

SIDEWALKS.

City Hall, April 3rd, 1914.

The City Council.

Gentlemen:—The Board of Control beg to submit herewith for the approval of the City Council a report from the City Engineer relating to sidewalks.

In connection with the Engineer's recommendation for a permanent sidewalk on Sotuh Park Street, west side, between Morris Street and Spring Garden Road, which is recommended for approval, the Board further recommends that the curb and gutter only be laid in its turn out of the sidewalk appropriation, the balance of the permanent sidewalk to be constructed later.

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

City Engineer's Office, April 1st, 1914.

His Worship the Mayor.

Sir.—I beg to report on the accompanying petitions asking for the construction of concrete sidewalks.

St. George's Church.—The petition asks for the construction of a concrete sidewalk on Cornwallis Street, north side, between Brunswick and Maitland, and on Brunswick Street, west side, in front of the church property. The estimated cost is \$1698. I would recommend that this concrete sidewalk, with concrete curb and gutter on Brunswick Street and granite curb and gutter on Cornwallis Street, be constructed.

Young Avenue.—The petitioners ask for the construction of a concrete sidewalk on the east side from Atlantic Street to Mr. Dwyer's property. The street is one of the most important residential streets, and the sidewalk is in bad condition in the spring and fall. It is now the main entrance to the Park and a good sidewalk is more important than ever. The estimated cost is \$2033. I would recommend that the sidewalks on Young Avenue be placed in the Sidewalk Schedule and a concrete sidewalk curb and gutter be constructed on the east side of Young Avenue from Atlantic Street to the south side of Mr. Michael Dwyer's property.

Albemarle and Grafton Streets.—The petitioners ask for the construction of a concrete sidewalk on the east side of Grafton Street in front of their factory. I would recommend that a granite gutter be laid in this block and a concrete sidewalk be constructed on the east side of Grafton Street in front of their factory. I would recommend that a granite gutter be laid in this block and a concrete sidewalk be constructed on the east side of Grafton Street between George and Duke Streets. The estimated cost is \$1490.00. They also ask for the construction of a concrete sidewalk in front of their stables on the north side of Prince Street and west side of Albemarle Street. It is not desirable to lay concrete sidewalks in such patchwork. The estimated cost of constructing a sidewalk on Prince Street is \$638.00 and on Albemarle Street, \$1820.00. I would recommend that a concrete sidewalk with granite curb and gutter be laid on the north side of Prince Street between Albemarle and Brunswick and on the west side of Albemarle between Prince and George Streets.

Henry Street.—The petitioners ask for the construction of a concrete sidewalk on the east side of Henry Street between Coburg Road and Bliss

Street. This street has not been taken over by the City, but I have recommended its acceptance. The estimated cost of constructing a concrete sidewalk is \$1325.00 and I would recommend that a concrete sidewalk with concrete curb and gutter be constructed on the east side of Henry Street between Coburg Road and Bliss Street.

Summer Street.—A request has been made for the construction of a concrete sidewalk on the west side of Summer Street from Spring Garden Road to Sackville Street. As this block runs unbroken to Jubilee Road, I think, if a sidewalk is constructed, it should be extended to the latter street. The estimated cost is \$3383.00 and I would recommend that a concrete sidewalk with concrete curb and gutter be constructed on the west side of Summer Street from Spring Garden Road to Jubilee Road.

Artillery Place.—This sidewalk would connect with the sidewalk to be laid on the east side of Dresden Row. The estimated cost is \$479.00. I would recommend that the sidewalks on Artillery Place be placed in the Sidewalk Schedule and that a concrete sidewalk with concrete curb and gutter be constructed on the north side of Artillery Place from Dresden Row to Queen Street.

South Park Street.—I am requested to report on the placing of a sidewalk on the west side of South Park Street between Spring Garden Road and Morris Street. This property is owned by the City and as I have stated on other occasions, I think the City should set the example and that all City property should present as neat an appearance as possible. The estimated cost of the work is \$2723.00. I would recommend that a concrete sidewalk with concrete curb and gutter be constructed on the west side of South Park Street between Spring Garden Road and Morris Street.

All of the above work is recommended to be constructed under the Permanent Sidewalk Act 1906.

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

SIDEWALKS.

City Hall, April 8th, 1914.

The City Council.

Gentlemen:—The Board of Control beg to recommend for adoption the accompanying report of the City Engineer re sidewalks Lucknow Street and Young Avenue.

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

City Engineer's Office, April 8th, 1914.

His Worship the Mayor.

Sir:—I beg to report respecting sidewalks as follows:—

Lucknow Street.—The petitioners ask for the construction of a sidewalk on the east side of Lucknow Street between Inglis Street and Victoria Road.

A sidewalk has been ordered for the west side north of Inglis Street. The estimated cost of constructing a sidewalk on the east side is \$1364. I would recommend that a concrete sidewalk with concrete curb and gutter be constructed on the east side of Lucknow Street between Inglis Street and Victoria Road.

Young Avenue.—The property owners owning a majority of the frontage on the east side between Inglis and Atlantic Streets, expressed a desire over a year ago, for the construction of a sidewalk in that block. The street is a great thoroughfare at times, and the sidewalk is in bad condition in the spring and fall.

The estimated cost is \$1564. I would recommend that a sidewalk be constructed on the east side of Young Avenue between Inglis Street and Atlantic Street.

Both the above sidewalks to be constructed under the Permanent Sidewalk Act 1906.

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

Moved by Controller Hoben seconded by Controller Harris that the said several reports be adopted. Motion passed.

Read report Board of Control re Underkeepers, City Prison.

CITY PRISON UNDERKEEPERS.

City Hall, April 8th, 1914.

The City Council.

Gentlemen—The Board of Control beg to report that in response to advertisement in the newspapers, applications for the position of Underkeeper at the City Prison were received from Wm. Nickerson, John M. Coates, W. Aird, John Doiron and Geo. W. Lloy. The applications were received to fill the vacancy caused by the resignation of Underkeeper Yeadon, who left the service on the ground of insufficient pay. The Board recommends that Underkeeper Yeadon be reappointed to the position of Underkeeper, with the additional duties of horse-shoer and blacksmith at \$650 per year.

Underkeepers Daniel McDonald and Wm. H. Handsley have resigned and their resignations are recommended for acceptance.

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

Moved by Controller Harris, seconded by Controller Hoben that the said report be adopted. Motion passed.

Read report Board of Control re tenders for supplies for Works Department for 1914-15.

WORKS DEPARTMENT SUPPLIES.

City Hall, April 9th, 1914.

The City Council.

Gentlemen:—The Board of Control beg to report that at a meeting held yesterday, tenders were received and opened for various supplies for the Works Department for the ensuing year. In respect to said tenders, the Board reports and recommends as follows:—

Bricks.

Brookfield Bros. Ltd., for 50,000 delivered I. C. R. Freight Depot,
per thousand.....\$ 11.00

The tender is recommended for acceptance.

Clocks.

F. C. Ryan.....\$ 148.00

Recommended for acceptance.

Wheels for Waggons and Carts.

	L.F.W.	S.F.W.	L.H.W.	S.H.W.	F.W.	H.W.
Patrick Dowd.....	\$15.00	\$14.00	\$17.00	\$15.00	\$15.00	\$16.00

It was decided to recommend the acceptance of this tender, provided Mr. Dowd will agree to furnish such wheels as may be required at the City Prison at the same price.

Cement.

Frank A. Gillis & Co., 1,500,000 lbs. 87 1-2 lb. bags, 55 1-2 c. per 100 lbs. and 10c. each bag.
Brookfield Bros., 1,500,000 lbs. 87 1-2 lb. bags, 40 1-2 c. per 100 lbs. and 10c. each bag.

The tender of Brookfield Bros., being the lowest, is recommended for acceptance.

Castings.

Flemming Bros.....	\$1739.11
Dartmouth Iron Works.....	1523.78
Douglas & Co.....	1518.46
Hillis & Sons, Ltd.....	1432.69

It is recommended that the tender of Hillis & Sons, being the lowest, be accepted.

Drain Pipe.

Brookfield Bros. 500 ft. 6-in. at 12c. per ft.
500 ft. 12-in. at 31 1-2c. per ft.

Said tender is recommended for acceptance.

Explosives.

Canadian Explosives, Ltd., blasting powder, per keg 25 lbs. \$1.80
Dynamite, per 100 lbs., 40 per cent, \$14.75, 50 per cent, \$16.25
Dynamite, low freezing, 40 per cent, \$14.15, 50 per cent, \$15.65
Detonators, No. 3, per 100, 75c. No. 6, per 100, \$1.00
Fuse Hanks, 12 1-2c. per 25 ft.
Electric Fuses, \$3.00 and \$3.50.

The tender is recommended for acceptance.

Granite.

John Kline, Isaac Yeadon and A. W. Yeadon.

The tender of Isaac Yeadon, being the lowest, is recommended for acceptance.

Hardware.

James Simmonds, Ltd.	\$4001.30
Lawrence Hardware Co.	3883.42

The tender of the Lawrence Hardware Co., being the lowest, is recommended for acceptance.

Kerosene, Gasoline and Linseed Oil.

Imperial Oil Co., Ltd.

	In Barrels	In Bulk
Kerosene Oil.	17 $\frac{7}{8}$ c. per gal.	14 $\frac{3}{4}$ c. per gal.
Gasoline, 65-68.	24c	21c.
" 72.	" "	If in cans, add 50c.
" 74-76.	33c. "	
Linseed Oil, raw.	64c. "	If in cans, 50c. per 5 gal
" boiled.	67c. "	

This tender is recommended for acceptance, provided the tenderer will give the Fire Department the privilege of the same terms.

Lumber.

The tender of Brookfield Bros., being the only tender received, is recommended for acceptance.

Water Meters.

Neptune Meter Co., 5-8 in. Trident, each.	\$ 8.00
H. B. Clarke & Son, 5-8 in. Lambert, each.	8.00

It was decided to recommend for acceptance the tender of H. B. Clarke & Son.

Veterinary Services.

Dr. H. S. McFatrige, per horse.	\$ 3.15
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Recommended for acceptance.

Sand and Gravel.

James Freda, sand, per bus.	05c
" gravel, per bus.	5 1-2c
W. H. Boutillier, sand, per bus.	4 3-4c
" gravel, per bus.	5 3-4c

The tender of James Freda, being the lowest, is recommended for acceptance.

7000 ft. 15 in. Cast Iron Water Pipe.

Drummond McCall Co., Ltd., per ton	\$ 30.80
Wm. Stairs, Son & Morrow, per ton	32.70
D. Y. Stewart Co., per ton	31.90
R. D. Wood Co.	32.15

The tender of Drummond McCall Co., Ltd., being the lowest, is recommended for acceptance.

Corporation Stop Cocks.

T. McAvity & Sons, 1-2 in. cocks	\$ 1.10
3-4 in. cocks	1.20

The tender, being considered too high, is rejected.

Valves.

T. McAvity & Sons, 20 15-in. valves, each	\$ 64.00	
10 9-in. valves, each	25.50	
1 15-in. cheque valve, each	165.00	
Glenfield & Kennedy, 20 15-in. valves, each	\$ 77.86	
10 9-in. valves, each	27.25	
1 15-in. cheque valve, each	110.00	
Drummond McCall Co., Ltd		
20 15-in. valves, each	\$64.50	\$ 61.50
10 9-in. valves, each	24.25	22.00
1 15-in. cheque valve, each	85.00	80.00

It was decided to recommend the acceptance of the tender of Drummond McCall Co., it being the lowest, provided they will manufacture said valves according to the City's specification.

Teams for Sprinklers.

Frank Adams, 2 horses and 1 driver, per day	\$ 5.00
Wm. Parson, Sr., 1 or more teams, per 1-2 day, \$4.00, per day	5.00
F. S. Fader, \$3.00 per 1-2 day, per day	4.00
James Nolan, 3 prs. horses and 3 drivers, per day	4.50

The tender of F. S. Fader, being the lowest, is recommended for acceptance.

Supply of Horses, Carts and Drivers for Trackage of Material.

Jas. Nolan, for each load hauled 1-2 mile, 25c., for each 1-4 mile additional length of haul after the first 1-2 mile, 10c.

It was decided to recommend the rejection of this tender, and a continuance of the present system of cartage.

Purchase of Scrap Iron.

Wm. McFatrige, per ton	\$ 12.50
Wm. Grant, per ton	12.25
John Simon, per ton	12.50
Hillis & Sons, Ltd., per ton	12.00

It was decided to recommend the acceptance of the tender of William McFatrige.

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

Moved by Controller Hoben, seconded by Controller Scanlan that the report be adopted, and contracts awarded accordingly. Motion passed.

Read reports Board of Control and City Engineer, re water and sewer extension Kane St., west of Agricola Street.

KANE STREET SEWER AND WATER EXTENSION.

City Hall, April 6th, 1914.

The City Council.

Gentlemen:—The Board of Control beg to recommend for adoption the accompanying report of the City Engineer re water and sewer extension Kane Street, west of Agricola Street.

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

City Engineer's Office, April 4th, 1914.

His Worship the Mayor.

Sir:—I beg to report on the accompanying petition for the extension of sewer and water system in Kane Street west of Agricola Street.

This district is very swampy, and is not, in its present condition, fit for the erection of dwellings, although dwellings have been erected on the street. The estimated cost of constructing a sewer is \$2400, estimated assessment \$800.

I would recommend that the sewer be constructed in its turn and that the water pipe be laid at the same time. No special rate will be required for the extension of the water pipe if it is laid in the sewer trench.

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

Moved by Controller Hoben, seconded by Controller Harris that said reports be adopted. Motion passed.

Read report Board of Control covering reports Engineer of City Home, and the Plumbing Inspector re City Home.

CITY HOME.

City Hall, April 6th, 1914.

The City Council.

Gentlemen:—The Board of Control beg to recommend for adoption the accompanying report re work required at the City Home, etc.

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

Halifax, N. S., April 6th, 1914.

His Worship the Mayor and Members of the Board of Control.

Gentlemen:—I beg to submit the following report of Charities Department for the month of March, 1914.

The Superintendent's report for March shows that during the month there were 23 persons admitted into the City Home, 4 born, 42 discharged and 9 died. Of the number admitted, 5 were chargeable to the Province and 18 to the City.

The total number of inmates March 31st, was 335, made up of 205 men, 122 women and 8 children. On the same date last year there were 198 men, 129 women and 8 children, a total of 335. During the month there were 2 patients admitted into the Nova Scotia Hospital, whose maintenance is chargeable to the City of Halifax.

The Plumbing Inspector, Mr. W. P. Morriscey, has examined the plumbing in the institution, and attached you will find his report on same.

Attached hereto you will find report from the Engineer of the City Home in regard to renewals and repairs necessary to be made at the institution.

I would recommend that the work mentioned in the reports of the Plumbing Inspector and the Engineer of the City Home or as much of it as can be done be proceeded with and paid for out of this year's appropriation as far as such appropriation will allow.

M. SCANLAN, Jr. *Controller.*

Halifax, N. S., April 3rd, 1914.

M. Scanlan, Jr., Controller City Home.

Sir:—I beg to submit the following report of work necessary to be done at City Home. The fences on Robie and South Streets require to be renewed. Repairs are needed to the iron spouting, cupolas, window sashes, and frames on third story of wings.

JOHN H. GRANT.

Halifax, N. S., April 2nd, 1914.

Controller Scanlan.

Dear Sir:—I wish to report to you that I have inspected the plumbing in the City Home and found it unsanitary, and not in accordance with the laws of the City Health Board.

Therefore I would recommend that this building be fitted with modern plumbing as soon as possible.

W. P. MORRISCEY, *Inspector of Plumbing.*

Moved by Controller Scanlan, seconded by Controller Hoben that said reports be adopted. Motion passed.

Read report Board of Control re supplies for Police Department.

POLICE SUPPLIES.

City Hall, April 3rd, 1914.

The City Council.

Gentlemen:—The Board of Control beg to report that they have received and opened tenders for supplies for the Police Department as follows:

Summer Helmets, 45 or more.

Kline & Mullins, each.....	\$	3.50
Colwell Bros., Ltd., each.....		3.49

The tender of Colwell Bros., Ltd., being the lowest, is recommended for acceptance.

Rubber Boots.

Amherst Boot & Shoe Co.....	\$4.15, 4.35 and 4.25
Wm. Taylor & Co.....	4.00

The tender of William Taylor & Co., being the lowest, is recommended for acceptance.

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

Moved by Controller Harris, seconded by Controller Hoben that said report be adopted, and contracts awarded as recommended. Motion passed.

Read report Board of Control covering report City Engineer in re privilege of cutting of wood by John W. Umlah off City property on the St. Margaret's Bay and Prospect Roads.

UMLAH PROPERTY WOOD.

City Hall, April 6th, 1914.

The City Council.

Gentlemen:—The Board of Control beg to report that they have had under consideration an application from John W. Umlah for an extension of five years to the privilege of cutting wood on the property at the corner of the St. Margaret's Bay and Prospect Roads, together with a report from the City Engineer thereon.

It is recommended that Mr. Umlah be permitted to cut fire wood on the lot purchased from him for a period of five years from March 1st, 1914, the wood cut to be for his own private use, the quantity not to exceed 20 cords in any one year, only soft wood to be cut, and no more than one horse to be allowed on the property at one time. A formal agreement to be drawn by the City Solicitor covering these terms, and providing that no further extension of time after March 1st, 1919, shall be given.

Controller Hoben dissenting.

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

City Engineer's Office, February 5th, 1914.

His Worship the Mayor.

Sir:—I beg to report on the accompanying letter from John W. Umlah, asking that he be allowed to remove wood from the property west of Chain Lakes purchased from him, for a further period of five years.

A committee of the Council recommended the purchase of the Umlah property in March 1909. They reported that the actual value of his land and premises did not exceed \$3000, but in view of the location, and the business carried on by Mr. Umlah, they recommended that he receive \$3500; that he be allowed three months from the first of April 1909 to remove the buildings, and that he be permitted to cut and remove the wood from the land at any time within the next five years, the report being dated March 4, 1909.

He neglected to remove the buildings within the time fixed, and in August, requested that he be given three months from the date of payment, in which to remove his buildings, which was granted. The delay in payment for the property after March, was not caused by the City, as the City was prepared at any time to pay for the property when Mr. Umlah delivered a deed satisfactory to the City Solicitor.

The request made by Mr. Umlah is one that may be made by the owner of any property on the water shed which we may acquire in the future, and I think the precedent should be established now, that we shall not permit any work to be carried on upon the water shed which can be avoided, as it is not desirable to have workmen or animals on any portion of the water shed unless it is absolutely necessary. If Mr. Umlah demands the letter of the bond, it looks to me as if his time would expire in March 1914, five years from the date upon which the purchase of the property was approved by the Council.

The run-off from the watershed is greater and purer, if the wood is allowed to grow, and I would recommend that every sanitary precaution be taken to maintain the purity and cleanliness of the watershed, which must include the prevention of any work which involves the presence of men and animals on the watershed. The City will probably spend this year, a considerable amount of money to avoid just such conditions.

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

St. Margaret's Bay Road, Halifax County, N. S., Jan. 14, 1914.

*To His Worship the Mayor and Gentlemen of the Board of Control
of the City of Halifax.*

Gentlemen:—I would beg leave to ask your honorable Board to grant an extension of time for the removal of the wood on the property conveyed by me to the City of Halifax at the corner of St. Margaret's Bay and Prospect Roads. According to the resolution of Council of March, 1909, in re the purchase of the said property, I was granted five years from the date of the transfer for the removal of all the wood from off the said property.

Of course, I have the privilege of cutting and removing it all at any time up to the time specified, but it would be my desire to retain say for another five years, as I only require about twenty cords a year for my own personal use, and would be willing to give a guarantee to the City, if the time is so extended by your Honourable Board, not to sell or dispose of it in any other way.

Hoping this will meet with your approval.

JOHN W. UMLAH.

Moved by Controller Harris, seconded by Controller Scanlan, that the report of the Board of Control be adopted. Motion passed, Controller Hoben dissenting.

Read report Board of Control recommending for payment accounts against various City Departments.

ACCOUNTS.

City Hall, April 6th, 1914.

The City Council.

Gentlemen:—The Board of Control beg to recommend for payment accounts chargeable to various services, as follows:—

Fire Department

Halifax Tram Co., light, \$15.68, power, \$17.45, total, \$33.13; H. R. Bergmann & Co., files, etc., \$2.80; Northern Electric Co., supplies, \$.72; C. L. Newman, Ltd., chains, \$28.10; Gunn & Co., fodder, \$39.55; S. C. Thompson, fodder, \$213.21; F. A. Shaw, fodder, \$130.32; Imperial Oil Co., gasoline, etc., \$43.48; J. Starr, Son & Co., fixtures, etc., \$23.50; Canadian Rubber Co., packing, \$8.38; National Drug Co., acid, etc., \$14.62; Can. Gen. Electric Co., supplies, \$.55; Wm. Robertson & Son, oil coats, \$8.00; Lawrence Hardware Co., saws, etc., \$3.80; H. D. McKenzie Co., charcoal, \$.60; David Roche, painting, \$8.84; G. M. Smith & Co., towels, \$.50; Wentzells, Ltd., soap, etc., \$11.25; Jas. Dempster Ltd., lumber, \$21.11; Halifax Steam Laundry, work, \$34.52; Telephone Co., phones, \$53.50; John Davison & Son, lumber, \$5.03; Cragg Bros., paper, \$3.25; Stroud & Eveleigh, carriage work, \$5.35; A. J. McNutt, carriage work, \$16.75; T. C. Allen & Co., printing, \$2.00; Kelly's Ltd., saddlery, \$14.25; W. & A. Moir, machine work, \$21.90; Never Skid Mfg. Co., chains, \$38.00; Maritime Paint Co., chamois, \$6.00; Geo. A. Perrier, plumbing, \$37.77; Burns & Kelleher, brass finishing, \$16.25; Geo. E. Smith & Co., hardware, \$3.20; Dr. Lewis Thomas medical attendance, \$5.00; Henry Lovett, leather, \$16.43; City Home, wood, \$1.25; Army Pay Office, rent of encroachment, \$.25; Western Union Telegraph Co., telegrams, \$1.89; Hillis & Sons, \$13.20; Geo. E. Boak & Son, coal, \$15.60; Brander Morris & Co., carpet, etc., \$89.00; F. P. Farquharson, \$7.15; Jas. Simmonds, Ltd., hardware, \$63.45. Total, \$1,064.45.

General Accounts

Registrar of Deeds, descriptions, \$1.60; Medical Examiner, certificates of death, \$24.00; A. & W. MacKinlay, Ltd., blank books, \$88.90; T. C. Allen & Co., printing and stationery, \$180.32; Chronicle, advertising, \$115.44; Recorder, advertising, \$48.00; Herald, advertising, \$3.75; London Rubber Stamp Co., key check, \$.25; Office Specialty Co., transfer cases, \$.90; Royal Litho Co., Ltd., printing list of voters, \$173.37; H. P. Story, engrossing address to Capt. Inch, \$15.00; Heaton's Agency, advertising Halifax, \$102.00; Royal Litho Co., printing City Charter, \$878.85. Total, \$1,631.53.

City Home

Dillon Bros., flour, \$210.75; E. W. Crease & Son, groceries, \$335.19; J. A. Leaman & Co., meats, \$456.87; A. Wilson & Son, fresh fish, \$43.25; Smith & Proctor, butter, \$157.16; C. F. Holland, milk, \$101.37; J. & M. Murphy, Ltd., drygoods, \$251.10; Fleischman & Co., yeast, \$3.90; H. D.

McKenzie & Co., coal, \$386.74; S. C. Thompson, forage, \$23.82; Gunn & Co., forage, \$11.49; F. A. Shaw, forage, \$18.72; Halifax Electric Tram Co., light, \$35.50; Arthur Fordham & Co., leather, \$13.28; T. C. Allen & Co., stationery, \$1.35; Maritime Tel. Co., \$7.50; Victoria General Hospital, medicine, \$92.08; C. E. Putner, dispensing medicine, \$50.00; Snow & Co., coffin fixtures, \$17.80; Neil Fox, axle grease, \$90; William Grant, rope, \$30.00; W. J. O'Connell, horseshoeing, \$2.90; Robt. Horner, horseshoeing, \$3.31; Howard McFatrige, horseshoeing, \$1.25; Jas. Simmonds, Ltd., hardware, \$6.05; Lawrence Hardware Co., \$38.80; Thos. C. Johnson & Son, clock, \$3.00; T. C. Ryan, repairs to clock, \$1.50; W. S. Munnis, men's clothing, \$70.80; Wallace Bros., men's boots, \$33.00; John McInnis & Son, lumber, \$9.00; Brookfield Bros., lumber, \$2.75; Baldwin & Co., crockeryware, \$2.20; F. V. Woodbury, M. D., lunacy certificate, \$5.00; C. L. Morton, M. D., lunacy certificate, \$5.00; B. J. Mulcahy, cash expended, \$85.50. Total, \$2,510.63.

City Prison

Moir's Ltd., bread, \$18.24; Wentzells Ltd., groceries, \$34.88; W. A. Maling Ltd., oxheads, \$18.25; Stairs Son & Morrow, hardware, \$10.83; J. & M. Murphy, dry goods, \$7.70; Robert Taylor & Co., \$3.10; F. A. Shaw, fodder, \$14.70; Gunn & Co., Ltd., fodder, \$5.45; Chronicle, advertising, \$6.27; Dr. Gough, professional services, \$3.00; LeMont Buskins, chimney sweep, \$6.00; Maritime Telephone Co., rental, \$4.50; Halifax Electric Tram Co., current, \$3.00; Irwin & Sons, drugs, \$3.40; Neil Fox, harness supplies, \$1.25; Covey & Traise, repairs to organ, \$3.00. Total, \$143.57.

City Works

Sewerage, \$1,147.53; Teams and Stables, \$1,346.75; Fuel, \$619.88; Insurance, \$11.13; Permanent Sidewalks, \$48.54; City Prison Fire Account, \$10.00; City Hall Lighting, \$79.46; Electric Wiring Inspection, \$15.45; Telephones, \$67.04; Sewer Maintenance, \$4.86; Streets, \$335.62; City Property, \$70.09; Street Lighting, \$1,756.57; Cleaning Paved Streets, \$2.88; Internal Health, \$31.42; Cunard Street Widening, \$105.74; Deposits for Private Work, \$5.02; Water Construction, \$603.50; Water Maintenance, \$1,987.86. Total, \$8,249.32.

Police Department

Maritime Telephone Co., phones, Feb. \$11.67, Mar., \$12.31; A. H. Lamphier, repairs to wagon, \$12.50; T. C. Allen & Co., forms, etc., \$4.40; H. K. Martin, handcuffs, \$57.00; H. R. Bergmann, repairing badges, \$5.00; Blackadar Bros., advertising, \$4.65, \$4.65; Chronicle Publishing Co., advertising, \$6.27, \$5.01, \$6.27, \$6.27; Blackadar Bros., advertising, \$2.25; Chronicle Publishing Co., advertising, \$3.75; Blackadar Bros., advertising, \$1.50; Chronicle Publishing Co., advertising, \$3.12; Stroud & Eveleigh, patrol wagon tire, \$12.00; Neil Fox, repairing reins, \$1.25; A. M. Bell & Co., oil hat, \$60. Total, \$155.97.

Citizens Free Library

Heaton's Agency, Heaton's Annual, \$1.28; H. W. Wilson Co., Reader's Guide, \$6.00; Methodist Book Room, books, \$8.54; A. L. A. Publishing Board, book list, \$1.00; Little Brown & Co., book, \$4.78; Herald, subscription, \$6.00; Chronicle, subscription, \$6.00; T. C. Allen & Co., stationery, etc., \$17.21; Mutual Subscription Agency, magazines, \$149.80; C. D. Cazenove & Co., books, \$106.78; Findlay's News Store, printing, \$9.00. Total, \$316.39.

City Prison Investigation

John McDonald, cab hire, \$7.00; Hillside Stables, cab hire, \$7.00; C. McSweeney, cab hire, \$7.00. Total, \$21.00.

City Health Board

P. J. Otto, ice, \$7.00; Chronicle Publishing Co., advertising, \$27.39; Maritime Tel. Co., phones, \$24.49; National Drug Co., drugs, \$.50; Halifax Electric Tram Co., light for hospital, \$13.52; City Home, wood, \$.30; Robinson, Ltd., conveyance, \$2.50; Kelly & Glassey, brandy, \$1.50; T. C. Allen stationery, \$.50; E. W. Crease & Co., groceries, \$9.98; Farquhar, Bros. work, \$3.75; Michael Day, plumbing \$26.48. Total \$117.91.

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

Read report Board of Control, covering report of Board of School Commissioners, Order from the Governor in Council and letter from the City Treasurer in re funds for school purposes, recommending the acceptance of an offer from C. N. S. Strickland, Trustee, to loan the City \$6,000 at 91 per cent of par, to bear interest at the rate of 4 1-2 per cent per annum.

FUNDS FOR SCHOOL PURPOSES.

City Hall, April 8th, 1914.

The City Council.

*Gentlemen:—*The Board of Control beg to report as follows:—

At a meeting of the City Council held February 5th, 1914, an offer from the Trustees of the Sinking Fund to loan the City of Halifax \$4,500 for school purposes on 4 1-2 per cent debentures at 90.06 per cent of par, was adopted. Debentures for this loan have not yet been issued, the Trustees finding that the amount of moneys now in the fund will be required to pay off bonds shortly falling due. Since the above loan was authorized, the Board of School Commissioners have applied for a loan of \$1500 for equipment of Bloomfield High School, and with the consent of the Board of Control have obtained an order from the Governor-in-Council, directing the City of Halifax to issue debentures to raise the amount required.

Mr. C. N. S. Strickland, Trustee, offers to loan the City the sum of \$6,000 for the purpose above named at 91 per cent, and the Board of Control recommends the acceptance of his offer.

The correspondence on this matter is attached hereto.

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

Board of School Commissioners, Mar. 4, 1914.

His Worship the Mayor.

Sir:—I am instructed to inform your Worship that the Board is making application for Fifteen hundred dollars (\$1500) to be expended in the furnishing and equipment of Bloomfield High School, and to correct the Heating System at Tower Road School.

S. J. WILSON, *Secretary.*

Provincial Secretary's Office, Halifax, Mar. 21, 1914.

His Worship the Mayor, Halifax.

Sir:—I am directed by the Provincial Secretary to inform you that the Board of School Commissioners for the City of Halifax has applied to the Governor in Council under Section 901 of the Halifax City Charter for an order directing the City to issue its debentures to an amount sufficient to raise the sum of One Thousand Five Hundred Dollars, which the Board requires for the purpose of paying preliminary expenses for furniture and equipment at the new Bloomfield High School.

I am also to inform you that the Governor in Council has appointed Wednesday, the 25th instant, at eleven o'clock A. M. in the Executive Council Room, Province Building, City of Halifax, as the time and place at which the matter of such application shall be heard, and that the City Council may appear at the hearing.

FRED. F. MATHERS, *Deputy Provincial Secretary.*

Provincial Secretary's Office, Halifax, March 27th, 1914.

The City Clerk, Halifax, N. S.

Sir:—I am directed to transmit herewith a certified copy of an Order in Council dated the 25th day of March, A. D., 1914, ordering and directing the City of Halifax to issue Debentures to raise the sum of One Thousand Five Hundred Dollars (\$1,500), required by the Board of School Commissioners for the City of Halifax to pay the preliminary expenses for furniture and equipment at the new Bloomfield High School.

FRED. F. MATHERS, *Deputy Provincial Secretary.*

Certified copy of an Order of His Honour the Lieutenant Governor of Nova Scotia in Council, dated the 25th day of March, A. D. 1914.

Whereas the Board of School Commissioners for the City of Halifax require the sum of One Thousand Five Hundred Dollars to pay the preliminary expenses for furniture and equipment at the New Bloomfield High School in the City of Halifax, and applied to the Governor in Council for an Order directing the City of Halifax to issue its Debentures to raise the said sum required as aforesaid;

And Whereas due notice of the sum so required and of the purpose for which the same is required and of the time and place appointed, namely Wednesday the 25th day of March, A. D. 1914, at eleven o'clock A. M. in the Executive Council Room, Province Building, City of Halifax, at which the matter of said application would be heard, was given to the Mayor of said City;

And Whereas the matter of said application was heard at such time and place,

Now Therefore the Lieutenant Governor by and with the advice of the Executive Council for Nova Scotia and under and by virtue of Section 901 of the Halifax City Charter is pleased to order and direct and hereby orders and directs the City of Halifax to issue Debentures to raise the amount so required.

FRED. F. MATHERS, *Clerk of the Executive Council.*

Office of City Treasurer, April 8th, 1914.

His Worship the Mayor and Board of Control.

Gentlemen:—On February 3rd of this year, permission was given to purchase property on Albemarle Street for school purposes for the sum of \$4,500, and on March of this year additional authority was given to borrow \$1,500 for furniture and equipment for the Blloomfied High School, making in all the sum of \$6,000. By resolution of the Board of Control, the offer of the Trustees of the Sinking Fund to take up the \$4,500 amount at 90.06 was accepted. No action has yet been taken, but I have now an offer from Mr. C. N. S. Strickland, Trustee, to lend the City \$6,000 at 91 per cent, and I would respectfully recommend that the offer of Mr. Strickland be accepted, and that debentures for an amount at 91 per cent of par to realize the sum of \$6,000 be recommended to the Council for acceptance.

W. L. BROWN, *City Treasurer.*

Moved by Controller Hoben, seconded by Controller Harris, that the report of the Board of Control be adopted. Motion passed.

The following resolution is submitted:—

Whereas the sum of \$6,000 will be required for School purposes,

And Whereas the Board of Control have recommended that the offer of Mr. C. N. S. Strickland, Trustee, to lend the City that amount, be accepted,

Therefore Resolved that the City Treasurer be, and he is hereby authorized to issue to Mr. Strickland, City of Halifax Consolidated Fund 1905 Stock, sufficient to net \$6,000 at 91 per cent of par; the City Stock to bear interest at the rate of 4 1-2 per cent per annum, and to be repayable on the first day of July, 1915. X

Moved by Controller Hoben, seconded by Controller Harris, and passed unanimously.

Read reports Board of Control and City Engineer re the taking over of Henry Street.

HENRY STREET.

City Hall, April 8th, 1914.

The City Council.

Gentlemen:—The Board of Control beg to recommend for adoption the accompanying report of the City Engineer, recommending the taking over by the City of Henry Street, between Coburg Road and Bliss Street.

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

City Engineer's Office, April 1st, 1914.

His Worship the Mayor.

Sir:—The property owners on Henry Street have petitioned for the taking over of the street, and the construction of a concrete sidewalk on the east side between Coburg Road and Bliss Street.

The sidewalk cannot be constructed under the Act, until the street is taken over. The street cannot be taken over until it is properly graded. This provision will prevent the taking over of the whole street, as the grading has not been completed. That portion of the street from Coburg Road to Bliss Street, however is in good condition and I would recommend, therefore, that the dedication of the street be accepted and that the City Engineer be authorized to endorse such acceptance on the City Plan. A resolution, approved by the City Solicitor, is attached.

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

Moved by Controller Hoben, seconded by Controller Harris that the said reports be adopted. Motion passed.

The following resolution was submitted:—

Whereas Henry Street in the City of Halifax between Coburg Road and Bliss Street has now been open to the public for many years and dedicated by them as a street, and the City of Halifax desires to take over and accept that portion of the said street as a City Street;

Therefore Resolved That the City Council of the City of Halifax hereby accepts the dedication of that portion of Henry Street between Coburg Road and the south side of Bliss Street for public purposes, and hereafter the said street shall be known as Henry Street and as one of the accepted streets of the said City and as a public street, which said street is described as follows:—

All that lot, piece of parcel of land, situate, lying and being on the north side of Coburg Road in the City and County of Halifax, the said lot being more particularly described as follows:—

Beginning at a point on the north line of Coburg Road formed by the intersection of the said north line of Coburg Road with the east line of Henry Street; thence northerly by the said east line of Henry Street for a distance of three hundred and thirty-eight (338) feet more or less or until it meets the south line of Bliss Street; thence westerly at right angles to the last described course for a distance of sixty (60) feet to the west line of Henry Street; thence southerly by the said west line of Henry Street three hundred

and thirty-eight (338) feet more or less to the north line of Coburg Road; thence easterly from the said north line of Coburg Road sixty (60) feet to the place of beginning; the said lot being all that portion of Henry Street lying between Bliss Street and Coburg Road, as shown on Section 16 of the Official City Plan.

Moved by Controller Hoben, seconded by Controller Harris and passed unanimously.

Read reports Board of Control and City Engineer re water and sewer extension Ivanhoe Street.

IVANHOE STREET SEWER AND WATER.

City Hall, April 8th, 1914.

The City Council.

Gentlemen:—The Board of Control beg to recommend for adoption the accompanying report of the City Engineer re water and sewer extension, Ivanhoe Street.

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

City Engineer's Office, April 8th, 1914.

His Worship the Mayor.

Sir:—I beg to report on the accompanying petition from Mr. W. A. Black, asking for the construction of a sewer and extension of the water pipe to his house on Ivanhoe Street.

There are two houses in this street and I think the extension should be ordered to cover the two, although it may not be necessary to do all the work immediately.

The estimated cost of extending the sewer is \$1,944; estimated assessment \$750. The estimated cost of laying the water pipe to Mr. Black's house, in the sewer trench, is \$289.55. I would recommend that this work be put on the Order Book to be done in its turn.

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

Moved by Controller Hoben, seconded by Controller Harris that said reports be adopted. Motion passed.

Read reports Board of Control and Controller Harris covering draft ordinance entitled "An Ordinance to amend Ordinance No. 15 of the City of Halifax, 'Of the Regulation of Trucks'." Moved by Controller Harris, seconded by controller Scanlan that said report be adopted. Motion passed.

STREET NOISES.

City Hall, April 8th, 1914.

The City Council.

Gentlemen:—The Board of Control beg to recommend for adoption the accompanying report of Controller Harris re street noises, and also an ordinance accompanied therewith, entitled, "An Ordinance to amend Ordinance No. 15 of the City of Halifax, 'Of the Regulation of Trucks'."

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

Halifax, N. S., April 8th, 1914.

To the Board of Control.

Gentlemen:—I attach herewith a draft of a proposed amendment to Ordinance No. 15 concerning Trucks. This matter came up on October 15th, 1911 when a letter was received from the Principal of the County Academy protesting against the noise of trucks. It was referred to the Laws and Privileges Committee, where it was considered along with a very largely signed petition asking for the enforcement of the existing Ordinance in respect of noise made by trucks. On November 9th the committee recommended the enforcement of the Ordinance and some attempt was made at the time to carry it out, but I understand this failed owing to the Stipendiary Magistrate putting a construction somewhat different upon the Ordinance to that of the City Solicitor. On January 18th 1912, the Laws and Privileges Committee stated that the truckmen and merchants on Water Street desired that Water Street should be exempt from the Truck Ordinance.

The noise made by trucks etc., came up again before a Board of Control meeting on July 13th 1913, when Miss N. L. Nolan addressed the Board requesting that some regulations be made respecting the needless noise made by empty carts passing her sanitorium on Windsor Street. Windsor Street is outside of the district referred to in the Ordinance.

The three letters of Principal Morton (Academy), Principal O'Hearn (St. Patrick's Boys' School) and Principal Butler (Alexandra) in my opinion bring to our attention a very serious state of affairs regarding the noise from passing trucks in the neighbourhood of schools. Work is constantly interrupted and a great large percentage of time is lost in teaching.

The amendments which I propose are the amendments which were drafted by myself in 1911-12 but which were pigeonholed at the time. I think they cover all the points raised by the Water Street merchants and truckmen, the school authorities, the people in charge of hospitals and sanitoriums and others who complain of the noise.

REGINALD V. HARRIS, *Controller.*

The draft ordinance re street noises referred to in the report is now read.

**An Ordinance to Amend Ordinance No. 15 of the City of Halifax
"Of the Regulation of Trucks."**

1. Section 12 of the above Ordinance is amended by adding after the words "side board" the words "or tail board".

2. Section 21 of the above Ordinance is amended by striking out the words "the water side" and substituting the words "the east side line of Lower Water Street and Upper Water Street".

3. The said Ordinance is further amended by adding thereto the following sections:—

25. The Board of Control may specify and define districts of the City and streets or parts of streets within or along which no truck shall be driven at a rate faster than a slow trot or a walk as specified by the Board for each case respectively and the Board may by regulation restrict the traffic within such districts, streets or parts of streets to particular classes of vehicles and may prohibit the traffic therein or thereon of particular classes of vehicles and may make regulations respecting the traffic within such districts, and every failure to comply with any such direction shall be deemed a violation of this Ordinance.

"25. Sections 9, 11, 12, 21 and 25 of this Ordinance shall apply to all trucks whether licensed or not.

Moved by Controller Harris, seconded by Controller Scanlan that the said ordinance be now read a first time, and a copy thereof be forwarded to each member of the City Council. Motion passed.

Read a first time "An Ordinance to amend Ordinance No. 15 of the City of Halifax 'Of the regulation of trucks'."

Moved by Controller Harris, seconded by Controller Scanlan that said ordinance be now read a second time. Motion passed.

Read a second time "An Ordinance to amend Ordinance No. 15 of the City of Halifax, 'Of the regulation of trucks'."

Read report Board of Control re fire insurance.

FIRE INSURANCE.

City Hall, March 23rd, 1914.

The City Council.

Gentlemen:—At a meeting of the Board of Control held on March 20th, it was brought to the attention of the Board that the Rimouski Fire Insurance Co., with which the City has policies covering a considerable amount of insurance on City property, has gone into liquidation. The Clerk of Works was instructed to immediately obtain quotations for fire insurance rates from the various Insurance Companies doing business in the City for

the amount now held by the Rimouski Co., and to accept the lowest tender to cover the City's risk. The attached report from the Clerk of Works respecting this insurance is recommended for approval.

The removal of the Public Baths at the North West Arm being under consideration, the Board deemed it not advisable to re-insure the present buildings.

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

City Works Office, March 23rd, 1914.

His Worship the Mayor and Board of Control.

Gentlemen:—In compliance with your instructions to re-insure the risks held by the Rimouski Fire Insurance Co., and accept the lowest tender, I beg to report that the Acadia Fire Insurance Co's. offer was \$12.25
Daly & Corbett (Tariff Co.) 12.11
Halifax Fire Insurance Co. 11.13

I have re-insured the risk—\$4450—in the Halifax Fire Insurance Co. and billed the liquidators of the Rimouski., per E. G. Stayner, Agent, for the amount—\$11.13.

JAMES J. HOPEWELL, *Clerk of Works.*

Moved by Controller Hoben, seconded by Controller Scanlan that said report be adopted. Motion passed.

Read report Board of Control and City Engineer re water extension Oakland Road and Carteret Street.

OAKLAND ROAD AND CARTERET STREET WATER EXTENSION.

City Hall, March 20th, 1914.

The City Council.

Gentlemen:—The Board of Control beg to recommend for adoption the accompanying report of the City Engineer re water extension Oakland Road and Carteret Street.

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

City Engineer's Office, March 19th, 1914.

His Worship the Mayor.

Sir:—I beg to report on the accompanying petition asking for the extension of the water service westwardly along Oakland Road from Carteret Street.

The district is high service; size of pipe required, 6-inch; excavation, rock. It will be necessary to extend the pipe about 60 feet on Carteret Street and 575 feet on Oakland Road.

The estimated cost is \$1713.11; interest on the estimated outlay at 5 per cent, \$85.65 There are no houses erected on Oakland Road, and it is the policy of the City not to extend the water in such streets until houses

are under construction. I would recommend, therefore, that this extension be ordered to be carried out when one or more houses are under construction, provided the property owner or owners will agree to pay a special rate amounting to \$85.65.

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

Moved by Controller Hoben, seconded by Controller Harris that the same be adopted. Motion passed.

Read report Board of Control submitting for approval, Regulations respecting Motor Apparatus in the Fire Department.

FIRE DEPARTMENT MOTOR APPARATUS REGULATIONS.

City Hall, March 20th, 1914.

The City Council.

Gentlemen:—The Board of Control beg to submit for the approval of the City Council the attached regulations respecting motor apparatus in the Fire Department.

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

1. The chief operator of any piece of motor apparatus shall have (subject to the Chief Engineer of the Department) entire care and management of such apparatus; see that it is always in perfect running order and ready for immediate use with all necessary supplies, and will be held responsible for its condition in the house and at fires.
2. Each operator shall report forthwith in writing any repairs needed to the apparatus under his care, and on obtaining same, make such necessary repairs.
3. Each operator shall keep all parts of the engine clean and free from dust, and in perfect running order, oil holes of bearings and working parts must be clear of all accumulations. Engines must be cranked and turned over at least once every eight hours and run until satisfied that all parts are in perfect working order.
4. The same constant care must be observed respecting the cleaning, oiling and order of all parts of motor driven pumps valves and connections. In case of any doubt as to the perfect condition and immediate readiness of any pump, the chief engineer of the Department must be communicated with.
5. When required by the Chief or Engineer of the Department, an operator shall instruct such members of the Department in the efficient driving of the apparatus, the mechanical construction and operation of the engine, pumps, chemical apparatus, valves, and connections to the best of his ability.
6. As far as practicable operators shall be governed by the rules of the Department relating to the duties of drivers and engineers.

7. No operator shall permit persons other than members of the Department who are known to have had practical experience with motor apparatus to assist in the operation of the apparatus under his control.

Moved by Controller Scanlan, seconded by Controller Harris that the said report and Regulations be approved and adopted. Motion passed.

Read reports Board of Control and City Engineer re water extension Almon St. westwardly from Windsor Street.

WATER EXTENSION ALMON STREET.

City Hall, March 20th, 1914.

The City Council.

Gentlemen:—The Board of Control beg to recommend for adoption the accompanying report of the City Engineer re water extension Almon Street, westwardly from Windsor Street.

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

City Engineer's Office, March 19th, 1914.

His Worship the Mayor.

Sir:—I beg to report on the accompanying petition asking for extension of the water service along Almon Street westwardly from Windsor Street to supply three houses.

The district is high service; excavation, rock; estimated cost \$1133. I would recommend that the extension be made, provided the petitioners will agree to pay a special rate of \$18.88 to make up the interest on the estimated outlay.

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

Moved by Controller Hoben, seconded by Controller Harris that the same be adopted. Motion passed.

Read report Board of Control re paving Bell Street.

BELL STREET PAVING.

City Hall, March 9th, 1914.

The City Council.

Gentlemen:—At a meeting of the City Council held 19th of June last, a recommendation from the City Engineer, approved by the Board of Control, for the paving of Bell Street from Upper Water Street to Barrington Street, to be paved with stone blocks with wide joints, was adopted. It was not expressly stated at that time in the resolution of Council that the work should be charged to the permanent paving account, and the Board of Control now beg to recommend that the work, which cost \$2,440.35, be charged to permanent paving account.

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

Moved by Controller Hoben, seconded by Controller Harris that the said report be adopted. Motion passed.

Read report Board of Control re Fire Department.

FIRE DEPARTMENT.

City Hall, March 2nd, 1914.

The City Council.

Gentlemen:—The Board of Control beg to report as follows respecting the Fire Department:—

1. That William Barrett, Callman on No. 1 Engine has resigned.

Resignation recommended for acceptance.

Recommendations.

2. That George Shanks, Supernumerary, be appointed Driver, vice William Foster, resigned.

3. That George Power, Supernumerary, be appointed to the Call Force, vice William Barrett, resigned.

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

Moved by Controller Scanlan, seconded by Controller Harris that said report be adopted. Motion passed.

Read report Board of Control recommending a grant of \$300.00 to assist the local railwaymen in entertaining delegates to the Convention of Railway Engineers proposed to be held in Halifax in July next.

RAILWAY CONVENTION GRANT.

City Hall, March 9th, 1914.

The City Council.

Gentlemen:—In estimating for the Contingent Account for 1914-15, an amount was included sufficient to provide a grant to assist the local railway men in entertaining the delegates to the Convention of Railway Engineers, proposed to be held in this City in July next.

As it is important to the local committee of railway men that they should be informed as to the amount of funds they will have at their disposal, the Board of Control recommends that the railway committee be informed that the City will be prepared to contribute towards their expenses a sum not to exceed \$300.00.

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

Moved by Controller Hoben, seconded by Controller Harris that said report be adopted. Motion passed.

By unanimous consent of Council the order of business is suspended to permit Controller Hoben to introduce two resolutions recommended by the Board of Control for adoption by the City Council.

Controller Hoben submits the following resolution:—

Amongst all the people of the Dominion of Canada none feel more keenly, nor realize more intimately the appalling disaster which has befallen the seal hunters of the Colony of Newfoundland, than those of the Province of Nova Scotia, with its large population of seamen and fishermen.

To the widows and orphans and other members of the families of those who lost their lives upon the frozen seas, the deepest sympathies of this City Council, representing the citizens of the City of Halifax, go out.

Whilst hope remains that the Steamship Southern Cross may not have foundered with the members of her crew, the citizens of Halifax will await with the gravest anxiety news of her safety.

Resolved that the City Council of Halifax extend to the people of Newfoundland this expression of its deep sense of the affliction they have suffered, and request the Hon. John R. Bennett, Acting Premier of Newfoundland, to communicate the purport of this resolution to the inhabitants of the Colony, and further request that he may be pleased to accept from the City of Halifax toward the relief of the afflicted the sum of One Thousand Dollars.

Moved by Controller Hoben, seconded by Alderman Gastonguay, and passed unanimously.

Controller Hoben submits the following resolution:—

Resolved that the City Solicitor be instructed to incorporate in the City's borrowing bill a clause authorizing the City to borrow the sum of One Thousand Dollars to be contributed to the Colony of Newfoundland for the relief of those afflicted by the recent disaster to the seal hunters; the said sum to be borrowed from any Bank or other fund available and rated and collected along with the assessment for 1915-16.

Moved by Controller Hoben, seconded by Alderman Gastonguay, and passed unanimously, the following members of Council being present and voting for same:—

Controllers Harris, Hoben and Scanlan, Aldermen Brown, Covert, Powell, Smith, Cox, Gastonguay, Hines, Murphy, Harris, Riordon, Hubley and Parker.—15.

Read reports Board of Control and City Engineer re street lights Queen Street and Prince Arthur Street.

STREET LIGHTS.

City Hall, March 9th, 1914.

The City Council.

Gentlemen:—The Board of Control beg to submit to the City Council for adoption the accompanying recommendation of the City Engineer for the installation of a bernstein light on Queen Street half way between South Street and Morris Street.

The Board also recommends for adoption the accompanying report of the City Engineer re electric light, Prince Arthur Street.

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

City Engineer's Office, February 12th, 1914.

His Worship the Mayor.

Sir:—I beg to report on the accompanying request for additional street lights.

Proposed light on Lawrence Street between Harvard and Windsor Streets. There are two lights now in this district which measures about 1738 feet, making the lights, if the distance is equally divided, about 580 feet apart. That distance is not unusually great for the suburbs and there are many blocks in the business district of the City about 500 feet long, where there is no light between corners.

The same remark might apply to Queen Street between Morris and South Streets. The distance between lights here, is about 600 feet, but in this case there are large trees which in the summer shut off the light. I would recommend that a bernstein light be installed half way between South and Morris Streets to offset the disadvantage caused by the shade trees.

A light is asked for at about the centre of Wellington Street. There is a light now at the north line of Lundy Lane, and there is no available appropriation for additional lights. I would therefore recommend that no additional installation be made at present.

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

City Engineer's Office, March 9th, 1914.

His Worship the Mayor.

Sir:—I beg to report on the accompanying request from Mr. Robert O'Mullin for an electric light on Prince Arthur Street. There is a light on Quinpool Road at Prince Arthur Street and one on Jubilee Road at Pryor Street. These two streets between Jubilee Road and Quinpool Road require at least one additional light and Mr. O'Mullin states that he is very much annoyed by men loitering in the neighbourhood, especially at night.

I would recommend that a light be installed at the junction of Pryor and Prince Arthur Streets when sufficient appropriation is available.

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

Moved by Controller Hoben, seconded by Controller Harris that said reports be adopted. Motion passed.

Read reports Board of Control and City Engineer re sewer construction York St., between Oxford St. and Preston Street.

YORK STREET SEWER.

City Hall, March 27th, 1914.

The City Council.

Gentlemen:—The Board of Control beg to recommend for adoption the accompanying report of the City Engineer re sewer construction, York Street, between Oxford and Preston Streets.

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

City Engineer's Office, March 27th, 1914.

His Worship the Mayor.

Sir:—I beg to report on the accompanying petition asking for the construction of a sewer in York Street between Oxford and Preston Streets.

A sewer is being constructed now in Oxford Street, so that it will be possible to do the work asked for. The estimated cost is \$3600; estimated assessment \$1475.

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 Controller Hoben, seconded by Controller Harris that said reports be adopted. Motion passed.

Read report Board of Control re refunds of liquor license deposits E. J. Quirk, Mrs. H. R. Wright, R. J. Mahoney & Co. and Peter C. Flemming.

LIQUOR LICENSE DEPOSITS.

City Hall, March 20th, 1914.

The City Council.

Gentlemen:—The Board of Control beg to recommend refunds of liquor license deposits, \$8.00 in each case, as follows:—E. J. Quirk, Mrs. H. R. Wright, R. J. Mahoney & Co., and Peter C. Flemming (1910).

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

Moved by Controller Harris, seconded by Controller Hoben that said reports be adopted. Motion passed.

Read reports Board of Control and City Engineer re water construction Willow St., between Dublin and Windsor Streets.

WILLOW STREET SEWER AND WATER EXTENSION.

City Hall, March 27th, 1914.

The City Council.

Gentlemen:—The Board of Control beg to submit herewith for the approval of the City Council a report from the City Engineer recommending sewer and water construction in Willow Street, between Dublin and Windsor Streets.

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

City Engineer's Office, March 27th, 1914.

His Worship the Mayor.

Sir:—I beg to report on the accompanying letter from Mr. A. M. Bell, asking for the extension of the sewer and water in Willow Street between Dublin and Windsor Streets.

It has been the policy of the City not to extend the sewer system or water pipe until houses were erected. Mr. Bell makes a proposal, however, which is somewhat in line with the policy followed in extending the systems to some other streets.

Mr. Bell states that there are forty-six lots on the street, thirty-nine of which belong to Real Estate Limited, which he represents, the other seven to five owners. He states that the other owners are also desirous of having the sewer and water extended.

I would recommend that the sewer and water systems be extended in the street as requested when two houses are under construction, provided that all the owners will sign an agreement to limit the value of houses to be built, to a minimum price of \$3000; that the plans and specifications shall be approved by the City; that a building line of 15 ft. on each side of the street be established. The estimated cost of constructing the sewer is \$5400. The water pipe would be laid in the sewer trench.

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

Moved by Controller Hoben, seconded by Controller Harris that said reports be adopted, Motion passed.

Read reports Board of Control and City Engineer re electric light Sullivan St., between Gottingen and Agricola Streets.

SULLIVAN STREET ELECTRIC LIGHT.

City Hall, March 27th, 1914.

The City Council.

Gentlemen:—The Board of Control recommend for adoption the accompanying report of the City Engineer in favor of the installation of an electric light, Sullivan Street, between Gottingen and Agricola Streets, when appropriation is available.

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

City Engineer's Office, March 27th, 1914.

His Worship the Mayor.

Sir:—I beg to report on the necessity for an additional electric light on Sullivan Street.

There is a light at the corner of Sullivan and Agricola Streets and one on Gottingen Street opposite Kaye Street. The latter light cannot be moved to properly light Sullivan Street, and if a building is erected on the corner of Sullivan and Gottingen Streets, it would hide the light where it is at present. In order to light the street satisfactorily, another light is necessary between Gottingen and Agricola Street, and I would recommend that it be installed when the appropriation is available.

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

Moved by Controller Hoben, seconded by Controller Harris that said reports be adopted. Motion passed.

Read report Board of Control recommending for adoption by the City Council a resolution approved by the said Board instructing the City Solicitor to forthwith make application to the Public Utilities Commissioners for a reduction in the rates and charges of the Halifax Electric Tramway Company.

HALIFAX ELECTRIC TRAMWAY COMPANY.

City Hall, April 8th, 1914.

The City Council.

Gentlemen:—The Board of Control beg to recommend for adoption by the City Council the accompanying resolution passed by the Board of Control at a meeting held this day, instructing the City Solicitor to forthwith make application to the Public Utilities Commissioners for a reduction in the rates and charges of that Company.

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

Moved by Controller Hoben, seconded by Controller Scanlan that the report of the Board of Control and the resolution accompanied therewith be approved by this Council. Motion passed.

Controller Hoben submits to the Council the resolution as recommended by the Board of Control for adoption by the Council, as follows:—

Whereas in the year 1895 a Charter was given to the Halifax Electric Tramway Company, with limited powers and capitalization to operate the people's franchises and tramway, and to generate and dispose of electric energy, for lighting purposes and motive power;

And Whereas the said franchise was afterwards extended to include the right to manufacture and sell gas;

And Whereas the said Charter and the early amendments thereto embody and confirm the understanding as between the Company and the City and the citizens;

And Whereas the said Halifax Electric Tramway Company through its directors and controlling owners, are seeking to break, annul and impair the said Charter, and rights and security of the people, and to have the property sold and transferred to a new company intending to enter into a speculative venture by developing a water power of doubtful value;

And Whereas said new Company proposes to issue bonds and other securities, including mortgages, upon the property of said Halifax Electric Tramway Company and the people's franchises, in conjunction with the said water power venture, thus making the Halifax Electric Tramway Company property and the people's franchises subject to and liable for the payment of said securities, including mortgages, and the interest charges, sinking funds, and operating charges upon the same;

And Whereas it is authoritatively stated that said water power proposal of said new company cannot pay its way, or be a financial success, and that if added to the Halifax Electric Tramway Company, it will be a millstone upon the people's franchises in Halifax;

And Whereas the net profits of the Halifax Electric Tramway Company, limited, for the year 1913 were \$260,000, of which \$30,000 was paid in bond interest, \$112,000 in dividends, and \$118,000 was carried to reserve profits;

And Whereas the said Electric Tram Company is now making excessive profits;

And Whereas in the present application to the Legislature for a new Charter, it is evident that it is desired to make these profits liable for, and subject to the payment of mortgage debts, interest charges and sinking funds, etc., unwarrantably;

Therefore Resolved that the Solicitor of this City again register the objection of the Board of Control and the City Council of the City of Halifax with the members of the Legislature against the application made by the controlling owners and directors, to break, amend, or impair the present Charter now existing in respect to the franchises referred to.

Therefore Resolved that, in the opinion of this Council the rates and charges of the Halifax Electric Tramway Company are excessive and abnormal, and should be reduced, and that in the opinion of this Council, the proposed legislation, now before the Legislature, is intended to make reduction impossible, by making the Halifax Electric Tramway property, its

earning capacity, and the people's franchises here, subject to, and liable for the bonded debt and sinking funds of the proposed combined undertaking.

Therefore Resolved that the City Solicitor be instructed to use all endeavors to prevent the passage of said bill now before the Legislature, making the Halifax Electric Tramway property and the citizens' franchises and privileges thereunder subject to a mortgage, as proposed, and thus making the people of this City and the users of electric light, gas, and tramway, subject to, and liable for the principal, interest, sinking fund charges, under said proposed mortgage, and, in particular, making the people's franchises of electric light, tramway and gas, responsible for an unbusinesslike and non-commercial water power venture.

And Further Resolved that the City Solicitor be instructed to forthwith make application to the Public Utilities Commissioners, on behalf of the citizens and of this Council for a reduction in the rates and charges of the Halifax Electric Tramway Company, Limited, and that the City Solicitor be requested to lend all possible assistance in connection with said application for reduction of rates, supplying and presenting to said Board of Public Utilities Commissioners all data and necessary information, in respect to the rates charged in this City, and the excessive net profits now being made thereon.

Moved by Controller Hoben, seconded by Controller Scanlan, and passed unanimously, except that Alderman Covert is excused from voting because of personal interest.

By unanimous consent of Council, the order of business is suspended to permit Alderman Gastonguay to submit a notice of motion.

Alderman Gastonguay submits the following, and gives notice that he will at a future meeting move for the adoption of the same:—

Whereas in the opinion of the City Council of the City of Halifax, the Board of Control system of City Government is inferior to the constitution which the City enjoyed previous to the passing of the present charter;

Therefore Resolved that the Legislature of the Province of Nova Scotia be requested to enact legislation repealing the legislation bringing into force the Board of Control, and restoring the constitution which was in force previous to such Board of Control;

Further Resolved that the City Solicitor forthwith draft legislation to bring about the change above outlined, and submit the same to the Legislature at the present session to be enacted into law.

By unanimous consent of Council Alderman Covert is permitted to submit a notice of motion. Alderman Covert submits the following, and gives notice that he will, at a future meeting, move for the adoption of the same;

Resolved that this Council is of opinion that the vote of eleven members of the Council should not be necessary to defeat a report of the Board of Control sent up to the Council a second time, in any case where the Board of Control is not unanimous; and that in the event of there being a dissenting voice in the Board of Control with respect to any report, a majority vote of the Council against the report shall always be sufficient to defeat it whether on first or second report.

Further that the City Solicitor be instructed to draft a bill with a view to amending the City Charter in order that this resolution may be given effect.

Read report February 14th, 1914, Board of Control, covering draft acts for legislation, 1914.

LEGISLATION 1914.

City Hall, February 14th, 1914.

The City Council.

Gentlemen:—The Board of Control submits herewith a draft of Acts proposed for presentation to the Legislature at its present session. These Acts were considered at a special meeting of the Board held on the evening of February 12th, the members present being Controliers O'Connor (Chairman), Harris and Scanlan. The opinion of the meeting being that the proposed legislation is peculiarly within the jurisdiction of the City Council rather than of the Executive Committee, the Acts as drawn by the City Solicitor are submitted for the Council's consideration. The Board recommends unfavorably the clauses requiring affidavits to be filed with the assessors on transfers of real estate.

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

The Council proceeds to the consideration of said draft acts.

Read draft act to ratify and confirm the estimates and assessment for 1914-15. His Worship the Mayor stated that this act has already been forwarded to the Legislative Assembly for enactment. Approved.

An Act to Legalize the Assessment and Rating of the City of Halifax for the Civic Year 1914-1915.

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

The estimates of expenditure for the City of Halifax prepared by the Board of Control for the civic year beginning on 1st May 1914, and approved by the Council by unanimous vote at a meeting held on the 5th day of February 1914, and every item thereof, are hereby ratified and confirmed and declared to be the true and proper estimates of the City for the said year, and as such to be enforceable and collected upon the inhabitants and property liable to assessment and taxation by the City, notwithstanding that certain items in the said estimates are in excess of the amounts authorized by law in respect to the same, or that the total amount proposed to be raised for ordinary revenue exceeds the limit of one hundred and sixty thousand dollars allowed by law for that purpose.

Immediately upon the coming into force of this Act the Board of Assessors of the City shall fix the rate of taxation required to produce the amount of the said estimates in the manner specified in Section 413 of the Charter of the City and the rate so fixed and the amounts rated in accordance therewith are hereby declared to be the true and legal rate and amounts required by law to be so fixed and rated.

Read schedule of amounts proposed to be borrowed under the Consolidated Fund Act, 1905.

An Act to Enable the City of Halifax to Borrow Money.

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

1. The City of Halifax is hereby authorized to borrow the sums set out in the schedule hereto for the purposes specified for each amount respectively and no other.

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

SCHEDULE.

For the purchase of land of Charles Brister required for widening Lower Water Street, not exceeding	\$ 5000 00
For the acquisition of land forming part of the water shed of the City water system, not exceeding	\$ 7500 00
For the acquisition of land required for the diversion and improvement of Mumford Road, not exceeding	\$ 1000 00
To defray cost of installing a police telegraph system, not exceeding	\$ 7500 00
For the improvement of the Public Gardens, not exceeding	\$ 1000 00
For the purchase of additional apparatus for the fire department, not exceeding	\$15000 00
For the alteration and improvement of the City Hall, not exceeding	\$ 3000 00

The schedule to said Act is considered clause by clause

Read clause (1)

For the purchase of land of Charles Brister for widening of Lower Water Street, not exceeding

\$ 5,000

Moved by Controller Hoben, seconded by Controller Harris that this clause be approved. Motion passed.

Read clause (2).

For the acquisition of land forming part of the water shed of the City water system, not exceeding

\$

It is agreed that no borrowing for this purpose will be required this year, and the clause is expunged from the act.

Read clause (3).

For the acquisition of land required for the diversion and improvement of Mumford Road, not exceeding.....\$ 1,000

Moved by Controller Hoben, seconded by Controller Scanlan, that said clause be adopted. Motion passed unanimously.

Read clause (4).

To defray cost of installing a police telegraph system, not exceeding.....\$ 7,500

Moved by Controller Harris, seconded by Controller Scanlan that this clause be adopted.

Moved in amendment by Alderman Murphy, seconded by Alderman Riordon that this clause be referred back to the Board of Control.

The amendment being put, is passed, 9 voting for same, and 6 against it, as follows:—

For the Amendment—

Controller Hoben, and Aldermen Covert, Cox, Hines, Gastonguay, Murphy, Harris, Riordon and Hubley.—9.

Against it—

Controllers Harris and Scanlan, and Aldermen Brown, Powell, Smith and Parker.—6.

Read clause (5).

For the improvement of the Public Gardens, not exceeding.....\$ 1,000

Moved by Controller Scanlan, seconded by Alderman Powell that this clause be adopted. Motion passed.

Read clause (6).

For the purchase of additional apparatus for the Fire Department, not exceeding.....\$15,000

Moved by Controller Scanlan, seconded by Controller Harris that this clause be adopted.

Moved in amendment by Alderman Parker, seconded by Alderman Cox, that this clause be referred back to the Board of Control with the recommendation that all the items included in the total \$15,000 be struck out of the proposed borrowing bill with the exception of the item \$8,235 for the purchase of a combination hose and chemical carrier.

The amendment being put, is lost, 4 voting for the same, and 11 against, as follows:—

For the Amendment—

Controllers Harris and Scanlan, and Aldermen Cox and Parker.—4.

Against it—

Controller Hoben, and Aldermen Brown, Covert, Powell, Smith, Gastonguay, Hines, Murphy, Harris, Riordon and Hubley.—11.

The original motion for the borrowing of \$15,000 is put and lost, 3 voting for same and 10 against it, as follows:

For the Motion—

Controllers Harris and Scanlan, and Alderman Cox.—3.

Against it—

Controller Hoben, and Aldermen Covert, Powell, Smith, Gastonguay, Murphy, Harris, Riordon, Hubley and Parker.—10.

Read clause (7).

For the alteration and improvement of the City Hall, not exceeding.....\$ 3,000

Moved by Controller Harris that this clause be adopted.

Moved by Alderman Covert, seconded by Alderman Hubley that this item be referred back to the Board of Control.

Alderman Covert's motion being put, is passed, 11 voting for same, and 1 against it, as follows:—

For —

Controller Hoben, and Aldermen Covert, Smith, Cox, Gastonguay, Hines, Murphy, Harris, Riordon, Hubley and Parker.—11.

Against —

Controller Harris.—1.

Moved by Alderman Covert, seconded by Alderman Smith that the Council do now adjourn until 8 o'clock on Thursday evening, 16th inst. Motion passed.

Council adjourns 11.40 o'clock.

F. P. BLIGH, *Mayor*.

L. FRED. MONAGHAN, *City Clerk*.

EVENING SESSION.

(Adjourned Meeting)

8.10 o'clock.

Council Chamber, City Hall, April 16th, 1914.

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

At the above named hour there were present His Worship the Mayor, and Aldermen Powell, Hines, Hubley and Harris.

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

8.30 o'clock. Roll called. Present the above named, together with Controller Hoben, and Aldermen Cox and Gastonguay.

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

F. P. BLIGH, *Mayor.*

L. FRED. MONAGHAN, *City Clerk.*

EVENING SESSION.

8.10 o'clock.

Council Chamber, City Hall, April 22nd, 1914.

A special meeting of the City Council was held this evening. At the above named hour there were present Deputy Mayor Powell, Controllers Hoben and Harris and Aldermen Hubley, Hines, Gastonguay, Covert and Harris.

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

8.30 o'clock. Roll called. Present the above named, together with Controller Scanlan and Aldermen Cox, Brown, Murphy, Riordon and Parker.

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

PRESENTATION OF PAPERS.

The Deputy Mayor submits the following named papers:—

City Clerk's Return of Election for Mayor, 1914-15.
Reports (14) Board of Control, as follows:—
South Park Street Sidewalk (2).
South Street Sidewalk.
Water Extension "Thornvale".
Accounts.
Firemen's Superannuation Fund, Driver Alex. Locke.
Green Street Widening.
City vs. Nova Scotia Car Works, Ltd. (2).
Halifax Electric Tramway Company.
Town Planning Convention, Toronto.
Tenders for Trenching for Sewers and Water Extension.
Legislation.
Legislation re City Clerk's Salary.

CONSIDERATION OF PAPERS SUBMITTED AT THIS AND PREVIOUS MEETINGS.

Read report Board of Control re property expropriated by the Dominion Government for the Halifax Ocean Terminals.

PROPERTY EXPROPRIATED FOR OCEAN TERMINALS.

City Hall, March 25th, 1914.

The City Council.

Gentlemen:—At the last meeting of the City Council, the Board of Control submitted correspondence between the City and the Dominion Government with respect to some \$660,000 worth of properties in the City of Halifax, expropriated by the Dominion Government on the right-of-way for the Ocean Terminals, and beg to submit herewith for the information of the Council the reply received from the Hon. Dr. Reid, Acting Minister of Railways.

In view of the apparent intention of the Government to acquiesce in the City's claim for the payment of taxes on these properties, the Board has instructed the City Assessors to include these properties in fixing the rate of taxation for the next civic year.

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

Prime Minister's Office, Ottawa, Ont., March 27th, 1914.

L. Fred. Monaghan, Esq., City Clerk.

Sir:—Your letter of the 25th instant is before me together with copy of a communication which I received some days ago from the Mayor of Halifax. The representations set forth in your communication will have the careful consideration of the Government.

R. L. BORDEN.

Ottawa, Ont., March 27th, 1914.

L. Fred. Monaghan, Esq., City Clerk.

Dear Sir:—I have your letter of March-25th re taxes on property at Halifax expropriated for railway purposes, and I beg to enclose copy of a letter I wrote Mr. F. H. Bell, City Solicitor, on March 19th. Since writing, Mr. Gutelius has found it impossible to leave Ottawa at the present time and has written Colonel Weston to take the matter up with the City and deal with it.

J. D. REID, *Acting Minister of Railways and Canals.*

Ottawa, Ont., March 19th, 1914.

F. H. Bell, Esq., City Solicitor.

Dear Sir:—I beg to acknowledge receipt of yours of February 28th re taxes on property acquired by the I. C. R., for terminal purposes.

I have taken this matter up with Mr. Gutelius, who is in Ottawa at present, and find that he has already arranged to pay the taxes for 1913

With reference to the 1914 taxes Mr. Gutelius will go into this when in Halifax within the next two or three weeks. My understanding with him is that we will pay taxes for 1914 on such properties as continue to be occupied for business or residential purposes.

J. D. REID, *Acting Minister of Railways and Canals.*

Filed.

Read report Board of Control re coal-weigher's fees, and tenders for badges.

REPORT BOARD OF CONTROL ON VARIOUS MATTERS.

City Hall, April 6th, 1914.

The City Council.

Gentlemen:—The Board of Control beg to report as follows:—

The monthly reports of the coal-weighers for January, February, and March are attached hereto for the information of the Council.

Each weigher received for January \$56.06, for February \$58.76, and for March \$45.55.

Tenders for dogtags and hack and other badges have been received as follows:—

H. R. Bergmann & Co.....	1,000 dogtags.....	\$19.00	
	95 nickel badges.....	27.00	
		—	\$46.00
London Rubber Stamp Co.....	1,000 dogtags.....	\$20.00	
	95 nickel badges.....	28.50	
		—	\$48.50

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

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

Moved by Controller Harris, seconded by Controller Hoben that said report be adopted. Motion passed.

Read reports Board of Control and City Engineer re application Halifax Realty Corporation for the taking over by the City of Connaught Avenue, between Jubilee Road and Quinpool Road.

CONNAUGHT AVENUE.

City Hall, March 30th, 1914.

The City Council.

Gentlemen:—The Board of Control beg to submit for the information of the City Council application of the Halifax Realty Corporation for the

taking over by the City of Connaught Avenue between Jubilee Road and Quinpool Road, together with reports of the City Engineer thereon.

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

Halifax, N. S., October 22nd, 1913.

The Board of Control, City Hall, Halifax, N. S.

Dear Sirs:—In regard to Rosebank Park, we beg to request that the City take over Connaught Avenue and complete the grading of the western roadway. The eastern sidewalk and roadway have been graded and probably two-thirds of the western roadway have been graded. It will take perhaps a few hundred dollars to complete the grading of part of the western roadway and part of the western sidewalk.

In view of the precedent established by the Board of Control to grade one-half of the northern section of Connaught Avenue, we might fairly ask that the same treatment be extended to us and that we be given a refund of part of the expenditure already made on grading Connaught Avenue.

But we do not care to take this view and hope it will be satisfactory to your Board to take over Connaught Avenue as it now stands and complete the small amount of grading which remains to be done.

THE HALIFAX REALTY CORPORATION,
Per John W. Regan.

City Engineer's Office, February 13th, 1914.

His Worship the Mayor.

Sir:—I beg to report on the accompanying communication from the Halifax Realty Corporation Limited, asking the City to take over Connaught Avenue between Jubilee Road and Quinpool Road.

This street was laid out and opened by the corporation which purchased the Rosebank property. It was not opened at the request of the City, and there is not immediate necessity for a street to accommodate the people in that locality as there are few people living between Oxford Street and Pryor Street on Jubilee Road. Any through traffic which it is necessary to accommodate in that district, is provided for by Oxford Street. It is, therefore, not necessary at the present time, from a general point of view. The street is not graded and it would cost \$1000 or \$1200 to complete the grading. For that reason, if for no other, the City should not consider the acceptance of a deed of the street. We have refused to accept Henry Street and other streets in this part of the City because they were not graded, although there are houses erected. Other owners of property opened streets for speculative purposes and graded them at their own expense—notably the owners of the property adjoining the property of the Halifax Realty Corporation, the Black Estate and A. M. Bell and his associates.

There is not, to-day, a single house fronting on Connaught Avenue between Quinpool Road and Jubilee Road, although the street has been open for two years. I can find no good reason to justify me in recommending the granting of the request of the corporation, even if it were legal to do so, and if we could grant it we must be prepared to grant the same favor to other property owners.

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

Halifax, N. S., February 23rd, 1914.

His Worship the Mayor and Board of Control, Halifax, N. S.

Dear Sirs:—We have received from the City Clerk, under date of February 20th, a copy of the report of the City Engineer in reference to the request of this company that the City take over Connaught Avenue between Jubilee Road and Quinpool Road, and complete the grading. One roadway is practically graded, and part of the other roadway is graded.

The Engineer states that he can find no good reason to justify him in recommending the request of this company. We wish to say that we based the application upon the recommendation of the Engineer and the action of the Board of Control in agreeing to the same proposal with Carrick Limited regarding Connaught Avenue extension north to Chebucto Road.

We beg to inquire if all citizens are to be treated alike or if there is one rule for one company and another for another.

The Engineer states that if the request of this Company were granted the City would have to be prepared to grant the same favor to other property owners. That is our position exactly. We wish all property owners to be treated alike and we will be quite satisfied.

But if another company are to be relieved of one-half the cost of grading Connaught Avenue we ask that we be extended the same favor.

THE HALIFAX REALTY CORPORATION.

Per John W. Regan.

City Engineer's Office, March 28th, 1914.

His Worship the Mayor.

Sir:—I beg to report on the accompanying communication from Mr. John W. Regan, representing the Halifax Realty Corporation, Limited.

Mr. Regan finds fault with my reason for not recommending the taking over of the street, and claims that he is asking only for the same treatment as other property owners have received. Mr. Regan is evidently under a misapprehension. He refers to the treatment which Carrick Limited received. Under similar conditions, Carrick Limited have received the same treatment respecting street acceptance as I have recommended for the Halifax Realty Corporation.

Carrick Limited laid down streets on their Oxford Park property, adjoining the property of the Halifax Realty Corporation, and asked for approval. The location of the streets with some modifications, was approved and laid down upon the Official Plan. The Company were then informed that the City could not take over the streets until they were graded and some houses erected upon them. The Halifax Realty Corporation laid down the streets upon their plan and subdivision and asked the City to approve of them. The general scheme was their own; the width adopted for Connaught Avenue was their own; Connaught Avenue originated in their own brains, and all the City did was to approve. When they asked to have the street taken over without being graded, they were given the same answer as was given to Carrick Limited and all other property owners. There, however, the parallel ceases.

Carrick Limited asked to have water pipes laid in their property, but their request was refused until they had houses erected. Mr. Regan and his associates asked to have the water pipe laid through their property and

it was done under the impression that houses were to be erected on the Connaught Avenue lots, but there is not, to this day, a house on the Connaught Avenue lots between Jubilee Road and Quinpool Road which requires the Connaught Avenue water pipe to give it a supply. The house on the Quinpool Road end can be supplied from Quinpool Road, and the house at the Jubilee Road end of the property should be supplied from a Jubilee Road pipe. Further, Carrick Limited were refused concrete sidewalks for what the City considered good reasons.

Regarding the extension north of Chebucto Road, Carrick Limited submitted a plan of sub-division, showing a street on the proposed line of Connaught Avenue sixty feet wide. The City has never compelled a property owner to open a street on his property more than sixty feet in width without compensation, and as that is the legal width, it would be a most unfair proposition for the City to compel any owner to convey sixty or eighty feet additional width without charge, against his wish. There was no guarantee that Connaught Avenue would ever be extended to or through the Carrick property and therefore nothing to justify the company in laying down a street, the construction of which would entail large additional expense in addition to the loss of land. The Halifax Realty Corporation adopted the width of their own free will. Carrick Limited adopted it under compulsion.

It has been suggested that under the Town Planning Act, Carrick Limited could be compelled to lay out Connaught Avenue the extra width. An examination of the Town Planning Act will show that the property owner would be entitled to compensation for such act of the City Council.

It should be clear, therefore, that the conditions under which the Halifax Realty Corporation applied for acceptance of Connaught Avenue in their property, are not at all the same as the conditions under which the City made the best terms they could with Carrick Limited.

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

Filed.

Read reports Board of Control and City Engineer in respect to permits for moving buildings through the streets of the City.

PERMITS FOR MOVING BUILDINGS.

City Hall, March 30th, 1914.

The City Council.

Gentlemen:—The Board of Control beg to submit for approval the accompanying recommendations of the City Engineer with respect to permits for moving buildings.

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

City Engineer's Office, March 30th, 1914.

His Worship the Mayor.

Sir:—In granting permits for moving buildings, we have not required the applicant to deposit any money to cover damage done. The permit really covers the breaking of soil, as it is necessary in the moving of a building to do considerable damage to the street.

I have instructed the Street Foreman to repair damage done where houses have moved recently, and I would recommend that when any permit is granted hereafter for moving buildings, a deposit of not less than \$20 be made to cover repairs to the street made necessary by the operations of the building mover, it being understood that the City Engineer shall have authority to require a larger deposit if the distance to be covered would necessitate the expenditure of a larger sum for repairs.

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

Moved by Controller Harris, seconded by Conroller Hoben that the same be adopted. Motion passed.

Read reports Board of Control and Clerk of Works respecting funds for various services.

FUNDS FOR VARIOUS SERVICES.

City Hall, March 20th, 1914.

The City Council.

Gentlemen:—The Board of Control beg to submit for the information of the City Council the attached schedule prepared by the Clerk of Works respecting funds for various services.

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

SIDEWALKS.

Authority		Borrowed	
Chapter 65, Acts of 1906.....	\$150,000	July 1st, 1907.....	\$ 25,000
Expended		July 1st, 1908.....	10,000
1909-10.....	\$ 36,000	July 1st, 1909.....	15,000
1910-11.....	33,000	July 1st, 1910.....	15,000
1911-12.....	31,000	Jan. 1st, 1912.....	15,000
1912-13.....	36,000	July 1st, 1912.....	20,000
1913-14.....	46,000	July 1st, 1913.....	30,000

	\$150,000		\$130,000
To borrow.....	\$ 20,000		

SEWERS.

Chapter 71, Acts of 1907.....	\$ 50,000	July 1st, 1907.....	\$ 25,000
Chapter 86, Acts of 1909.....	50,000	July 1st, 1908.....	25,000
Chapter 49, Acts of 1910.....	50,000	July 1st, 1909.....	30,000
Chapter 40, Acts of 1911.....	125,000	Mar. 10th, 1910.....	20,000
Chapter 81, Acts of 1912.....	125,000	July 1st, 1910.....	15,000
		July 1st, 1911.....	15,000
		Jan. 1st, 1912.....	35,000
		July 1st, 1912.....	50,000
		July 1st, 1913.....	152,500

	\$400,000		\$367,500
On hand.....	\$107,891		
To borrow.....	32,500		

	\$140,391		

WATER.

Chapter 71, Acts of 1907.....	\$135,000	July 1st, 1907.....	\$ 50,000
Chapter 81, Acts of 1912.....	100,000	July 1st, 1909.....	70,000
Chapter 70, Acts of 1913.....	50,000	July 1st, 1912.....	80,000
		July 1st, 1913.....	50,000
			<hr/>
To borrow.....	\$ 35,000		\$250,000
			<hr/>

Filed.

Read reports Board of Control and City Engineer re expropriation of land required for the proposed diversion of Mumford Road.

DIVERSION OF MUMFORD ROAD.

City Hall, April 6th, 1914.

The City Council.

Gentlemen:—The Board of Control beg to recommend for adoption by the City Council the accompanying report of the City Engineer re expropriation of land required for the proposed diversion of Mumford Road, together with the resolution and description accompanied therewith.

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

City Engineer's Office, April 3rd, 1914.

His Worship the Mayor.

Sir:—I have taken all the preliminary steps as provided by law, and beg to submit herewith a resolution for the expropriation of the land required for the proposed diversion of Mumford Road at the Ocean Terminals Railway crossing.

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

Moved by Controller Hoben, seconded by Controller Harris that said reports be adopted. Motion passed.

Controller Hoben submits the following resolution:

MUMFORD ROAD DIVERSION.

Whereas the City of Halifax requires the land and premises hereinafter described for the purpose of diverting Mumford Road in the City of Halifax, and the City Engineer has duly prepared a plan of the said land and premises together with a description of the same, and also a report on the expropriation of the same, and submitted the said report, description and plan to the City Council for its approval, and the said report, description, and plan were duly approved by the City Council on the 4th day of March in the year A. D., 1914, and a copy of same has been filed in the office of the City Engineer as required by law;

And Whereas on the 19th day of March in the year A. D. 1914, a notice containing a description of the land and premises so required was duly served on the alleged owners of the said land and premises, together with a notice of the intention of the City Council to expropriate the land of the said owners after the expiration of the time required by law from the date of service of such notice;

And Whereas on the 24th day of March in the year A. D., 1914, a notice containing a description of the land so required and a notice of the intention of the City Council to expropriate the said land and premises after the time required by the law from the date of such publication was duly published by the City Engineer in the Morning Chronicle and Acadian Recorder, two newspapers published in the City of Halifax, for two weeks from the said 24th of March, by two insertions each week;

Therefore Resolved that the said land and premises be and the same hereby are expropriated for the purpose aforesaid, which said land and premises are described as follows:—

Lot No. 1. All that certain lot, piece or parcel of land situated in the City of Halifax on Mumford Road, so called, belonging to St. Patrick's Boys' Home, and described as follows:—

Beginning at a point on the official south street line of Mumford Road, the said point being distant three hundred feet westerly along said official street line from the intersection of said official street line with the western boundary of right of way of the Halifax Ocean Terminals Railway; thence easterly along said official street line for a distance of three hundred feet until it meets the western boundary of right of way of the Halifax Ocean Terminals Railway thence southerly along said western boundary of right of way of the Halifax Ocean Terminals Railway for a distance of eighteen feet; thence westerly in a straight line for a distance of three hundred and ten feet more or less to the place of beginning.

Lot No. 2. Also all that lot, piece or parcel of land situated in the City of Halifax on Mumford Road, so called, and described as follows:—

Beginning at a point on the official south street line of Mumford Road, said point being distant five hundred and sixty one feet westerly along said official south street line from the intersection of said official street line with the official west street line of Young Street; thence in a northerly direction and at right angles to the said official street line for a distance of three feet more or less or until it meets the southern boundary of Mumford Road; thence in a westerly direction along said southern boundary of Mumford Road by its several courses, to a point at the intersection of the eastern boundary of right of way of the Halifax Ocean Terminals Railway with the said southern boundary of Mumford Road; thence in a southerly direction for a distance of one hundred and forty-three feet along said east line of right of way of the Halifax Ocean Terminals Railway; thence in an easterly direction in a straight line for a distance of four hundred and fifty-one feet more or less to the place of beginning.

Lot No. 3. All that certain lot, piece or parcel of land situated in the City of Halifax at or near Mumford Road, so called, owned by Dr. J. Gordon Bennett and described as follows:—

Beginning at a point where the western boundary of the Halifax Ocean Terminals Railway right of way meets the present northern boundary of Mumford Road; thence northerly along said western boundary of the Halifax Ocean Terminals Railway for a distance of eleven feet; thence westerly in a straight line for a distance of two hundred and sixty-five feet or until

it meets the angle formed by two courses of the official north street line of Mumford Road; thence in a direction at right angles to said official north street line of Mumford Road for a distance of twenty-three feet more or less until it meets the northern boundary of the present Mumford Road; thence easterly by the several courses of the present northern boundary of Mumford Road to the place of beginning.

Be it Further Resolved that the City Clerk be and he is hereby authorized and instructed by and on behalf of the City of Halifax, to pay into the Supreme Court at Halifax for the said land and premises, the sum of one dollar for the land and premises said to be owned by Dr. J. Gordon Bennett, and six hundred and fifty dollars for the land and premises said to be owned by the Estate of Patrick Power, the said sums being in the judgment of this Council a reasonable value for the said property, and that the City Engineer notify the said alleged owners that in case they within one month from the date of service upon them of such notice, notify the Mayor of the said City that the amount paid into Court for them is not sufficient, that the said alleged owners shall be at liberty to name an arbitrator to act for them within one month from the date of service of such notice upon them, to act with other arbitrators as by law provided, to make a new award.

Moved by Controller Hoben, seconded by Controller Harris and passed.

Read reports Board of Control and City Solicitor re decision of the Supreme Court of Nova Scotia in the suit Tobin vs. the City of Halifax.

TOBIN vs. THE CITY OF HALIFAX.

City Hall, March 9th, 1914.

The City Council.

Gentlemen:—The Board of Control submit herewith for the information of the City Council, a report from the City Solicitor on the recent decision of the Full Bench of the Supreme Court of Nova Scotia in the suit of Tobin vs. the City of Halifax. As the decision given was against the City, and the principle involved a most important one, the Board recommends that the City Solicitor be authorized to appeal the case to the Supreme Court of Canada.

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

Secretary Board of Control.

Dear Sir:—I regret to have to report that the appeal of the City in this case from the verdict of the jury against the City, finding the City guilty of negligence, and imposing damages of \$2,000.00, has been dismissed by the majority of the full bench, consisting of Justices Graham, Russell and Ritchie, Mr. Justice Meagher dissenting. Not only the amount involved is large, but the question is of the greatest consequence to the City.

The facts of the case are very simple. The sidewalk upon the north side of Salter Street was an old asphalt sidewalk in bad repair. Mr. Doane's evidence was that asphalt sidewalks had proved so unsatisfactory that no more are being laid, and as they wear out are being replaced by concrete when funds are available, and if funds are not available, by ordinary earth sidewalks. In the meantime, as holes form they are filled with earth. There

is no general obligation imposed by law on the City to maintain the streets in good order, but only a requirement that the Board of Control shall maintain the streets in as good order and condition as the funds at its disposal will permit, which in my opinion is merely a direction to that body to expend the street appropriation according to its best judgment. The City has approximately 100 miles of streets, and the street appropriation has been for a number of years only \$25,000.00, which, as Mr. Doane stated, is not quarter enough to maintain the streets as he would like them, and all he can do with it is to mend the worst places and make the money go as far as possible.

The sidewalk in question has been patched in the manner stated. In the spring of 1913 the old brick sidewalk on the west side of Granville St. was replaced by concrete, and in so doing the grade was properly lowered three or four inches, which would have left a step of that height where the concrete joined the asphalt on Salter St., which would have been a dangerous obstruction. To remedy this, the street foreman cut the asphalt back two feet six inches to obtain a proper grade and filled in the space with clay and earth in the same manner as all other holes in such sidewalks are filled. The hole so filled in apparently remained in good condition from May until the end of October, when it was washed out leaving a hole in the sidewalk of about three inches deep, in which the plaintiff, Miss Tobin, stumbled and fell, injuring herself somewhat severely.

Mr. Doane's evidence, corroborated by Mr. Downie's, is that earth sidewalks and patches of this description last reasonably well, but are liable to be washed out by any obstruction causing an undue flow of water at that point, such as a choked gutter or a defective down spout discharging water at that spot, and that there was little doubt that this washout was caused in this manner, probably from a down spout in the Mason Hall. Washouts in earth sidewalks were of frequent occurrence in all parts of the City and there was no means of anticipating where they would occur or of guarding against them. The jury on these facts found that the City was guilty of negligence in the manner in which it constructed its sidewalk and assessed heavy damages against the City, which finding has been sustained by the majority of the Court.

If this judgment is correct, then the view which I have entertained of the law ever since the decision of the Privy Council in the *Gerdert* case, is upset. That case had, in my opinion, settled the question that a municipality, in the absence of any express statute, was not liable for any accidents happening upon the street, except by its own deliberate wrong doing, such as leaving an excavation made by itself unguarded, or itself placing an obstruction on the street, or possibly by doing any work in such negligent a manner as to be immediately upon its execution a source of danger to the public. If this judgment is correct, it is apparently open to a jury in every case in which an accident has happened through the defective condition of a street at a place at which the City has made any alteration or repairs to find that the City was guilty of negligence in not doing the work in some other way more to the fancy of the jury, no matter although a considerable time had expired between the completion of the work and the occurrence of the accident.

I mention advisedly the doing of work by the City because it appears to be conceded that if the City merely allows the streets to become dangerous through non-repairs no action would lie. But if excavation or alteration is made, no matter how properly, then in the event of an accident, the jury is at liberty to constitute itself the judge of how the City work should be done, quite irrespective of the opinion of the civic officials as to the proper mode of doing the work or the financial ability of the City to do the work otherwise than as it was done. Possibly repairs made by the City to a