that a sewer be placed on the order book to be constructed in its turn in Larch Street.

Your Committee on Works beg to recommend said report to the Council for adoption.

F. P. BLIGH, *Mayor and Chairman.*

City Engineer's Office, October 30th, 1912.

His Worship the Mayor:

Sir:—I beg to report on the accompanying petition asking for the construction of a sewer on Larch Street north of Coburg Road.

The petition covers one block only. The drainage conditions in this block are bad, and relief should be given at as early a date as possible. The estimated cost for constructing the sewer, is \$1250; estimated assessment \$425.

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

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

Moved by Alderman Martin, seconded by Alderman Dennis that said reports be adopted, with the amendment that said sewer be constructed this fall out of its regular turn. Motion passed.

Read reports Committee on Works and City Engineer on various recommendations made in a report of the Civic Improvement Board. (See printed Minutes of Council, September 5th, 1912, page 242).

The City Engineer's report is considered clause by clause and ordered to be printed in the Minutes for the information of the Council and filed.

REPORT CIVIC IMPROVEMENT BOARD.

City Works Office, November 7th, 1912.

To the City Council:

Gentlemen:—Attached hereto is a report of the City Engineer dealing with a report of the Civic Improvement League on various matters.

Your Committee on Works beg to forward the same to the Council for its information.

F. P. BLIGH, *Mayor and Chairman.*

City Engineer's Office, October 21st, 1912.

His Worship the Mayor:

Sir:—I beg to report on the accompanying report of the Civic Improvement Board, as follows:—

1st—Fort Needham Park and Water Tower.

The Civic Improvement Committee recommend that the property known as Fort Needham be obtained by the City for park purposes. This is a matter which requires no expert engineering opinion. The financial question would seem to me to be the most important. This park would be in close proximity to Mulgrave Park.

2nd—That the Suggested Fort Needham Park might be used for the Water Storage Reservoir Which It is Proposed to Create for the High Service.

The Committee point out that in providing for the necessities of the Water Department, the recreation and relaxation of the people could be provided for at the same time. I think the Committee are in error, as the funds of the Water Department cannot be used for the purchase or construction of a public park.

The great obstacle to the endorsement of the suggestion of the committee, is the height of Fort Needham. The highest contour line as shown on our City plan is 225 feet above datum, while Longard Road at the summit of Shaffroth's Hill, the point which has been selected for the erection of the reservoir, is 247 feet above datum, or 22 feet higher.

If a comparatively small storage only were required, the water tower proposition might be entertained, but for the construction of an elevated water tower to give three or four days' supply, as is proposed for the reservoir, an expenditure very largely in excess of that required for a reservoir would be necessary. The storage capacity, to my mind, is the most important factor, and for that reason I do not consider the suggestion a practicable one.

3rd—Amendment of the Street Ordinance to Compel Property Owners to Keep the Grass Clipped in Front of Their Property.

As the City is doing a great deal of this work in recent years, and the appropriation for street repairs will not permit of the Works Department keeping the grass clipped in front of private properties, I think the proposed amendment is a good one. It cannot be expected, however, that the Works Department can enforce the ordinance, and such duty should not be imposed upon them. It should be the duty of the Police Department to attend to such work.

4th—Extension of Grafton St. and the Projection of a Diagonal Street from the Head of Jacob Street towards the City Hall.

I have reported a number of times on a proposal to open such streets. In a report dated Sept. 18, 1911, I estimated the cost of extending Grafton Street through to Barrington Street at the Corner of Proctor St., at \$28,000. If the Council are desirous of adopting the proposal, the street could be laid down on the official plan, to be opened when the Council deems the time opportune or provides the money to do so. Similar remarks will apply to the proposed diagonal street. The question to be decided, is which of those suggested would be the best location.

In a report dated Sept. 17, 1910, I recommended that such a street when opened should extend from Argyle to Brunswick Street. For appearance, I think the street ending at the City Hall would be better. As to the cost, the street advocated by Alderman Hines has the advantage, the former being estimated to cost \$74,000, the latter \$57,000. The grades from the City Hall to the head of Jacob Street would be lighter than those from Buckingham Street to the head of Jacob Street, and that would also be a great advantage in favor of the longer street.

While the street proposed by Alderman Hines would make a great improvement in the grades and could be reached with as little effort as if the street ran to the intersection of Duke Street and Argyle Street, the latter street would make a greater improvement in the district.

5th—Extension of Bishop Street through the Governor's Field to Rottenburg Street and the extension of Rottenburg to Brenton Place and across Victoria Park to College St.

The argument made in favor of this improvement is that it would give a street of easy grade from Pleasant to Robie Street and the cost would be very small. If I were laying out the district I should not make such long blocks without a break as that between Morris Street and Spring Garden Road. On the other hand, there is no traffic of any consequence originating at or near the junction of Bishop and Pleasant Streets or any other place along the proposed line of the extension of Bishop and Rottenburg Streets; any through traffic which reaches this neighbourhood can find its way by comparatively easy grade up Morris Street. I am unable to see eye to eye with the Committee as to the necessity of this improvement as a whole, while parts of it would be advisable. For instance, the extension of Bishop Street to Rottenburg Street would enable the opening up of the vacant land in the Governor's Field, but the extension of Brenton Place to College Street across Victoria Park seems to me to be unnecessary and objectionable, as it would in my opinion not improve the appearance of Victoria Park, and I am unable to see where the advantage would be for ordinary traffic.

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

Read report Civic Improvement Board re proposed improvement to the railway and steamship terminals in Halifax.

RAILWAY AND STEAMSHIP TERMINALS ETC.

Committee Room, City Hall, Nov. 6th, 1912.

To His Worship the Mayor and the City Council:—

*Gentlemen:—*The Civic Improvement Board met this evening. Present—Aldermen MacKenzie, Clarke and Hattie (Chairman) and Messrs. Sexton, Doane and Kelly.

First—The Committee wish to draw the attention of the City Council to the fact that the proposed railway terminals have a very important bearing on the plan of Halifax. While appreciating to the full the magnitude and comprehensiveness of the Government's proposals, and the undoubted benefit that will accrue to Halifax as a result of the carrying out of the scheme, there is a feeling of uneasiness as to the influence it will have upon property in all parts of the City touched by the improvements. This arises largely from uncertainty with respect to many matters involved, and your Committee feel that the City Council, which is responsible to the Citizens and required to protect their interests in every way, should be made cognizant of the Railway's plans as they are developed. We therefore recommend that the City Council ask of the Dominion Government and the Railway Department that the development of the plan be carried out in conference with the City Council, or representatives of the City Council who would be able to consider the citizens' interests in the matter.

Second—The Committee express their gratification with the Hon. Mr. Cochrane's pronouncement respecting the aesthetic aspects of the new undertaking. We think that he and the Government generally, would be glad to give the people of Halifax the assurance that the preservation and promotion of the aesthetic would be reposed in more capable hands than that of railway engineers. We think that the Dominion Government and the Railway Department should provide a landscape architect to guide the development along aesthetic lines, and as Mr. Thomas H. Mawson has been retained in connection with other Government work, we would recommend that the Council ask the Hon. Premier Borden and the Minister of Railways to have him retained in connection with this work. As the new developments involve a complete upset in the City Plan, we think the Government and the Railway should feel a responsibility for providing an expert who would consult with the City authorities in relation to the readjustment of the City Plan and to project the development along such lines as would overcome as much as possible the adverse influences that would be set in motion by the carrying out of the Government's project. As the cost would be very trifling, compared with the total cost of the undertaking, we believe the Government would be glad to provide such an expert as Mr. Mawson.

Third—The Committee respectfully remind the Council that many hundreds of thousands of dollars have been invested by the City in permanent works that will be destroyed by the undertaking and that it will be necessary to replace elsewhere. The Council should direct that, when the plans are finally decided upon, a computation of the damage be made and the Government asked to reimburse the City.

Fourth—The Committee recommend the constitution of a permanent City Planning Commission modelled after City Planning Commissions in Toronto, Winnipeg, Calgary and other cities, and having similar powers.

Fifth—The Committee ask the City Council to direct that a Plebiscite be taken on what is known as the Halifax Central Improvement Scheme, on the date of the next Civic Election.

R. M. HATTIE, *Chairman.*

Moved by Alderman Hoben, seconded by Alderman Whitman that said report be referred to the Committee on Works for report.

Moved in amendment by Alderman Hawkins, seconded by Alderman MacKenzie that the report be laid upon the table to be considered at a special meeting of Council to be called for the purpose at an early day.

The amendment is put and passed, 14 voting for the same and 4 against it, as follows:—

For the Amendment—

Aldermen R. V. Harris, Morrow, Connolly, Gates, Hattie, Scanlan, Clarke, Keltie, Hines, Hawkins, Martin, J. C. Harris, MacKenzie, Upham.—14.

Against it—

Aldermen Whitman, Dennis, Hoben, Gough.—4.

ORDER OF THE DAY.

By unanimous consent of Council, Nos. 3 and 4 on the Order of the Day are now taken up.

Read No. 3, viz:—Report Laws and Privileges Committee (clause 8) re Franchise of Halifax Electric Tramway Company, Limited. November 7th, 1912. (See printed Minutes of Council, November 7th, 1912, page 322).

The motion made by Alderman Whitman seconded by Alderman Hawkins at the November 7th session of this meeting, that clause 8 of the report of the Laws and Privileges Committee be adopted and that the City Clerk be instructed to forward a copy of the said clause and of the resolution to the Lieutenant-Governor-in-Council is now before the meeting.

Read No. 4, viz:—Alderman Dennis' notice of motion in re Halifax Electric Tramway Company, Limited. November 7th, 1912.

Alderman Dennis submits the following as an amendment to Alderman Whitman's motion:—

Whereas, By the Act of the Legislature of Nova Scotia, 1895, Chapter 107, a Charter was granted to the Halifax Electric Company, granting among other concessions the exclusive right to operate a tramway on the streets of the City of Halifax for twenty years from January 1st, 1895;

And Whereas, Under the Charter referred to, shares were issued by the Halifax Electric Tramway Company at a small fraction of their present market value;

And Whereas The operations of the Company have yielded large dividends to the shareholders for many years;

And Whereas, The earnings of the Company after providing for bond interest, were, according to the Company's statement last year, equivalent to some 15 per cent., on the issued capital stock;

And Whereas, Such financial results could only be accomplished by exorbitant charges made to consumers of the Company's products, or on account of inadequate payment to the City treasury for the privileges granted to the Company, and alienated from the City in the days of ignorance regarding the value of such franchises;

And Whereas, Under this Charter referred to above, the payments made for the rights granted were as follows:—

"This Company shall pay half yearly to the City of Halifax a sum equal to four per cent. of the gross toll collected or received by it during such half year from the operation of its tram or railway within the City of Halifax under the provisions hereof, and the company shall further pay unto the said City of Halifax a license fee of one thousand dollars annually, for the exercise of all the other franchises conferred upon it by this Act. And the same shall be a first lien on the gross income of the Company. And such payments shall be in lieu of all other municipal assessments or taxes whatsoever, levied or leviable by said City on said Company or the property thereof, except upon the real estate owned or occupied by it; and for the carrying out of this clause all books of income, account or other data kept by the Company, or other evidence showing the daily gross earnings of its tram or railway, shall be open to the inspection and examination of any officer appointed by the City Council. The Company shall, at the end of each six months, make a return of such gross earnings under the oath of its superintendent or manager, and in case the amount payable under this clause or any part thereof shall remain unpaid for three months after the same is payable, the Supreme Court or a judge thereof may appoint a receiver of the tolls and fares of said road, and the said receiver shall out of the amount so collected by him pay the City the amount due it with costs.

And Whereas, Such payments made by the Company for these privileges are infinitesimal compared to the value of the franchise granted;

And Whereas, Under Chapter 66, Acts of the Legislature of Nova Scotia, 1906, this scale of contribution to the City was amended to read:—

"The said the Halifax Electric Tramway Company, Limited, in addition to the taxation by law imposed upon the real property owned by it, including the real property formerly the property of the People's Heat and Light Company, Limited, and of the Halifax Gas Light Company, and the sum of four per cent. on the gross tolls received from the operation of its railway, and the license fee of one thousand dollars imposed by Section 33 of Chapter 107 of the Acts of 1895, and water rates, shall pay half yearly to the City of Halifax on the first days of May and November in each year, a sum equal to two per cent. on its gross receipts during the half year preceding, from the supply of electric energy and gas for lighting or power, and such sum shall constitute a lien or a charge upon all the property, real and personal, and the franchises of the Company and may be collected in the same manner and with the same remedies, and at the same time, as the other rates and taxes of the City and in addition to such remedies if the said sum remains unpaid for three months after the first day of May or November, in any year, the Supreme Court or judge thereof, may appoint a receiver of the tolls and income of the Company, who shall, out of the moneys so received by him, pay to the City the amount of the said taxes then in arrear."

And Whereas, Under Chapter 78, Acts of 1912, it was enacted as follows:—

“Whereas the exclusive franchise of the Halifax Electric Tramway Company, Limited, (hereinafter called the Company) to operate tram cars on the streets of the City of Halifax (hereinafter called the City) will expire in the year 1916;

And Whereas, negotiations between the majority of the directors of the Halifax Electric Tramway Company, Limited, and the City of Halifax, respecting *inter alia* the terms upon which said Company shall operate its cars on the streets of the City of Halifax are pending, and said negotiations have not been submitted for the approval of the shareholders of said Company;

And Whereas, it appears desirable to postpone the approval of such negotiations and to maintain the existing contract or agreement between the said Company and the said City in respect of the operations of the said Company's cars upon the streets of the said City of Halifax, and to provide *inter alia* that no disposition of its undertakings shall be made by the Company while this Act is in force;

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

Part I.

1. The exclusive franchise to operate tram cars on the streets of the City conferred on the Company by section 34 of Chapter 107 of the Acts of 1895, is hereby extended for a period of twenty-one years.

2. The existing taxes and contributions as paid by the Company to the City, at the passing hereof, including contributions in respect to its gross revenue from the tramway and the supply of gas or electric current, shall continue.

3. The net profits on the operation, subject to the provisions of the next succeeding section, of its franchise by the Company, shall be divided as follows:—

(a) In payment of a dividend not exceeding eight per cent. to the holders of stock:

(b) Four per cent. on the common stock to be yearly set aside as a fund to be applied in extensions and improvements of the Company's property;

(c) The remainder to be equally divided between the Company and the City.

4. Notwithstanding the provisions of Chapter 107 of the Acts of 1895, or any other Acts of the Legislature of Nova Scotia the charges on its cars and for the supply of electric current or gas, shall be reasonable and just, and be in all respects subject to the provisions of Chapter 1 of the Acts of 1909, entitled: “An Act to establish a Board of Public Utility Commissioners” and any amendments thereto.

5. The City shall, at all times, have full access to the books of the Company for the purpose of checking or auditing any statement by the Company of the earnings and expenditure.

6. The preceding sections of this Part of this Act shall not come into force until a date to be fixed by proclamation of the Governor in Council.

7. At the next annual meeting of the Company, the directors shall make a report of all negotiations with the City Council, or any Committee thereof, with respect to the extension of the Company's exclusive franchise, and of any understanding or agreement arrived at, for the purpose of securing an expression of the views of the shareholders.

Part II.

8. The amount of bonds or debentures of the Company, and the rate of interest thereon, shall not be increased beyond the present amount of six hundred thousand dollars of first mortgage bonds, bearing interest at five per cent., and no second or other mortgage or other charge of any description shall be placed on the property or franchises or income of the Company, except that a mortgage may be given to secure six hundred thousand dollars of first mortgage bonds, from time to time, as the present or future issues of bonds may become due.

9. The amount of capital stock of the Company shall not be increased beyond the amount of \$1,500,000 common stock now authorized, and no stock shall be granted any preferential rights.

10. No company, association or person shall purchase, lease or otherwise acquire the property, franchises and undertakings of the Halifax Electric Tramway Company, Limited, in whole or in part, nor shall the said Company dispose of its property, franchises and undertakings in whole or in part to any other company, association or person, or make any contract or agreement of any kind with any company, association or person for the purchase of hydro-electric power, or any water power or other properties for the development of hydro-electric power or otherwise, for the purposes of said Company.

11. The directors of the Halifax Electric Tramway Company, Limited, shall not declare or authorize to be paid a greater dividend than eight per cent. upon the shares of the Halifax Electric Tramway Company, Limited, while this Act is in force.

12. All proxies now outstanding and issued by any of the shareholders of The Halifax Electric Tramway Company, Limited, are hereby declared to be cancelled and void.

13. No share of the stock of the Company shall be held by any Company having objects similar to those of the Company, and if any such share is at the passing of the Act so held by any such other Company, the Company so holding such share shall be incapable of voting upon the same in person or by proxy at any meeting of the Company.

14. Part 2 of this Act shall come into force upon the passing hereof, and shall remain in force for one year, unless sooner repealed."

And Whereas, Up to the present date this Act has not become effective owing to the failure of the Governor-in-Council to issue its proclamation;

And Whereas, It is in the public interest that the franchises of providing street transportation and electric light and power should be vested in the City of Halifax the activities of whose citizens create the revenue of The Halifax Electric Tramway Company, Limited;

And Whereas, It is in the public interest that these franchises should be operated by the City and for the benefit of the citizens of Halifax;

And Whereas, The Company has failed to provide necessary facilities for transportation in the City of Halifax, so that under Chapter 209, of the Acts of the Legislature of Nova Scotia, 1912, the Legislature did direct that additional lines should be built;

And Whereas, It is the opinion of the City Council that judging by the Tramway Company's attitude in the past sufficient facilities necessary to the growth of the City are not likely to be provided by a Company operating solely for the purpose of private gain;

And Whereas, Large blocks of the Company's shares have recently changed hands

And Whereas, Under the Charter granted by Chapter 107, 1895, by the Legislature of Nova Scotia, the Company has no right to sell or dispose or its undertakings or any part thereof;

And Whereas, It is currently reported that the purchasers intend to apply to the Legislature for power to sell or dispose of the undertaking;

And Whereas, It is understood to be their intention to reorganize the Halifax Electric Tramway Company, by the issue of large additional amounts of bonds and stock in opposition to the public interest;

And Whereas, The only property under their control with an established earning capacity is the Halifax Electric Tramway Company;

And Whereas, It is undesirable and not in the public interest that such a reorganization should be effected;

And Whereas, The financial resources of the City are small and further additional revenue is required;

And Whereas, It is more expedient that the Tram Company should be purchased from the owners thereof on a fair and equitable basis in order that the adequate compensation to be derived from the operation of these franchises shall be paid into the City;

And Whereas, It is desirable that this property when acquired shall be operated under an independent commission, free from civil interference and party politics and operated solely in the best interests of the people;

Resolved, That this Council approves of the principle of acquiring the Halifax Electric Tram Company, and that the City Solicitor be directed to immediately prepare the draft on an Act for submission to the Legislature of the Province at its next session empowering the City to acquire franchises and property of the Halifax Electric Tram Company by purchase or by expropriation, if purchase cannot be effected on fair terms satisfactory to the City, and providing for the operation of the property by a small commission of which ex officio the Mayor and Chairman of the Finance Committee shall be members; and further providing that before such purchase or expropriation shall be entered upon, the principle of Halifax City ownership of this Halifax City utility shall be approved by a referendum vote of the ratepayers of the City;

And Further Resolved, That copies of this resolution be mailed, postage prepaid and registered, to the President and Secretary of the Board of Directors at their present head office, Halifax, to E. A. Robert, Montreal, and Sir Frederick Borden, Canning, who are now said to control the Company.

Moved by Alderman Dennis, seconded by Alderman Hoben.

The amendment is put and passed, 13 voting for the same, and 4 against it, the names on the division being recorded thus:

For the Amendment—

Aldermen R. V. Harris, Connolly, Hattie, Scanlan, Dennis, Clarke, Hoben, Keltie, Hines, Martin, J. C. Harris, MacKenzie, Gough.—13.

Against it—

Aldermen Morrow, Whitman, Gates, Upham.—4.

Alderman Whitman gives notice of reconsideration.

His Worship the Mayor made a verbal report on behalf of the Police Committee that the Committee had met and given orders that the resolution passed November 7th, relating to the suppression of vice and the enforcement of the temperance laws, be carried out; that the Police had served the notices suggested in said resolution, and that the Police and License Inspector had visited the places complained of by the Moral and Social Reform Council and found no infractions of the law.

Moved by Alderman Martin, seconded by Alderman J. C. Harris that the Council do now adjourn. Motion passed.

Council adjourns 11.30 o'clock.

F. P. BLIGH, *Mayor*.

L. FRED. MONAGHAN, *City Clerk*.

EVENING SESSION.

8.10 o'clock.

Council Chamber, City Hall, Nov. 18th, 1912.

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 Whitman, R. V. Harris, Morrow, Connolly, Gates, Hattie, Clarke, Hoben, Hines, Keltie, Martin, Hawkins, J. C. Harris, MacKenzie, Upham, Gough.

The Council was summoned to consider report of Civic Improvement Board in relation to improvements of the Railway and Steamship terminals at Halifax proposed by the Dominion Government, to proceed with business standing over and the transaction of other business.

Alderman Hawkins rising to a question of privilege stated that he had been attacked in one of the newspapers of the City and charged with having shirked the vote at the November 11th meeting of this Council on the matter of the Franchises of the Halifax Electric Tramway Company, Limited, and Alderman Dennis' amendment for the acquiring of the property of that Company by the City to be operated as a municipal enterprise, and requested the indulgence of the Council to permit him to express his views. He wished to explain that an urgent telephone call for his professional services as a physician necessitated his retiring from the meeting before the vote was taken.

By unanimous consent of Council Alderman Hawkins is permitted to present his attitude on the subject as though he had remained at the last session of the Council.

Alderman Hawkins' request to be recorded as voting against the amendment submitted by Alderman Dennis at the last meeting is acceded to.

ORDER OF THE DAY.

Read No. 1 on Order of the Day, viz:—Alderman Whitman's notice of reconsideration of Alderman Dennis' amendment in re Halifax Electric Tramway Company, Limited. (Verbal). November 11th, 1912.

Alderman Whitman declines to move for the reconsideration of this matter.

Alderman Whitman gives notice that he will at a future meeting move that Alderman Dennis' amendment in re Halifax Electric Tramway Company, Limited, passed November 11th, 1912, be rescinded.

PRESENTATION OF PAPERS.

The following named papers are submitted:—

Report Finance Committee by Alderman Hoben, Chairman.

His Worship the Mayor submits the following named papers:

Report City Health Board re accounts.

Report Coal Weighers for October.

Report City Electrician re ornamental street lighting.

Letter Sir Sandford Fleming re terminal facilities and the pollution of the North West Arm.

Letter His Worship the Mayor re Convention at Montreal next year of the British Institute of Journalists.

Report Special Committee on sale of old exhibition lots.

Report Committee on Works re value of the S. A. Marshall property, Cunard Street.

REFERENCE OF PAPERS.

Read report Coal Weighers for October.

Filed.

Read report City Electrician re ornamental street lighting.

ORNAMENTAL STREET LIGHTING.

City Electrician's Office, November 16th, 1912.

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

*Sirs:—*In compliance with your request, I beg to submit the following report concerning ornamental street lighting. I have written upwards of forty cities in the United States and Canada now having in operation some form of decorative street lighting for the purpose of getting information regarding costs and other data. Twelve of these have replied in a more or less satisfactory manner, and from which I have selected a number of those giving the most complete information, and averaged them, giving the following figures:—Average population of cities taken 75,000; average spacing of standards on street 90 feet; average cost for installing \$90; average cost for maintenance \$42 per standard respectively.

Taking the streets suggested in the report of the Civic Improvement Committee and applying the above figures would give an average of ten standards to the block counting both sides of the street, or a total of 152 standards for the streets named. The cost for installation depends largely on local conditions, and particularly so if underground wiring is employed. The cost for Halifax would probably be greater than the average quoted. The cost for maintenance varied so much in the data gathered as to be of little value for purposes of comparison, the error being in my opinion on the cheap side. In the majority of cases it is admitted that the cost greatly exceeds that of ordinary street lighting (*in one case the rate is given as 1 to 3*). At the same time it is claimed that the improved appearance and lighting results on the streets so treated amply justifies the extra expenditure. In every case reported, the property owners on the streets lighted participate in the expense, varying in amount from cost of installation to 75 per cent. of the total cost, including maintenance. In most cases the amounts are assessed at so much per foot frontage and collected in the same way as ordinary taxes, under the provisions of a special general improvement act.

As a general rule this type of street decoration is employed in business sections only and in some cases is supplemental to the ordinary street lighting.

The tungsten incandescent lamp has until recently had a monopoly in this field, but at the present time the luminous arc lamp, because of its relative brilliancy and economy in power, is making a strong bid for the service, the relative cost in power consumed as compared with tungsten lamps being as from 2 to 3 to 1, in favor of the arc, while the color of the light is also superior for street lighting purposes.

The greatest hindrance to this scheme of lighting for Halifax is the existing pole lines on the streets. One of the chief attractions in White Way lighting is the unobstructed view of a long line of lights placed on ornamental standards, and if this view is obstructed by intervening posts of various sizes and shapes, the effect is practically spoiled.

In the Cities heard from, only two, Ottawa and Portland, Me., have overhead construction, and they are now arranging to have all wires in the business districts placed underground. *Underground construction, while expensive, is not impracticable for Halifax, if confined within reasonable limits and the cost spread over a term of years.* The street railway poles could be replaced by ornamental iron poles to correspond with the lighting standards, and could, where they serve, be used for both purposes. There are good reasons why this underground work should be undertaken, some of which indicate that the present time is most opportune. Large additions are about to be made to the capacity of the Tram Company's plant, and doubtless this will involve considerable alterations in the distributing system, which, if planned for with a view to underground construction in the near future, would save considerable expense. *Overhead construction is dangerous because of the liability of wires falling during storm and the almost certainty of this in the case of sleet storms. It interferes with the work of the Firemen, and is a real source of danger to them.* I would therefore strongly recommend the removal of the existing poles and overhead construction as a first step toward an improved lighting system of the down town district.

In the event of this improvement scheme meeting with your approval, I presume that at least three preliminary steps would be necessary, viz:—(1) Early arrangements for underground construction on the streets named by your Committee; (2) An Act providing for assessment for some ratio of cost as in other cities, (3) The obtaining of more definite data regarding installation, costs.

P. R. COLPITT, *City Electrician.*

Referred to Committee on Works for report.

Read letter His Worship the Mayor re Convention at Montreal next year of British Institute of Journalists.

BRITISH INSTITUTE OF JOURNALISTS.

Mayors' Office, November 18th, 1912.

To the Members of the City Council:

Gentlemen:—In August last I was requested by the Canadian Division of the British Institute of Journalists to invite that organization to hold its 1913 Convention in Canada. When the Convention was in session at Brighton, England, on August 24th, I cabled, inviting them to hold their next session in Canada.

This influential body at its 1910 Convention in London was entertained by the late King at Windsor Castle, by the Imperial Parliament in the House of Lords, and by the Lord Mayor of London at Guildhall. At Dundee, in 1911, they were graciously received at Balmoral by King George and Queen Mary.

This body of journalists have decided to hold their 1913 Conference in the City of Montreal, the intention of many of the delegates being to visit each Province spending as long a time as possible in each of the capital cities. I attach hereto a letter thanking the City of Halifax for its generous support of the invitation to visit Canada.

F. P. BLIGH. *Mayor.*

Referred to Finance Committee for report.

His Worship the Mayor called attention to the resolution passed August 7th last (see printed Minutes page 216), by which this Council invited the Canadian Manufacturers' Association to hold their 1913 Convention in the City of Halifax, and suggested that it might be necessary to provide funds for the entertainment of the delegates in the estimates for the next civic year, and asked that the matter be referred to the Finance Committee for report.

The matter is referred to the Finance Committee for report.

Read letter Sir Sandford Fleming relating to the proposed terminal facilities and to the pollution of the North West Arm by sewage.

TERMINAL FACILITIES AND SEWAGE NORTH WEST ARM.

Ottawa, November 15th, 1912.

To His Worship the Mayor of Halifax.

Sir:—As a citizen and ratepayer I retain a deep interest in the prosperity and progress of Halifax. As such I ask permission to address you respecting the proposal recently made by the Minister of Railways on behalf of the general Government.

The proposal now made is to establish a number of Piers and Docks between the South end of Hollis Street to the entrance to the North West Arm and to connect these new harbour facilities with the Intercolonial Railway by a new line of Railway extending to the west of the Citadel and connecting with the present line near the Three Mile House.

For some time back the attention of the citizens has been directed to the question of sewage flowing into the North West Arm and they have been warned that from this cause difficulties will arise. An examination of the plan of Halifax and its suburbs very clearly shows that unless means be taken to avert the evils, the whole of the sewage from the western side of the citadel to the Dutch Village, will flow into the North West Arm. The opening up of new streets in the district referred to and the erection of every new building will augment the evil.

The North West Arm is a beautiful sheet of water and its attractions are well known. It is in fact the playground of Halifax and as such it is desirable to make it as little as possible a receptacle for sewage.

The new line of railway projected by the Government may be located in a direct line from Bedford Basin to a point near the south end of South Street, thence curving through Oaklands and Belmont, a few hundred feet, and thence running easterly to the water's edge of Halifax Harbour south of Inglis Street.

The new line of Railway from the crossing of the Quinpool Road should be located on a uniformly descending gradient and provision should be made throughout its whole length for a main sewer of ample dimensions to discharge the drainage of that portion of the City lying between the citadel and the Dutch Village without allowing it to pass into the North West Arm.

By this means the great volume of sewage from the west of the citadel would be diverted to a point of discharge in the open harbour near Georges Island. The North West Arm would thus remain in a condition of comparative purity.

SANDFORD FLEMING.

Referred to Committee on Works for report.

CONSIDERATION OF PAPERS SUBMITTED.

Read report Finance Committee covering accounts. for payment.

REPORT FINANCE COMMITTEE.

Committee Room, City Hall, Nov. 18th, 1912.

To His Worship the Mayor and City Council:

Gentlemen:—Your Committee on Finance beg to report that at a meeting held this day, there being present Aldermen Hoben, (Acting-Chairman), Scanlan, J. C. Harris and MacKenzie, the following named accounts amounting to \$1423.73 were examined, found correct and recommended for payment:—

Halifax Industrial School, Quarter ending Nov. 1st, 1912, Truants \$182.04; Court Com. \$187.38; \$369.42: St. Patrick's Home, Quarter ending Nov. 1st, 1912, \$294.45; Court Com. \$189.01; \$483.46: British American Bank Note Co., 400 Bonds, etc., \$350.00: W. H. Isnor & Sons, Carriage hire Assessors, \$20.00: London Rubber Stamp Co., repairing two stamps, \$1.00: Blackadar Bros., Advertising, \$2.25: A. & W. Mackinlay, Ltd., Books City Collector, \$45.50: T. C. Allen & Co., Stationery, etc., City Treasurer, \$.70; City Auditor, \$1.50; City Clerk, \$90.75; \$30.85; City Collector, \$10.00, \$1.25; City Assessors, \$5.00, Mayor's Office, \$3.00, License Inspector, \$7.25, Police Department, \$1.80—\$152.10. Total \$1423.73.

C. R. HOBEN, *Acting-Chairman.*

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

Read report City Health Board covering accounts.

CITY HEALTH BOARD ACCOUNTS.

Halifax, N. S., November 18th, 1912.

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

Gentlemen:—The City Health Board beg to recommend the payment of the following accounts which were passed by the Board at a meeting held on Thursday last:—

Maritime Telephone Co., telephones, \$12.87; Halifax Electric Tram Co., light for hospital, \$11.94; Baldwin & Co., crockeryware, \$13.00; Jas. D. Walsh, drugs, \$143.90; Kelly & Glassey, medicine, \$1.50; T. C. Allen & Co., stationery, \$.30; L. A. Morash, groceries, \$28.53; J. F. Dempster, board of patients, \$162.32; Milk Inspector, conveyance, \$14.50. Total, \$388.86.

JOHN A. WATTERS, *Secretary.*

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

Read report Special Committee on Sale of Old Exhibition Lots upon recent offers for same.

OLD EXHIBITION LOTS.

City Hall, November 14th, 1912.

To the City Council:

Gentlemen:—The Committee appointed to handle the sale of the old exhibition lots consisting of the Mayor, City Solicitor and City Engineer, met this day to consider the request in the attached letter from Mr. T. F. Tobin in re lots at the corner of Morris and Summer Streets, and in answer to his inquiry have replied as per letter attached. It will be for the Council to decide whether the price placed upon the property, viz:—sixteen thousand (\$16,000.00) dollars is sufficient, or whether we shall let the matter out to tender.

F. P. BLIGH, *Mayor,*
F. H. BELL, *City Solicitor,*
F. W. W. DOANE, *City Engineer.*

Moved by Alderman Hawkins, seconded by Alderman Whitman that the lots unsold be offered by the Committee for sale by tender, offers only to be considered at an upset price at a rate to yield not less than \$16,000, for the property, the Committee to report back to the Council. Motion passed.

Alderman Scanlan here arrives and takes his seat in Council.

Read report Committee on Works covering tenders for the purchase of property at the north-east corner of Creighton and Cunard Streets, formerly owned by S. A. Marshall and taken for the widening of Cunard Street.

PROPERTY OF S. A. MARSHALL. CUNARD STREET.

City Works Office, November 18th, 1912.

To the City Council:

Gentlemen:—At a meeting of the Committee on Works held October 31st, 1912, the following tenders (attached hereto) were received for the property of S. A. Marshall, expropriated for the widening of Cunard Street.—

L. E. Nickerson.....	\$ 700.00
R. N. McDonald.....	1200.00
John J. Wall.....	1400.00
J. W. Keddy.....	1500.00
Arch. McFatridge.....	1650.00
Geo. H. Kinsman.....	1800.00

Your Committee were of opinion that the highest tender received was too low for the property, and accordingly instructed the City Engineer to have its value appraised by an expert, with a view to fixing an upset price.

Attached will be found Jas. F. Corston's appraisal of eighteen hundred (\$1800.00) dollars.

The matter is referred to Council for its action.

F. P. BLIGH, *Mayor and Chairman.*

Moved by Alderman Martin, seconded by Alderman Gates that the tender of George H. Kinsman, \$1,800, being the highest, be accepted. Motion passed.

The Council now proceeds to the consideration of the matter for which the Council was specially summoned, i. e., No. 4 on the Order of the Day.

Read No. 4 on Order of the Day, viz:—Report Civic Improvement Board re proposed improvement to the railway and steamship terminals in Halifax. November 11th, 1912. (See printed Minutes of Council November 11th, 1912, page 347).

Moved by Alderman Hattie, seconded by Alderman Keltie that said report be considered clause by clause. Motion passed.

Read clause 1 recommending that the proposed development plan be carried out in conference with the City Council.

By agreement clause 2, suggesting that the Government provide a landscape architect to guide the development along aesthetic lines, is taken up with Clause No. 1.

Moved by Alderman Hattie, seconded by Alderman Clarke that clauses 1 and 2 be adopted.

Alderman Hoben submits the following amendment:—

Resolved, That the City Council of Halifax heartily endorses the Government's scheme of railway terminals and harbor improvements, and would suggest that the same be carried out by the Government engineers and a landscape architect to be selected by the Government.

Alderman Hattie with the consent of Alderman Clarke and the Council withdraws his motion and Alderman Hoben's amendment becomes the original resolution.

Alderman MacKenzie submits the following amendment to Alderman Hoben's resolution:—

Whereas, the Minister of Railways recently announced the intention of the Government of Canada to expend a very large sum in the equipment of the Inter-colonial Railway and the Port of Halifax with adequate terminal facilities;

And Whereas, the scheme at present proposed will effect most material changes in this City greatly affecting our residential sections and Point Pleasant Park, and also affecting present conditions in the north end of the City;

And Whereas, this Council while fully recognizing the necessity of greatly extended and improved terminal facilities and warmly appreciating the action of the Government in determining to expend whatever amount is necessary, however great, to accomplish such object, regrets the apparent necessity of disturbing business conditions in the north end, and of the residential districts of the south and west ends;

Therefore Resolved, that the Government be requested to lay before the public as soon as possible the details of the proposed plan and any alternative plans and the reasons in support or against the same respectively, and also to take under their most serious consideration the question of whether it is not possible to equip the railway and port with adequate terminals without so seriously affecting the City and many citizens as will apparently be done by the plan proposed.

Moved by Alderman MacKenzie, seconded by Alderman Whitman.

The amendment is put and lost, 5 voting for the same, and 11 against it, as follows:

For the Amendment—

Aldermen Whitman, Connolly, Hawkins, MacKenzie, Upham.—5.

Against it—

Aldermen R. V. Harris, Morrow, Hattie, Scanlan, Clarke, Hoben, Keltie, Hines, Martin, J. C. Harris, Gough.—11.

By consent of the mover and seconder and the Council Alderman R. V. Harris submits as a rider to Alderman Hoben's resolution the following:—

"And expresses its hearty desire to cooperate in every way possible open to it, when fully informed as to the details yet to be announced by the Dominion Government."

Alderman Hoben's resolution as amended by the rider submitted by Alderman R. V. Harris is now put and passed, 12 voting for the same, and 4 against it, as follows:—

For the Resolution—

Aldermen R. V. Harris, Morrow, Connolly, Hattie, Scanlan, Clarke, Hoben, Keltie, Hines, Martin, J. C. Harris, Gough.—12.

Against it—

Aldermen Whitman, Hawkins, MacKenzie, Upham.—4.

Read clause 3 that the Government be requested to reimburse the City for City property destroyed in effecting proposed improvements.

Moved by Alderman Hoben, seconded by Alderman Martin that this clause be deferred. Motion passed.

Read clause 4 recommending the constitution of a permanent City Planning Commission.

Moved by Alderman Whitman, seconded by Alderman Martin that the consideration of this clause be deferred. Motion passed.

Read clause 5 that a plebiscite be taken under the provisions of Chapter 80 of the Acts of 1912, "The Halifax Improvement Act."

Moved by Alderman Hattie, seconded by Alderman MacKenzie that said clause be adopted.

Moved in amendment by Alderman Whitman, seconded by Alderman Hoben that the consideration of this clause be deferred. Amendment put and passed.

Moved by Alderman Morrow, seconded by Alderman J. C. Harris that the Council do now adjourn. Motion passed.

Council adjourns 10.45 o'clock.

F. P. BLIGH, *Mayor*.

L. FRED MONAGHAN, *City Clerk*.

EVENING SESSION.

8.10 o'clock.

Council Chamber, City Hall, December 5th, 1912.

A meeting of the City Council was held this evening. At the above named hour there were present His Worship the Mayor and Aldermen Martin, Gates, Morrow, Connolly, Hoben, Hines, J. C. Harris, Hawkins and Whitman.

Moved by Alderman Martin, seconded by Alderman Connolly that the time for meeting be extended until a quorum is present or until 8.30 o'clock. Motion passed.

8.20 o'clock. Roll called. Present the above named together with Aldermen R. V. Harris, Hattie, Keltie, MacKenzie, Upham and Gough.

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

PRESENTATION OF PAPERS.

The following named papers are submitted:—

- Report Public Market Committee by Alderman Gates, Chairman.
- Report Committee of Fire Wards by Alderman Martin, for Chairman.
- Petition electric wiring firms re Electric Wiring Ordinance by Alderman Connolly.
- Report Special Committee on Monastery Lane, by Alderman Hoben, Chairman.
- Report City Health Board by Alderman Hines, for Chairman.
- Report Commissioners of Halifax Common by Alderman MacKenzie, Chairman.
- Report Charities Committee by Alderman Gates, Chairman.
- Report City Prison Committee by Alderman R. V. Harris, Chairman.
- Estimates 1913-14 for Public Schools by Alderman Upham, Chairman.
- Reports (2) Civic Improvement Board by Alderman Hattie, Chairman.

His Worship the Mayor submits the following named papers:

- Report Police Committee.
- Letter Board of Trade covering letter R. L. Borden, Prime Minister of Canada, re fire protection along the waterfront of Halifax.
- Report Special Committee on Sale of Old Exhibition Lots.
- Letter Minister of Railways and Canals re proposed railway and steamship terminal facilities at Halifax.