

now before the Legislature. "To Incorporate the Nova Scotia Tramways and Power Company, Limited."

After discussion, Controller Hoben is permitted to withdraw his resolution, and Controller O'Connor is permitted to submit the following:—

Resolved, that so long as the provisions of Bill No. 97, now before the Legislature of Nova Scotia, shall be such as shall permit the acquisition by any other company of the assets and franchises of the Halifax Electric Tramway Company, Limited, or shall permit the linking up of the affairs of said Halifax Electric Tramway Company, Limited, with those of any other company by way of any issue of stocks or bonds common to, or jointly charged upon the assets of said Halifax Electric Tramway Company and those of any other company, the said Bill No 97, will continue totally unacceptable to this Council, and as this Council believes, to the Citizens of Halifax, and will be regarded as constituting a legislative breach of faith.

Further Resolved, that this Council expresses to Messrs. George E. Faulkner, M. E. C., and Robert E. Finn, M. L. A., its grateful thanks for their earnest efforts in the Legislature on behalf of the people of Halifax in opposition to said Bill No. 97.

Moved by Controller O'Connor, seconded by Alderman Murphy, and passed unanimously.

QUESTIONS BY MEMBERS.

Alderman Smith asked when the Public Market Building, now under construction, would be ready for occupancy by the City.

NOTICE OF MOTION.

Alderman Gastonguay submits a notion of motion to request the Legislature to pass an Act, repealing the Act bringing into force the Board of Control system of civic Government.

Moved by Alderman Harris, seconded by Alderman Hubley that the Council do now adjourn.

TRAMWAY EXTENSION ACROSS THE COMMON.

Alderman Gastonguay rises to ask what is being done in the matter of the Tramway extension from the head of Cogswell Street across the Common.

The motion to adjourn is put and passed.

Council adjourns at 12.30 o'clock.

F. P. BLIGH,
Mayor.

L. FRED. MONAGHAN,
City Clerk.

EVENING SESSION.

8.10 o'clock.

Council Chamber, City Hall, May 19th, 1914.

A special meeting of the City Council was held this evening. At the above named hour there were present His Worship the Mayor, Controller O'Connor, and Aldermen Harris, Hines and Gastonguay.

Moved by Alderman Gastonguay, seconded by Alderman Harris 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 Brown, Covert, Smith, Cox, Murphy, Hubley and Parker.

His Worship the Mayor informed the Council that the notices to the members summoning the meeting were as follows:

Office of the City Clerk, Halifax, May 15th, 1914.

To His Worship the Mayor.

We, the undersigned Aldermen of the City of Halifax, hereby request you to call a meeting on Tuesday night, the 19th instant, at eight o'clock, to take into consideration the notice of motion of Alderman Gastonguay, asking for a resolution of the Council calling upon the Legislature to abolish the Board of Control and bring back our old system of City Government.

Dated, Halifax, N. S., Friday, May 15th, 1914.

W. H. COVERT.
L. A. GASTONGUAY.
J. J. HINES.
W. R. POWELL.
J. C. HARRIS.
W. I. HUBLEY.

Sir:—His Worship the Mayor, having been required as above to call a special meeting of the City Council, you are hereby requested to attend a special meeting of the City Council at the Council Chamber, City Hall, on Tuesday, the 19th day of May, 1914, at eight o'clock, p. m., for the purpose above specified.

By order of the Mayor,

L. FRED. MONAGHAN, *City Clerk*

ABOLITION BOARD OF CONTROL:

Item number 6 on the list of Deferred Business is now taken up, viz.

No. 6. Alderman Gastonguay's notice of motion in re abolishing the Board of Control, May 13th, 1914.

The said resolution is now read, as follows:—

Whereas, in the opinion of the City Council of the City of Halifax, the Board of Control system of City Government is a failure, and there is a strong sentiment in the City in favor of returning to the excellent constitution which the City enjoyed previous to the introduction of the Board of Control;

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, so that at the expiration of the present term of the City Council and Controllers the old constitution existing just prior to the introduction of the Board of Control be restored;

And Further Resolved, that if the Legislature in their wisdom deem it advisable, they be requested to provide by Legislation for a plebiscite;

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

Moved by Alderman Gastonguay, seconded by Alderman Covert.

The question being put, there appeared:—

For the Resolution:—

Aldermen Brown, Covert, Gastonguay, Hines, Harris, Hubley and Parker.—7.

Against it:—

Alderman Cox.—1.

The attention of His Worship the Mayor being called to the fact that only nine members of the Council, including the Chairman, are present, a number insufficient to make a quorum, His Worship the Mayor rules that there having been a quorum of Council present when he asked the Council if it was ready for the question, that the resolution is passed.

Moved by Alderman Harris, seconded by Alderman Hubley, that the Council do now adjourn. Motion passed.

Council adjourns 9.45 o'clock.

F. P. BLIGH, *Mayor*.

L. FRED. MONAGHAN, *City Clerk*.

EVENING SESSION.

8.10 o'clock.

Council Chamber, City Hall, June 9th, 1914.

A meeting of the City Council was held this evening. At the above named hour there were present His Worship, the Mayor, Controllers Hoben and O'Connor, and Aldermen Brown, Riordon, Covert and Harris.

Moved by Alderman Brown, seconded by Controller Hoben 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 Controllers Harris and Scanlan, and Aldermen Powell, Smith, Cox, Gastonguay, Hines, Murphy, Hubley and Parker.

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

PRESENTATION OF PAPERS.

His Worship the Mayor submits the following named papers:

- Reports (36) Board of Control, viz:—
- Ivanhoe Street Sewer and Water Extension.
 - Fire Insurance City Property.
 - Davison Street Sewer and Water Extension.
 - Sub-division and sale of old Exhibition Lots.
 - Underkeeper City Prison.
 - Tenders for old buildings, Reservoir Site.
 - Smoke Nuisance.
 - Hack Ordinance.
 - Chimney Sweeping Ordinance.
 - Streets Ordinance.
 - City Solicitor's Expenses to England—Appointment of Acting City Solicitor.
 - Rate of Taxation, 1914-15.
 - Jubilee Road Water Extension.
 - Quinpool Road Sewer.
 - Standard Scale of Wages.
 - Oakland Road Boat Landing.
 - All Canadian Exhibition, Bristol, England, 1916.
 - Fire Department.
 - Preston Street Sewer and Water Extension.

British Mail Service.
 Accounts.
 Larch and Jennings Streets sewer and water extension.
 Appointment City Medical Officer.
 Fire Department Veterinary Services.
 Cabot Street Water Extension.
 Bonds of Civic Officials.
 Tenders for Electric Supplies.
 Plan of Alderwood.
 Agricola Street and North Park Street Electric lights.
 Town Planning Convention.
 Life Insurance Underwriters' Convention.
 Current Overdraft from Royal Bank.
 Fire Department Supplies.
 Edward Street Concrete Sidewalk.
 Permanent Sidewalks.
 City Prison Investigation.
 Supplementary Report by Controller Harris re City Prison Investigation.

EDWARD STREET SIDEWALK.

Read reports Board of Control and City Engineer re concrete sidewalk on the west side of Edward Street between Coburg Road and Morris street.

City Hall, May 15th, 1914.

The City Council.

Gentlemen:—The Board of Control beg to recommend for adoption the accompanying report of the City Engineer re a concrete sidewalk on the west side of Edward Street, between Coburg Road and Morris Street.

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

City Engineer's Office, May 14th, 1914.

His Worship the Mayor:—

Dear Sir:—I beg to report on the accompanying petition asking for the construction of a sidewalk on the west side of Edward Street between Coburg Road and Morris Street.

This sidewalk is in the sidewalk schedule and would connect with the concrete sidewalk on Coburg Road. There is a concrete sidewalk on the other side of this street, and I would recommend that the work be constructed under the Permanent Sidewalk Act 1906. The estimated cost is \$1683.00.

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

Moved by Controller Hoben, seconded by Controller O'Connor that said reports be adopted. Motion passed.

PERMANENT SIDEWALKS.

Read report Board of Control covering schedule of permanent sidewalks ordered.

The City Council.

City Hall, May 29th, 1914.

Gentlemen:—The Board of Control submits for the information of the Council the attached list of permanent sidewalks ordered since the presentation of the last schedule submitted.

F. P. BLIGH, Mayor and Chairman.

Office of the City Clerk, May 28th, 1914.

The Board of Control.

Gentlemen:—Agreeably to request of Board of Control I have prepared the attached list of permanent sidewalks ordered since the presentation of the last schedule submitted, which appears on page 177 of the printed minutes for September 4th, 1913. This completes the list to the end of the civic year 1913-1914.

L. FRED. MONAGHAN, City Clerk.

PERMANENT SIDEWALKS ORDERED SINCE AUGUST 13TH, 1913,

Date	Street	Side	From	To	Es. Cost
Aug. 27	Gottingen*	West	Gerrish	Cunard	\$1240.00
Sep. 25	George*	North	Approach to Ferry Landing		
Nov. 7	Sackville*	Both	Hollis	Barrington	1910.00
Nov. 7	Salter	Both	Hollis	Barrington	1910.00
Nov. 7	Duke	South	Argyle	Brunswick	2530.00
Nov. 7	Duke	North	Grafton	Brunswick	2530.00
Nov. 7	L. Water*	East	Market Wharf South		70.00
Dec. 4	North	South	Agricola	Gottingen	4352.00
Dec. 4	Bell	South	Water	Barrington	578.00
Dec. 4	Bell	North	Barrington	Argyle	578.00
Dec. 4	Brunswick*	East	Sackville	North to end of curbing	260.00
Apr. 9	Cornwallis	North	Brunswick	Maitland	1688.00
Apr. 9	Brunswick	West	Cornwallis	North end St. George's Church	
Apr. 9	Young Ave.	East	Atlantic	M. Dwyer's Pro- perty	2033.00
Apr. 9	Grafton	East	George	Duke	1490.00
Apr. 9	Prince	North	Albemarle	Brunswick	138.00
Apr. 9	Albemarle	West	Prince	George	1820.00
Apr. 9	Henry	East	Coburg Rd.	Bliss	1325.00
Apr. 9	Summer	West	Sp. Garden Rd	Jubilee Rd.	3383.00
Apr. 9	Artil. Place	North	Dresden Row	Queen	479.00
Apr. 9	South Park	West	Sp. Garden Rd	Morris	2723.00
Apr. 9	Lucknow	East	Inglis	Victoria Rd.	1364.00
Apr. 9	Young Ave.	East	Inglis	Atlantic St.	1564.00
Apr. 22	South Park	West	Victoria Rd.	Inglis	1636.00
Apr. 22	South Park	West	Sp. Garden Rd	Sackville St.	1903.00
Apr. 22	South	South	Davis	Oakland Rd.	1742.00
Apr. 22	South	South	Oakland Rd.	LeMarchant	

*Those marked with an asterisk have already been constructed.

Filed.

FIRE DEPARTMENT SUPPLIES.

Read report Board of Control re tenders for Fire Department supplies.

City Hall, May 29th, 1914.

The City Council.

Gentlemen:—The Board of Control beg to report having received tenders for Fire Department Supplies as follows;—E. W. Crease & Son, and Kinleys' Ltd, groceries; Imperial Oil Co., Ltd, and Kinleys' Ltd.,—sulphuric acid; Imperial Oil Co., and Canadian Oil Companies,—kerosene oil and gasoline; Ungar's Laundry and Halifax Steam Laundry,—laundry work.

It is recommended that the following tenders, being the lowest in each case, be accepted:—

Imperial Oil Co.,—kerosene oil, gasoline and acid; E. W. Crease & Son, —store room supplies, etc.; Halifax Steam Laundry,—laundry work.

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

Halifax, N. S., May 26th, 1914.

The Board of Control.

Gentlemen:—In compliance with your request, I beg to recommend that the following tenders, being the lowest, be accepted.

Imperial Oil Co.,—kerosene oil, gasoline and acid.

E. W. Crease & Son.,—store room supplies, etc.

W. J. Sutherland,—laundry.

P. J. BRODERICK, *Chief Fire Department.*

Moved by Controller Hoben, seconded by Controller O'Connor that said report be adopted. Motion passed.

CABOT STREET WATER EXTENSION.

Read reports of Board of Control and City Engineer re water extension, Cabot Street.

City Hall, June 8th, 1914.

The City Council.

Gentlemen:—The Board of Control recommends for adoption the accompanying report of the City Engineer re water extension, Cabot Street.

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

City Engineer's Office, June 6th, 1914.

His Worship the Mayor.

Sir:—I beg to report on the accompanying petition from Fleming Brothers, asking for the extension of the water service to their foundry on Cabot Street.

An extension of 230 feet to supply two houses was ordered last December on a special rate of \$14.24. To extend far enough to supply the foundry, an additional expenditure of \$487.00 would be required for about 220 feet of pipe. Interest on the estimated outlay at 5% is \$24.35.

I would recommend that the extension be made provided the owners of the two houses, and Fleming Bros. will pay the special rate required, the former to be \$14.24, the latter \$24.35.

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

Moved by Controller Hoben, seconded by Controller O'Connor that the same be adopted. Motion passed.

CURRENT OVERDRAFT FROM ROYAL BANK.

Read reports Board of Control and City Treasurer re usual annual overdraft from Royal Bank of Canada.

City Hall, May 29th, 1914.

The City Council.

Gentlemen:—The Board of Control beg to recommend that the Council make the usual annual overdraft from the Royal Bank of Canada of 30% of the taxes uncollected for the current year, to meet necessary expenses in accordance with the statute in that behalf.

A report from the City Treasurer, together with a form of resolution are attached hereto for the approval of the Council.

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

Office of City Treasurer, May 26th, 1914.

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

Gentlemen:—Herewith please find enclosed the usual annual resolution to borrow from the Royal Bank thirty per cent of the taxes uncollected, in order to carry out the work and expenditures of the current year.

W. L. BROWN, *City Treasurer.*

Moved by Controller O'Connor, seconded by Controller Hoben that the same be adopted. Motion passed.

Controller O'Connor submits the following resolution:—

Whereas it is considered advisable for the purpose of defraying expenditures for which the taxes of the current year (1914-1915) would, if now collected, be applied, that the City of Halifax do borrow under Section 346 of the City Charter, from the Royal Bank of Canada, an amount not exceeding thirty per cent of the taxes for the current year now uncollected.

And Whereas the taxes uncollected for the current year now amount to a sum over \$660,000.00;

Be It Resolved, that the City of Halifax do forthwith borrow from the Royal Bank of Canada the sum of \$198,000.00 to be applied for defraying expenditures for which the taxes of the current year would, if now collected, be applied—be it repaid to the said Bank out of the said taxes when collected; and that the City Treasurer be authorized in behalf of the City of Halifax to negotiate the said loan and to pledge the credit of the City of Halifax therefor.

Moved by Controller O'Connor, seconded by Controller Hoben, and passed unanimously.

WATER AND SEWER EXTENSION, IVANHOE STREET.

Read report Board of Control on petition of Walter A. Black re sewer and water extension, Ivanhoe Street.

City Hall, June 8th, 1914.

The City Council.

Gentlemen:—The Board of Control beg to submit herewith, with the recommendation that the same be granted, petition of Walter A. Black for permission to extend sewer and water on Ivanhoe Street at his own expense, under the supervision and to the satisfaction of the City Engineer, the City to reimburse him when the time for doing the work in said street would be reached in the ordinary course.

Controller Scanlan dissents.

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

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

His Worship the Mayor.

Dear Sir:—Some little time ago the Board of Control agreed to put in sewer and water on Ivanhoe Street. I have a house there into which I cannot move until the sewer and water are put in and unfortunately the City are not in a position to go ahead with this work just at present.

Under the circumstances, would your Worship and the Board of Control give me permission to put in the sewer and water on Ivanhoe Street, under the supervision and to the satisfaction of the Engineer.

I will pay the cost of the work, the City to reimburse me when the time for doing the work on Ivanhoe Street would have been reached in the ordinary course.

With reference to the rate at which the City is to reimburse me; I am willing to accept any arrangement the Board wish.

I could ask for tenders and submit them to the Board, or I would be agreeable to accept the City Engineer's estimate of the cost of construction.

Trusting this application may meet with your favorable consideration, I am,

WALTER A. BLACK.

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

Moved in amendment by Alderman Cox, seconded by Controller Scanlan that the report be referred back to the Board of Control for further consideration.

The original motion is put and passed, 12 voting for the same, and 4 against it, as follows:—

For the Motion:—

Controllers Harris, Hoben and O'Connor, and Aldermen Brown, Covert, Powell, Smith, Cox, Gastonguay, Riordon, Harris and Hubley.—12.

Against it:—

Controllers Scanlan, and Aldermen Hines, Murphy and Parker.—4.

LIFE INSURANCE UNDERWRITERS' CONVENTION.

Read report Board of Control re Convention of Life Insurance Underwriters in Halifax, July 27—29.

City Hall, June 1st, 1914.

The City Council.

*Gentlemen:—*The Board of Control beg to report that they were this day waited upon by a large delegation of Life Insurance Underwriters, who requested that some official recognition be taken by the City of the Convention of the Dominion Life Insurance Underwriters' Association, to be held at Halifax, July 27th, 28th and 29th, at which an attendance of about 300 representatives is expected.

The delegation was informed that the influence of the members would be used to obtain for the Convention the use of the C. G. S. "Lady Laurier;" that the Commissioners of the Halifax Common would be recommended to hold a concert in the Public Gardens and that the City would arrange for a luncheon on the steamship used on the occasion.

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

Moved by Controller Hoben, seconded by Controller Harris that said report be adopted, and a copy forwarded to A. J. Dove, representing the Committee of Underwriters. Motion passed.

TOWN PLANNING CONVENTION.

Read report Board of Control, covering report City Engineer re his attendance at the Town Planning Convention, Toronto.

City Hall, June 5th, 1914.

The City Council.

Gentlemen:—The Board of Control beg to refer to the City Council for its information the attached report of the City Engineer re his attendance at the Town Planning Convention, held at Toronto, under the auspices of the Dominion Government, and recommend that the same be printed in the minutes of the Council.

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

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

His Worship the Mayor.

Sir:—I beg to report on my recent visit to Toronto and other cities in connection with the City Planning conference.

As you are aware the Conference was opened by His Royal Highness the Duke of Connaught, the conference being international and financed by the Dominion Government assisted by the Government of Ontario and the City of Toronto. The question of City Planning is thus recognized to be of International, Provincial and Municipal concern.

The term City Planning is perhaps an unfortunate selection in one respect at least. The average reader gets the impression from the term, that City Planning means the proper design of the streets of a city. It is true that the city planner endeavors to get away from the old methods of laying out the streets avoiding the ugly gridiron system with its streets and roads laid out without any regard to the topography, making bad grades and omitting direct avenues for through transportation. The work of city planning, however, has a far wider scope, and Mr. Thos. Adams, who came to the conference from the Local Government Board in England endeavored to impress upon the delegates the magnitude of the work which was covered under city planning. He compared it with housekeeping, but it should be understood as laying out the work of a City for the future, in the same way that a man endeavors to lay out his own life work. It is the ambition of the city planner to prevent mistakes which make inevitable other mistakes which cannot be corrected. The object of City Planning as expressed by the Hon. Clifford Sifton, Chairman of the Conservation Commission is "not spending money but saving money. The health of the people is its first care, convenience next, with economy considered all through."

With these principles to the front, the departments of city planning considered, included water front development, protection of the residential districts, the better housing of the poorer classes, cheap transportation for the poorer classes especially where street railway transportation is not installed, direct lines of communication and playgrounds for the poor.

That portion of City Planning with which we have been made familiar by visiting experts was also dealt with, namely, the reservation of certain districts for manufacturing purposes, garbage incinerators, etc. It was urged that the whole purpose of city planning was to provide "a definite plan of orderly development into which each improvement will fit as it is needed,

not the immediate execution of the whole plan, to provide methods for city work, not the surrender of the city to artists with vague schemes for city adornment; foresight and prudence, not ruinous expense and debt; happiness and convenience, health for all citizens, not merely expensive boulevards and parks available only for the rich."

I feel confident that the conference has succeeded as it was desired by the Conservation Commission that it should, in giving the mayors, aldermen and civic officials who attended, a new sense of the responsibilities of their office and higher ideals in civic administration. It would take too long to go into details of the conference, nor is it necessary, but I shall endeavor to utilize the information obtained, in connection with City work whenever the opportunity offers.

In discussing the protection of residential property, Mr. Lawrence Veiller of New York stated that the first step in this direction was taken in the United States in 1909, but gave to Ontario the credit of being the pioneer in America with legislation in 1904. In justice to Halifax, I challenged the statement, as we have had the Young Avenue Act since 1896. Further, our Official Plan for the re-adjustment and establishment of street lines and the standardization of widths of streets was passed in 1896. We have always had the power to prevent the establishment of manufacturing or industrial nuisances, so that we were well in the lead in Halifax in the town planning movement. I regret that I could not also quote an act for the protection of the dwellings of the poorer classes. Our building Act makes some progress in that direction, but should be revised and made retroactive.

A town planning act for the Dominion of Canada was submitted and discussed, but as we already have an act in Nova Scotia which can be adopted, it was not of such special interest to the Halifax delegates except for purposes of comparison. Good as our Official Plan act is, I think it should be amended so that the districts of the City not yet sub-divided should be divided by the City authorities instead of leaving it to the speculator to divide it so that he can get the most money from it. In most cases, such a division means the gridiron system while a drive through Rosedale, the handsomest residential district in Toronto, shows what can be done by a modern system of laying out residential streets.

While I was away, I spent considerable time in looking up methods followed in other cities in connection with public work. In Quebec I investigated thoroughly the practice followed in paving the steep hills and in Montreal I examined the concrete roads in the suburbs. I was reserving my report on the paving of Duke and Buckingham streets until I could get that information at first hand. In Ottawa in the newer suburbs they have adopted the custom of laying the five-foot concrete sidewalk next the curb line, as they claim that it is difficult to preserve the sods and that they prefer to have it on the inside of the concrete sidewalk rather than on the outside. This means, of course, that trees must be planted further back from the curb, and where there are old lines of trees it will be necessary to either move the trees, which is very difficult, or to lay the sidewalk as we are laying it. The same system is followed on suburban streets where there is much traffic, in Montreal and Toronto.

While taking a run through Rockcliffe Park at Ottawa, I was impressed by the desirability of widening the road around the outside of our Park at least, so that it could be used by motor cars. The tramway line runs right through the Park, and a similar extension could be made without much difficulty into our Park. The terminal railway is extended already to the site of the proposed breakwater, and after that structure is completed, it would be comparatively simple to extend the tramway line from Steele's Pond down over the railway line to the breakwater; thence below the shore road to Point Pleasant

Battery; thence along the north side of the Battery to the picnic ground. This would not only be a great convenience to those who use the Park, but would enable visitors to see the Park without so much loss of time as at present.

At Scarboro Beach in Toronto, I was struck with the advantage which the shore affords to canoeists in comparison with the shore of the Arm. Last year I recommended that the rocks be removed from the shore of Fleming Park and a sand beach constructed, and I think this change should be carried out with as little delay as possible. It means a great saving to the owners of canoes and boats and a great convenience especially to ladies and young people who are not familiar with the proper care of these frail structures. At this Park hot water is supplied free at certain hours for picnic parties. It would be much better if fires were prohibited in Fleming Park and the caretaker were provided with a boiler from which he might supply hot water when required by people who desire it,—possibly at certain limited hours.

I paid particular attention to lighting and also to underground service. In Ottawa in Spark and Rideau streets, the lighting is not obstructed by posts, and the effect is very attractive. In Toronto on Young street, where their best lighting is done, there are so many posts that the lighting is very seriously affected, the appearance suffering by comparison with the Ottawa streets. The underground service is laid under the sidewalks and the work has not been well done. A manhole has been put in opposite each building for the service wires. In Montreal the conduit is under the sidewalk, but the service wires are carried in without the manhole. The Board of Control of Toronto are asking the Dominion Parliament to give them legislation under which they can compel companies to put their wires underground under regulations to be adopted and conditions approved of by the railway board. If such legislation is granted, I do not see why Halifax should not be entitled to the benefit of it as well as Toronto. At Toronto I investigated the working of a cement sewer pipe making machine. If we are to do some of our sewer work by contract and go on with the construction of the Arm sewer, it will be necessary to get a machine for making the pipe, as it cannot be made rapidly enough by hand labor. I have obtained full particulars in connection with it. I also enquired into the steam curing process for concrete pipes, which makes it possible to use pipes twenty-four hours after they are made. I shall be able to instal this process if desired.

At Montreal I attended the Good Roads Congress and examined the machinery exhibited there. I was disappointed in not seeing a motor vacuum pick-up street sweeper which has been ordered by the City of Montreal, but has not yet been received. It is the first one to be purchased in America. It was made originally in Milan, but is in use in England, and it is claimed that it is very successful. It will be in use in Montreal in a few weeks. It sweeps the roadway and empties into a cart without hand sweeping or shovelling, and if successful, it will be advisable to investigate it farther.

There were exhibits at Toronto in connection with Town planning work from a great many cities, and delegates representing 74 cities. The exhibit from the City of Halifax was by no means the least interesting. Sections of the official plan, the model housing plans, birds eye views and plans of the new terminals and other features of the exhibit not only attracted considerable attention, but caused enquiries from many delegates, while I discovered with a good deal of pride that the photograph showing the setting of the City Hall on the Grade Parade, was not matched in attractiveness by that of any civic building shown in the whole exhibit.

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

Filed.

LIGHTS—AGRICOLA STREET AND NORTH PARK STREET.

Read reports Board of Control and City Engineer re installation of street lights at the corner of Agricola and Harris Streets and on North Park Street.

City Hall, May 15th, 1914.

The City Council.

Gentlemen:—The Board of Control recommend for adoption the accompanying report of the City Engineer re installation of street lights at the corner of Agricola and Harris Streets and on North Park Street.

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

City Engineer's office, May 14th, 1914.

His Worship the Mayor.

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

The conditions at the corner of Agricola and Harris streets could be improved by the placing of an additional light, and the lighting on North Park Street between Cogswell and Cornwallis streets is very difficult, owing to the dense foliage in the summer. I would recommend that an additional light be placed at these points when the appropriation is available.

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

Moved by Controller Hoben, seconded by Controller O'Connor that said reports be adopted. Motion passed.

PLAN OF "ALDERWOOD."

Read reports Board of Control and Assistant City Engineer, covering plan of subdivision of Alderwood.

City Hall, May 29th 1914.

The City Council.

Gentlemen:—The Board of Control beg to recommend for approval the accompanying plan of location and names of streets in R. P. Bell's sub-division of "Alderwood", the property lying between Bayers Road and Mumford Road.

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

City Engineer's Office May 21st, 1914.

His Worship the Mayor.

Sir:—I beg to submit herewith plan which is filed in the City Engineer's Office as plan No. 2701.

Mr. R. P. Bell asks for approval of the location of the streets shown on the plan. The proposed streets as shown, conform to the requirements of the

law, and I would recommend that the location shown on the plan be approved by the City Council, and the City Engineer authorized and instructed to place the streets shown on the said plan, on the Official Plan of the City.

H. W. JOHNSTON, *Asst. City Engineer.*

Moved by Controller Hoben, seconded by Controller O'Connor that said reports be adopted, and the plan approved. Motion passed.

TENDERS FOR ELECTRICAL SUPPLIES.

Read reports Board of Control and City Electrician re tenders for electrical supplies.

City Hall, May 18th, 1914.

The City Council.

Gentlemen:—The Board of Control beg to report that they have received tenders for electrical supplies for the current civic year from John Starr, Son & Co. Ltd., and Farquhar Bros. Ltd., as follows:—

John Starr, Son & Co., Ltd.....	\$544.04
Farquhar Bros, Ltd.....	538.40

It is recommended that the tender of Farquhar Bros., Ltd., being the lowest, be accepted.

A report from the City Electrician is attached.

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

City Electrician's Office May 15th., 1914.

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

Dear Sir:—I enclose tender for electrical supplies handed to me for report. On figuring the same out I find that Farquhar Bros. have the lowest, the amount of difference being \$5.63.

P. R. COLPITT, *City Electrician.*

Total tender Starr's	\$544.04.
Total tender Farquhar's	538.40.

Moved by Controller Hoben, seconded by Controller O'Connor that the same be adopted. Motion passed.

BONDS OF CIVIC OFFICIALS.

Read report Board of Control, covering report of His Worship the Mayor and the City Auditor re bonds of civic officials.

City Hall, June 8th, 1914.

The City Council.

Gentlemen:—The Board of Control beg to refer to the City Council for its information the attached report of His Worship the Mayor and the City Auditor re bonds of Civic Officials.

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

Halifax, N. S. June 5th, 1914.

To the City Council.

Gentlemen:—We beg to hand you herewith guarantee renewal bonds of City Officials for the year 1914-15, as follows:—

American Surety Co.,	W. E. Messervey, Liquor License Inspector,	\$ 1,000.00
London Guarantee and Accident Co.	W. L. Brown, City Treasurer,	8,000.00
London Guarantee and Accident Co.	Robert Theakston, City Collector,	10,000.00
United States Fidelity & Guarantee Co.	James J. Hopewell, Clerk of Works,	2,000.00
"	Patrick J. Broderick, Chief of Fire Department,	1,500.00
"	L. Fred Monaghan, City Clerk,	1,000.00
"	Chas. Wm. Nickerson, City Marshal,	1,000.00
"	Henry S. Rhind, Asst. City Clerk,	1,000.00
"	John A. Rudland, Chief of Police,	2,000.00
"	B. Mulcahy, Supt. City Home,	1,000.00

Also receipt from the United States Fidelity & Guarantee Company for four sub-collectors at \$1,000.00 each, as required by Acts of 1911.

F. P. BLIGH, *Mayor.*

W. W. FOSTER, *City Auditor.*

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

FIRE DEPARTMENT VETERINARY SERVICES.

Read report Board of Control re tenders for veterinary services for the Fire Department.

City Hall, May 29th, 1914.

The City Council.

Gentlemen:—The Board of Control beg to recommend for acceptance a tender received from Dr. H. McFatridge for furnishing veterinary services,

etc., for the Fire Department horses for the period ending April 30th, 1915, at 95c per horse.

The tenders received are attached hereto.

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

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

BRITISH MAIL SERVICE.

Read report Board of Control covering letter Board of Trade re the naming of Halifax as the winter port for the handling of Transatlantic mails.

City Hall, May 29th, 1914.

The City Council.

Gentlemen:—The Board of Control recommend to the City Council the forwarding of a suitable resolution to the Dominion Government, calling the attention of the Government to the undeniable fact that it has been clearly demonstrated that Halifax is the Eastern Canadian point at which the Transatlantic mails can be most expeditiously landed and handled and expressing the opinion that Halifax should be named in any contracts for the carrying of mails between Great Britain and Canada in the winter season, made between the Dominion Government and any Steamship Companies.

A report from the Board of Trade covering circulars issued by that Board is submitted herewith.

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

Board of Trade, Halifax, N. S., May 21st, 1914.

To His Worship Mayor Bligh.

Sir:—This Board has given considerable attention to the above subject during the past winter season and prepared a circular (copy of which we enclose) clearly demonstrating that mails can be landed here and forwarded to their respective destinations in Canada, far quicker than through any other Canadian Port. This circular was very thoroughly distributed.

A delegation consisting of the Deputy Mayor, and members of this Board, went to Ottawa to press the claims of this Port as the most advantageous Port in Canada for the receiving and despatching of the British Mails. They received a courteous hearing, but found that a form of contract had already been drawn up and agreed to by several steamship Companies interested, but not signed, giving the Steamship Companies the power to decide the Port they could land and receive the mails.

The Postmaster-General during the winter season, has kept a careful record of the time occupied in delivering the British Mails through Canada by the different routes used, and this record as compiled by him, clearly demonstrates that our contention is correct, and that in the interest of all Canada, this port should be the one named in the contract for landing and despatching the British Mails.

This Board considers it has done all possible to have this Port named in the contract, but without success, and if any further effort is to be made to have this done, it must be made by you.

E. A. SAUNDERS, *Secretary.*

Moved by Controller O'Connor, seconded by Controller Scanlan that the same be adopted. Motion passed.

Controller O'Connor submits the following resolution:—

Whereas, the Port of Halifax, was on account of its being the Canadian Atlantic Port nearest to England accessible at all times and tides, selected as the winter mail port for Canada.

And Whereas, by actual tests made during the past winter, it was demonstrated that mails from Liverpool via Halifax reached Montreal in twelve hours less time than those from any other Atlantic port used for the purpose, and thus the quickest service possible was afforded to all the Provinces of Canada;

And Whereas, the selection of any other port than that which provides the most expeditious and satisfactory service defeats the object for which a largely increased subsidy was given a year ago;

Therefore Resolved, that the City Council of Halifax respectfully affirms that in its judgment and opinion the City of Halifax should be named in any future contracts as the port for landing and embarking Canadian Transatlantic mails;

Further Resolved, that a copy hereof be forwarded to the Right Honorable Robert L. Borden, Premier of Canada, Honorable L. P. Pelletier, Postmaster-General, and Honorable George E. Foster, Minister of Trade and Commerce.

Moved by Controller O'Connor, seconded by Controller Scanlan, and passed unanimously.

ACCOUNTS.

Read report Board of Control re accounts chargeable to various services.

City Hall, June 9th, 1914.

The City Council.

Gentlemen:—The Board of Control beg to recommend for payment the following accounts:—

City Health Board.

Cragg Bros., tap, \$.50; E. W. Crease & Son, groceries, \$28.67; W. H. Isnor & Sons, landau & pair, \$12.00; N. S. Nursery, one wreath, \$10.00; W. & C. Silver, dry goods, \$1.64; L. E. Hatt, milk, \$2.88; G. A. Burbidge, drugs, \$4.40; Kelley & Glassey, brandy, \$1.50; W. R. Nicholson, drugs, \$16.50; S. Cunard & Co., coal, \$12.00; Farquhar Bros., rice boiler, \$1.90; J. F. Dempster, Board of Patients \$300.88. Total \$392.87.

City Prison.

Moir's Ltd., bread, \$19.71; Wentzells Ltd., groceries, \$60.78; W. A. Maling & Co, oxheads, \$20.00; Stairs, Son & Morrow, hardware, \$7.26; J. & M. Murphy, drygoods, \$29.09; F. A. Shaw, fodder, \$19.00; Gunn & Co., fodder, \$1.45; Hfx. Electric Tram. Co, current, \$1.20; Mar. Tel. Co., rental, \$4.50; T. C. Allen & Co., stationery, \$2.20; Total \$170.49.

City Home.

E. W. Crease & Son, groceries, \$330.23; Dillon Bros., flour, \$201.00; J. A. Leaman & Co., meats, \$371.75; Smith & Proctor, butter, \$131.84; C. F. Holland, milk, \$101.37; A. Wilson & Son, fish, \$21.88; Fleischmann & Co., yeast, \$3.90; J. & M. Murphy, drygoods, \$115.05; Gunn & Co, forage, \$15.32; F. A. Shaw, forage, \$80.10; H. D. MacKenzie, coal, \$164.54; Hfx. Elec. Tram. Co., light, \$19.60; Farquhar Bros., Ltd, electric lamp, \$1.13; T. C. Allen & Co., stationery, \$1.20; A. & W. MacKinlay, registers, \$16.50; Lawrence Hardware Co., sundries, \$7.17; Howard McFatridge, horse shoeing, \$6.16; Baldwin & Co. crockeryware, \$2.20; Howard McFatridge, veterinary services, \$2.00; Willis Bros., repairs, \$6.50; Neil Fox, repairs, \$3.00; Jas. D. Walsh, drugs, \$4.53; Brookfield Bros, Lumber, \$5.50; B. J. Mulcahy, cash expended, \$286.63; salaries, pay sheet, May, \$676.06; Transfer to current interest, \$4000.00. Total \$6,575.16.

Public Gardens.

Wm. Robertson & Son, hardware, \$29.57; Stone & Wellington, trees, \$100.80; M. J. Kline, harrow, \$7.00; Gunn & Co, forage, \$14.94; F. A. Shaw, forage, \$5.00; Stroud & Eveleigh, repairs, etc., \$49.65. Total \$206.96.

Town Planning Convention.

A. & W. McKinlay, \$3.05; Gauvin & Gentzell, photos, etc., \$19.80; W. Scott Webster, lettering cards, \$9.00; Martin & Moore, lettering signs, \$6.00; Dominion Express Co, \$1.60; Dominion Express Co, \$1.60; D. A. Shiers, mounting plans, \$5.25; Expenses City Engineer, \$172.30. Total \$218.60.

Fire Department.

W. & A. Moir, supplies, \$25.07; J. C. Merlin & Son, \$6.38; Halifax Elec. Tram Co., light, \$23.18; Jas. D. Brodie, carpenter work, \$79.00; Geo. E. Boak & Son, coal, \$23.40; Burns & Kelleher, mdse., \$2.95; Burns & Kelleher, repairs, \$1.20; Canada National Fire Insurance Co., Insurance premium, Wm. J. Butler & Co., Insurance premium, \$8.75; Canadian Con. Rubber Co., Supplies, \$4.65; Chronicle Publishing Co., advertising, \$1.88; J. A. Crouse, lunches, \$4.75; Callmen working over time on S. S. Perry \$40.75; Patrick Dowd, repairs, \$5.95; James Dempster, Ltd., \$13.37; Farquhar Bros, supplies, \$.65; Farquhar Bros., \$6.35; Farquhar Bros., \$4.50; Frank W. Fraser, fodder, \$2.40; Gunn & Co., fodder, \$55.67; Halifax Herald, advertising, \$7.32; Imperial Oil Co, \$74.94; Kelly's Ltd, leather supplies, \$7.15; Lawrence Hardware Co., hardware, \$2.80; Lawrence Hardware Co., hardware, \$69.45; A. J. McNutt, repairs, \$1.20; Canada Food Co., metal polish \$27.00; National Drug Co., drugs, \$.60; C. L. Newman, repairs, \$6.70; David Roche, glass, \$3.50; F. A. Shaw, fodder, \$172.46; John Starr Son & Co, recharge-ing battery, \$1.75; A. A. Thompson sponges \$4.75; S. C. Thompson, fodder \$210.97; Wentzells, Ltd, groceries, \$19.50; Dr. A. C. Hawkins, attendance on Alex. Clark, \$15.00. Total \$935.94.

Works Department.

Fire Insurance, \$480.00; Electric Wiring Inspection 1914-15, \$31.94; City Hall Lighting \$77.25; Fleming Park 1914-15, \$9.93; Telephones, \$33.52; Cleaning Paved Streets, \$125.40; Electric Wiring Inspection 1913-14, \$62.08; Streets, 1913-14, \$39.00; Fleming Park, 1913-14, \$258.00; City Property, \$116.22; Water construction, \$784.60; Teams and Stables, \$422.00; Street Lighting, \$1960.70; Fuel, \$240.07; Water Maintenance, \$475.06; Streets, \$602.60; Permanent Sidewalks, \$267.15; Internal Health, \$117.16; Sewerage, \$803.25; Permanent Pavement, \$100.40; Motor Car for Foreman of Streets, \$633.00; Jas. Horne, pr. horses and Bank Exchange \$501.25. Total \$8120.58.

Police Department.

A. & W. MacKinley Ltd., stationery, \$8.00; blank books, \$44.40; John Starr & Co., Ltd., storage battery, \$.75; Imperial Oil Co., oil, \$1.00; Stroud and Everleigh, rubber tire, \$14.00; T. C. Allen & Co., stationery, \$.40; Colwell Bros., Ltd, gloves, \$2.75; Wm. Taylor & Co., rubber boots, \$28.00; Chief of Police re Motor Cycle \$2.66; Chas. B. Lowe, one suit, \$25.75, Clayton & Sons, one suit, \$25.75; Maritime Tel. & Tel. Co., telephones, \$14.67. Total \$168.13.

General Accounts.

Legislative Council, Fees on Bills 175, 175, \$40.00; Dr. Finn, Medical Examiner, Certificates of death, Gerald S. McRae, \$4.00; Ellen Hand, \$4.00; Rose P. Hill, \$4.00; D. McDonald \$4.00; Alex. Malwusha \$4.00; Thos. Burke, \$4.00; H. H. Carvery \$4.00; Unknown Child \$12.00. Total \$40.00; E. L. Ruddy Co., Posting Bills, \$43.75; A. & W. McKinlay, books, etc., Assessors \$46.80; City Charter \$139.32. Total \$186.12. T. C. Allen & Co., stationery and blankforms, City Collector \$21.40; Treasurer \$1.50; Auditor \$13.20; Assessors \$75.50, Clerk \$121.75. Total \$233.35. Union N. S. Municipalities, Fee for current year, 1914 \$94.00, Halifax Herald, Advertising Mail, \$3.75; King's Printer, Advertising Gazette, \$1.00; Blackader Bros., Advertising Recorder, \$30.55; C. P. R. telegrams, \$.96; Halifax Industrial School, support W. Reid, a neglected child \$69.44. Total \$741.92.

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

Moved by Controller Scanlan, seconded by Controller Hoben that said report be adopted, and the accounts therein referred to paid, with the exception of the account of Brookfield Bros., \$39.00, for lumber, said account to be referred back to Board of Control. Motion passed.

PRESTON STREET SEWER AND WATER EXTENSION.

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

City Hall, May 20th, 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 Preston Street.

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

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

His Worship the Mayor.

Sir:—I beg to report on a petition from the owners of property on Preston Street asking for the construction of a sewer and extension of the water service.

The street has not been taken over and is not graded, but at least two-thirds of the owners of property fronting on the street have petitioned for the grading at their expense.

There are four houses already on Preston Street and a fifth is already under construction. I would recommend that a sewer be constructed in this street. The estimate cost is \$4900. I would also recommend that the water pipe be laid at the same time.

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

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

DAVISON STREET SEWER AND WATER EXTENSION.

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

City Hall, May 20th, 1914.

The City Council.

Gentlemen:—The Board of Control recommends for adoption the accompanying report of the City Engineer re sewer and water extension Davison Street.

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

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

His Worship the Mayor.

Sir:—Mr. M. S. Clarke complains that owing to the insanitary condition of his house on Davison street, his tenant left it, without paying him any rent for three months, and that he is unable to secure another tenant.

The sewer extends only to Dempster's factory. I would recommend that the sewer be extended to drain the whole street. The estimated cost is \$2450.00

I would also recommend that the water pipe be extended with the sewer.

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

Moved by Controller Hoben, seconded by Alderman Parker that said reports be referred back to the Board of Control for further report. Motion passed.

FIRE DEPARTMENT.

Read reports Board of Control and Chief of the Fire Department on various matters.

City Hall, June 5th, 1914.

The City Council.

Gentlemen:—The Board of Control recommends for the approval of the City Council the attached report of the Chief of the Fire Department.

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

Office of Chief Fire Department, June 3rd, 1914.

The Board of Control.

Gentlemen:—I beg leave to make the following report.

1. That Frederick Rafters, Driver on No. 1 Waggon has left the Department.
2. Charles Longard, Callman on No. 5 Engine has resigned.
3. Five length, 250 ft. 2½" hose burnt and destroyed and one 15 ft. ladder broken at fire, box 17, May 29th.
4. One of the horses on No. 2 truck fell, and was badly cut while responding to alarm of fire, from Box 17, May 29th.
5. Mr. Henry Ruggles, Expert for the La France Fire Engine Co., was sent by that Company to examine the motor fire engine "Patricia" and found it in good condition.

Recommendations.

That thirty-two summer uniform suits and thirty-two uniform caps, six pairs of rubber boots and 6 Globe fire coats be purchased for the permanent force. Eighty cap badges for the Callforce, coat and vest buttons for the department.

That the following work be done at the different fire stations:—

Morris St. Columns on main floor and inside of stables painted.

Spring Garden Road. Ceiling on main floor whitewashed.

Grafton St. Reading room on second floor painted and main floor painted. Frames, sashes and wood-work on outside painted.

Bedford Row. All ceilings on second floor whitewashed. Frames and sashes on outside painted. Hot water heater for heating bathroom and Fire Engine. Stables painted.

Central. Large room on second floor painted and papered. Kitchen ceiling whitewashed.

West Street. Ceilings in hall and reading room whitewashed. Wall of hall on second floor painted.

Quinpool Road. Ceiling whitewashed on second floor.

Islesville. Ceiling on main floor and halls whitewashed.

Apparatus.

No. 1 Engine, King Edward working parts be examined, boiler tested, and engine painted.

No. 1 Chemical, new fellos and tires for front wheels, and rims painted.

No. 2 Chemical overhauled and painted.

Tenders to be asked for all the work required.

P. J. BRODERICK, *Chief Fire Department.*

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

ALL-CANADIAN EXHIBITION, BRISTOL, ENGLAND, 1916.

Read report Board of Control re All Canadian Exhibition, Bristol, England, in 1916.

City Hall, May 22nd, 1914.

The City Council.

Gentlemen:—The Board of Control submits for the consideration of the City Council the attached circular letter from Charles Howes, Promotor and Organizer of a proposed "All-Canadian Exhibition" at Bristol, England in 1916.

F. P. BLIGH *Mayor and Chairman.*

Filed.

LARCH STREET AND JENNINGS STREET SEWER AND WATER EXTENSION.

Read reports Board of Control and City Engineer re sewer and water extension, Larch Street and Jennings Street.

City Hall, May 22nd, 1914.

The City Council.

Gentlemen:—The Board of Control recommend to the City Council for adoption the accompanying report of the City Engineer re sewer extension, Larch Street and Jennings Street, with the additional recommendation that the water service be extended in said streets at the same time, provided the property owners furnish the usual bonds.

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

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

His Worship the Mayor.

Sir:—These streets have not been graded or taken over by the City, but the owners of at least two-thirds of the property fronting on the street have asked that the street be graded at their expense.

There are no houses erected on either of these streets, but as I understand that building is to begin very soon, I would recommend that the sewer be laid in both streets after there are two houses under construction on each street, respectively.

The estimated cost is \$6700.00.

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

Moved by Controller Hoben, seconded by Controller O'Connor that said reports be adopted. Motion passed.

STANDARD WAGE SCALE.

Read reports Board of Control and City Engineer re the insertion of a clause requiring the payment of a standard wage scale in any contracts let by the City for trenching for sewer and water extension.

City Hall, May 15th, 1914.

The City Council.

Gentlemen:—The Board of Control recommend for adoption by the City Council the accompanying report of the City Engineer re insertion of a clause requiring the payment of a standard wage scale in any contracts let by the City for trenching for sewer or water extension.

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

City Engineer's Office, May, 14th 1914.

His Worship the Mayor.

Sir:—I beg to report on the accompanying request from the Building Trades Council of Halifax, respecting a standard wage scale for sewer contracts. The matter has been dealt with before by the City Council, and while I did not receive formal instructions, I was given the impression that the Council expected me to include a section requiring the contractor to pay the minimum wages which the City pays. We have no scale of wages, but fix a minimum rate only.

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

Moved by Controller Hoben, seconded by Controller O'Connor that the same be approved. Motion passed.

FIRE INSURANCE CITY PROPERTY.

Read report Board of Control re tenders for \$90,000 fire insurance on City property, for a term of three years.

City Hall, June 1st, 1914.

The City Council.

Gentlemen:—The Board of Control beg to report that in response to request for bids, tenders for fire insurance were received, as follows:—

	Single year rates	Three year rates.
Rainnie & Keator	65c	\$1.60
Acadia Fire Insurance Co.	75c	.65
Nova Scotia Board of Fire Underwriters	75c	.65
Halifax Fire Insurance Company	75c	.65

Negotiations entered into between the City and the various tenders have resulted in determining the Board of Control to recommend that \$90,000 of insurance on City property, for a term of three years, be awarded to Messrs. Rainnie & Keator, in the following named companies;

	Amount Insurance.	Premium.
National Union Fire Insurance Company, of Pittsburg	\$30,000	480.00
Lumber Insurance Co. of New York	10,000	160.00
Provincial Fire Insurance Co. of Bolton, England	20,000	320.00
L'Union Fire Insurance Co. of Paris, France	30,000	480.00

The policies are attached hereto.

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

City Works Office, May 15th, 1914.

His Worship the Mayor and Board of Control.

Gentlemen:—In accordance with resolution of the Board under date November 27th, 1913, it is recommended that two separate tenders for fire insurance for terms of one year and three years respectively be asked for.

If that for three years be accepted, the premium to be payable at the rate of one-third each year.

The Board of Control to reserve the right of rejecting all tenders or of accepting any or any portion thereof as it may consider to be in the best interests of the City.

The term to date from May 31st, 1914.

Tenders to be received up to twelve o'clock, noon, May 22nd, at office of Clerk of Works.

Risks.

Public Gardens, dwelling, present risk 3 years, expires	Feb. 21, 1915,	\$2000
" Plants and Conservatory	" 3 " "	Dec 5, 1916, 1800
Park Commission, Keeper's dwelling	" 3 " "	Feb. 13, 1915, 2000
City Home	" 3 " "	June 30 1916, 58000
City Works, as per schedule	" 1 " "	May 31, 1914 89000
Stayner's wharf, warehouse	" 1 " "	Nov. 6, 1914, 1000
City Public Baths	" 1 " "	Oct. 1, 1914, 1500

*(Insured Rimouski Co.) not reinsured

—————
\$155300
—————

W. F. O'CONNOR, *Controller.*
JAMES J. HOPEWELL, *Clerk of Work.*

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

QUINPOOL ROAD SEWER.

Read reports Board of Control and City Engineer re sewer extension, Quinpool Road, between Preston and Oxford Streets.

City Hall, June 8th, 1914.

The City Council.

Gentlemen:—The Board of Control recommends for adoption the accompanying report of the City Engineer re sewer extension, Quinpool Road, between Preston and Oxford Streets.

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

City Engineer's Office, June 6th, 1914.

His Worship the Mayor.

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

The sewer on Oxford Street is just completed, and I would recommend that it be extended in Quinpool Road to Preston Street. The estimated cost is \$3750.00.

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

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

JUBILEE ROAD WATER EXTENSION.

Read reports Board of Control and City Engineer re water extension, Jubilee Road, between Oxford and Preston Streets.

City Hall, June 8th, 1914.

The City Council.

Gentlemen:—The Board of Control recommends for the adoption of the City Council the accompanying report of the City Engineer re water extension Jubilee Road.

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

City Engineer's Office, June 6th, 1914.

His Worship the Mayor.

Sir:—I beg to report on the accompanying petition asking for the extension of the water service on Jubilee Road between Oxford and Preston Streets.

The district is low service; excavation, rock, length of pipe required, 120 feet; size 6-inch; estimated cost, \$365.00. Interest on the estimated outlay at 5%, \$18.25.

I would recommend that the extension be made on a special rate of \$9.13.

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

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

RATE OF TAXATION, 1914-1915.

Read reports Board of Control and City Assessor re rate of taxation for the civic year, 1914-15, viz.—\$2.00.

City Hall, May 15th, 1914.

The City Council.

Gentlemen:—The Board of Control beg to submit for the information of the City Council the attached report of the Chief City Assessor, showing the rate of taxation for the civic year 1914-15.

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

Office of Chief Assessor, May 15th, 1914.

*To His Worship the Mayor,
Members of the Board of Control.*

Gentlemen:—I beg to advise you that the Rate of Taxation for the Civic year, 1914-15, will be as follows:

City	\$1.23
School	.73
County	.04
	<hr/>
	\$2.00

P. J. McMANUS, *Chief Assessor.*

Filed.

"CHIMNEY SWEEPS" ORDINANCE.

Read report Board of Control, covering ordinance to amend the ordinance relating to chimney sweeps.

City Hall, June 8th, 1914.

The City Council.

Gentlemen:—The Board of Control recommends for the approval of the City Council the following ordinance relating to fees chargeable by chimney sweeps:—

The schedule to Ordinance No. 23 "Chimney Sweeps," is repealed, and the following substituted therefor:—

SCHEDULE.

Fees to be Taken by Chimney Sweeps.

For every flue not exceeding two stories in height.....	50c
For every additional story.....	.25c
For every furnace.....	.50c

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

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

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

Read a first time an Ordinance entitled "An Ordinance to amend Ordinance No. 23, 'Chimney Sweeps.'"

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

Read a second time an ordinance entitled "An Ordinance to amend Ordinance No. 23 'Chimney Sweeps.'"

"HACKS" ORDINANCE.

Read report Board of Control covering an ordinance to amend Ordinance No. 14, "The Regulation of Hacks."

City Hall, June 8th, 1914.

The City Council.

Gentlemen:—The Board of Control recommends for the approval of the Council the following amendment to Ordinance No. 14, "The Regulation of Hacks."

Section 33 of Ordinance No. 14, "The Regulation of Hacks," is amended by striking out all the words in said section after the words "City Clerk," and inserting in lieu thereof, "and one of such copies shall be posted up and kept in a conspicuous position and protected by glass, celluloid or other transparent substance in the inside of the Hack, the whole to the satisfaction of the Chief of Police."

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

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

Moved by Controller Hoben, seconded by Controller Harris that the said ordinance be now read a first time. Motion passed.

Read a first time an ordinance entitled "An Ordinance to amend Ordinance No. 14, 'The Regulation of Hacks.' "

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

Read a second time an ordinance entitled "An Ordinance to amend Ordinance No. 14, 'The Regulation of Hacks.' "

STREETS ORDINANCE.

Report Board of Control covering an ordinance relating to persons committing nuisances on streets.

City Hall, June 8th, 1914.

The City Council.

Gentlemen:—The Board of Control submit for approval by the Council the following amendment to Ordinance No. 4, relating to "Streets."

Ordinance No. 4, "Streets", is amended by inserting after section 73 thereof, the following section:—

"73 A. No person shall commit or be guilty of any nuisance upon any street, sidewalk or public place."

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

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

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

Read a first time an ordinance entitled "An Ordinance to amend Ordinance No. 4, 'Streets'".

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

Read a second time an ordinance entitled "An Ordinance to amend ordinance No. 4, 'Streets.'"

SMOKE NUISANCE.

Read report Board of Control recommending that legislation be sought to authorize the City to pass ordinances relating to the smoke nuisance.

The City Council.

City Hall, June 5th, 1914.

Gentlemen:—The Board of Control beg to recommend that the City Solicitor be authorized to draft for submission to the Board of Control, legislation enabling the City to pass ordinances relating to the smoke nuisance, and that the Board of Control be authorized to present such permissive legislation to the Legislative Assembly at its present session.

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

Filed.

TENDERS FOR OLD BUILDINGS, RESERVOIR SITE.

Read report Board of Control re tenders for purchase of old buildings expropriated on Shaffroth's Hill, for the reservoir site.

The City Council.

City Hall, June 5th, 1914.

Gentlemen:—Various tenders having been received by the Board for the purchase of old buildings expropriated on Shaffroth's Hill for the reservoir site, the Board of Control recommends that none of said tenders be accepted, but that the buildings be offered for sale within two weeks at public auction by M. S. Clarke & Co., none of the buildings to be sold below the highest price offered by any of the tenders.

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

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

UNDERKEEPER CITY PRISON.

Read report Board of Control recommending the appointment of Charles Yeadon as an underkeeper at the City Prison.

The City Council.

City Hall, May 29th, 1914.

Gentlemen:—The Board of Control beg to recommend for adoption the accompanying report of Controller Harris re appointment of Charles Yeadon as an Underkeeper at the City Prison.

Salary \$550.00 per year, Controllers Hoben and Scanlan dissenting.

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

Moved by Controller Harris, seconded by Controller O'Connor that said report be adopted. Motion passed.

APPOINTMENT OF CITY MEDICAL OFFICER.

Read report Board of Control, recommending the appointment of Dr. W. Bruce Almon as City Medical Officer on conditions named in the report.

City Hall, May 29th, 1914.

The City Council.

Gentlemen:—The Board of Control beg to recommend that any person appointed to the position of City Medical Officer, be appointed under the condition that he will be required to qualify within one year as a Diplomate in Public Health, and undertake that during his absence from the City he will supply a substitute satisfactory to the City.

A report from the City Health Board in this connection is attached hereto.

The Board has received applications for the position of City Medical Officer from Dr. R. F. O'Brien, Dr. W. F. Smith, Dr. W. Bruce Almon and Dr. H. W. Schwartz.

The Board recommends to the City Council for appointment as City Medical Officer, on the conditions named above, Dr. W. Bruce Almon.

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

Office of the City Health Board, May 2nd, 1914.

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

Gentlemen:—The enclosed letter relating to City Medical Service was read at a meeting of the City Health Board held yesterday, when on motion the same was referred to you, with the recommendation that the suggestions contained therein be carried out, when making the appointment of a City Medical Officer.

JOHN A. WATTERS, *Secretary.*

Office of the City Health Board, April 30th, 1914.

The Chairman and Members of the City Health Board.

Gentlemen:—As the time seems now opportune for a reorganization of the City Medical Service, the position of the City Medical Officer being vacant through the death of Dr. Trenaman, we would respectfully urge upon your Board the necessity of appointing to this position a man holding the qualification of D.P.H. (Diplomate in Public Health) or in the event of such a man not being available that the appointee be required to take a course of special study and obtain this qualification within one year.

M. CHISHOLM, M. D.
N. E. MacKAY, M. D.
JOHN STEWART, M. D.
D. A. CAMPBELL, M. D.

Moved by Controller Harris, seconded by Controller O'Connor that said report be adopted. Motion passed. Alderman Brown dissenting.

ACTING CITY SOLICITOR—CITY SOLICITOR'S EXPENSES TO ENGLAND.

Read report Board of Control recommending the appointment of R. T. MacIlreith as Acting City Solicitor during the absence of Mr. Bell in England, and that the City Solicitor be allowed \$750.00 for his expenses in England, in connection with the appeal of the suit of the City of Halifax vs. the Nova Scotia Car Works, Limited.

City Hall, June 5th, 1914.

The City Council.

Gentlemen:—The Board of Control submit for the approval of the City Council the following extract from the minutes of a meeting of the Board held June 5th, 1914:—

Read letter City Solicitor as follows:—

Office of City Solicitor, June 4th, 1914.

The Secy. Board of Control.

I beg to bring to the attention of the Board the matter of arranging for my going to England in connection with the appeal of the N. S. Car Co. case. I am not advised as to the exact date of the hearing, except that it will be in July, and I have booked a passage from Quebec for the 20th inst.

It will be necessary to provide a Solicitor for the City in my absence, and for my expenses. As to the former, I have, subject to the approval of the Board, arranged with Mr. R. T. MacIlreith, K. C.,—the latter, I leave to yourselves.

After the hearing of the appeal, I should like to have leave of absence for a few weeks. Since my appointment as City Solicitor, in 1906, I have had only one vacation of three weeks.

F. H. BELL.

Moved by Controller O'Connor, seconded by Controller Hoben that the nomination of Mr. MacIlreith as Acting City Solicitor in the absence of Mr. Bell be approved, Mr. MacIlreith's remuneration to be at the expense of Mr. Bell. Motion passed.

Moved by Controller O'Connor, seconded by Controller Hoben that Mr. Bell be allowed \$750.00 for his expenses. Motion passed. Controller Scanlan dissenting.

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

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

SUB-DIVISION AND SALE OF OLD EXHIBITION LOTS.

Read reports Board of Control and City Engineer re sub-division and sale of old Exhibition lots.

City Hall, May 15th, 1914.

The City Council.

Gentlemen:—The Board of Control beg to submit for the favorable consideration of the City Council the accompanying recommendation of the City Engineer re sub-division of old Exhibition lots and the disposal of same by tender, if the price offered is satisfactory.

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

City Engineer's Office, May 14th, 1914.

His Worship the Mayor.

Sir:—I beg to report on the proposal for further sub-division of the old Exhibition property and sale of lots.

I think that the sub-division proposed by Mr. Clarke might in some respects be more desirable than the original sub-division, as the original plan would leave a long back yard on Summer Street, which it is unlikely would receive very elaborate improvement. The object in dividing up this property was to obtain properties which would improve the appearance of this neighborhood. I am sorry to notice an expression of opinion in some quarters in the Council, favorable to the sub-division of the property in such a way that it would bring in the highest possible price. We do not allow private owners to divide up their property in recent years, on such a system.

To maintain the two west lots fronting on Morris Street in keeping with the other lots on that street, I think they should have a depth of at least 150 feet. This would leave eighty feet on Summer Street which could be divided into two 40 ft. lots. To make another 40 ft. lot on Summer Street, it would be necessary to cut the depth of the Morris Street lots to 110 feet. As the lots which have been sold, were sold under a provision that no part of any building should be nearer the street than thirty feet, 110 feet would make a shallow lot.

I would recommend that the property be disposed of by tender provided the price offered, is satisfactory, on a sub-division giving two 40 ft. lots on Summer Street, 100 feet deep; two 50-ft. lots on Morris Street 150 feet deep and three 50-ft. lots 230 feet deep as before, with the same conditions as were insisted upon when the property was sold to the Cathedral Committee, namely the plan of every building erected on any portion of the property sold, to be subject to the approval of the City Council; no part of any building on the lots fronting on Morris Street to be nearer the street than 30 ft.; no part of any building on the lots fronting on Summer Street to be nearer the street than fifteen feet; no close fence to be erected on any part of the Morris Street property nearer to the street than thirty feet or on any part of the Summer Street property nearer to the street than fifteen feet; the cost of any dwelling house erected on the property to be not less than \$5000; no house of entertainment,

hotel, boarding house, stable, shop or building for the sale of any article to be erected without first containing the consent of the City Council. All these conditions were required in the sale of the other properties, and should be included to keep faith with the original purchasers.

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

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

Moved by Controller Hoben, seconded by Controller Harris, with the unanimous consent of the Board of Control, that said reports be amended to provide that said lots as subdivided be sold by either tender or public auction, the highest, or any tender not necessarily accepted, and that the reports as so amended be adopted. Motion passed.

OAKLAND ROAD BOAT LANDING PRIVILEGES.

Read report Board of Control re boat landing privileges at the foot of Oakland Road on the North West Arm.

City Hall, June 1st, 1914.

The City Council.

Gentlemen:—Agreeably to resolution of Council the Board has given further consideration to the matter of boat landing privileges at the foot of Oakland Road, and at a number of meetings heard the various parties, as well as delegations of other citizens interested.

The Board decided,—

(1) To re-submit to the Council the recommendation made by the Board dated September 24th, 1913, giving Joseph Boutlier the exclusive privilege of running a ferry at the foot of Oakland Road, Controller Hoben dissenting on the ground that the matter has already been disposed of.

(2) That David Dixon be granted the exclusive privilege of keeping boats for hire at the foot of Oakland Road, Controllers Harris and Hoben dissenting.

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

Moved by Controller O'Connor, seconded by Controller Scanlan that said report be adopted.

Motion put, and passed, 10 voting for the same, and 6 against it, as follows:—

For the Motion:—

Controllers O'Connor and Scanlan, and Aldermen Smith, Cox, Gastonguay, Hines, Murphy, Riordon, Harris, and Parker.—10.

Against it:—

Controllers Harris and Hoben, and Aldermen Brown, Covert, Powell and Hubley.—6.

Moved by Controller O'Connor, seconded by Controller Scanlan that the Board of Control be requested to draw up an agreement between the City, Joseph Boutlier and David Dixon, defining the privileges of each party in connection with boat landing at Oakland Road. Motion passed.

LIONS MEMORIAL TOWER.

With the consent of Council, Controller Hoben submits the following resolution:—

Whereas, under the auspices of the Canadian Club of Halifax a Memorial Tower has been erected in the Park donated to the City of Halifax by our worthy fellow-citizen Sir Sandford Fleming, K. C. M. G. for the purpose of commemorating the establishment in Nova Scotia in 1758 of the convening of the First General Assembly;

Aud Whereas, the Royal Colonial Institute has generously donated for the purpose of being placed at the base of the said Memorial Tower two beautiful bronze lions, copies of the famous Landseer Lions at the base of the Nelson Monument in Trafalgar Square, London;

Be It Therefore Resolved, that the Mayor and Council, on behalf of the citizens of Halifax, hereby express their great appreciation of the magnificent gift and their cordial thanks to the Royal Colonial Institute for its thoughtful action in the matter.

Moved by Controller Hoben, seconded by Deputy Mayor Powell, and passed unanimously.

Moved by Alderman Smith, seconded by Alderman Harris that the Council do now adjourn until Thursday the 11th inst., at 4 p. m. Motion passed.

Council adjourns 11.10 o'clock.

F. P. BLIGH, *Mayor*.

L. FRED MONAGHAN, *City Clerk*.

AFTERNOON SESSION.

4.10 o'clock.

Council Chamber, City Hall, June 11th, 1914.

The City Council met this afternoon, pursuant to adjournment of the 9th inst. At the above named hour there were present His Worship the Mayor, Controllers O'Connor and Hoben and Aldermen Brown, Harris, Smith, Powell, Murphy, and Riordon.

Moved by Alderman Brown, seconded by Alderman Smith that the time for meeting be extended until 4.30 o'clock. Motion passed.

4.30 o'clock. Roll called. Present the above named, together with Controllers Harris and Scanlan, and Aldermen Cox, Hines and Hubley.

PRESENTATION OF PAPERS.

His Worship the Mayor submits:

Report of the Board of Control, covering form of resolution and other documents prepared by the City Solicitor, seeking disallowance by the Dominion Government of an Act of the Legislature of Nova Scotia, 1914, entitled "An Act to Incorporate the Nova Scotia Tramways and Power Company, Limited."

CONSIDERATION OF PAPERS SUBMITTED AT THIS AND PREVIOUS MEETINGS.

PETITION FOR DISALLOWANCE OF NOVA SCOTIA TRAMWAYS ACT— (BILL NO. 97).

Read report Board of Control covering various documents seeking disallowance by the Dominion Government of the Nova Scotia Tramways and Power Company Limited, Act, passed by the Legislature of Nova Scotia, 1914.

The said documents are now read.

DISALLOWANCE HALIFAX TRAMWAY LEGISLATION.

City Hall, June 5th, 1914.

The City Council.

Gentlemen:—The Board of Control beg to submit to the City Council for its approval the attached resolution and other documents prepared by the City Solicitor, seeking disallowance by the Dominion Government of an Act of the Session of the Legislature of Nova Scotia, 1914, entitled an Act to incorporate the "Nova Scotia Tramways and Power Co., Ltd., namely:—

A resolution to be submitted to the City Council for its adoption, praying for the disallowance by the Dominion Government of the Nova Scotia Tramways and Power Company, Limited, Act.

A formal petition from the City Council praying the Dominion Government to disallow the said Act.

A petition to be signed by the Citizens' Committee formed for the purpose of opposition to the said Act.

A petition signed by the citizens of Halifax, requesting that said Act be disallowed, and

An appeal from the Board of Control to the Citizens of Halifax, to sign the citizens' petition.

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

To His Excellency the Governor General-in-Council.

The Petition of the City of Halifax, in the Province of Nova Scotia, by its Council and Board of Control,

Humbly Sheweth:

1. In the year 1895 the companies which had by various acts been authorized to operate lines of tram cars on the streets of the City having failed to successfully operate their franchises, an agreement was come to between the Council of the City and a number of gentlemen who proposed to acquire the existing franchises and establish a new company for the operation of an electric street railway and also for the supplying of electric current for light and power.

2. The details of the agreement were fully and carefully discussed between these gentlemen and the Council of the City and the results arrived at were embodied in a bill for the incorporation of the new company which became law Chapter 107 of the Acts of the Legislature of the Province for 1895. A copy of this bill and of an amending act of the following year, Chapter 87 are set out in the schedule hereto. The chief points to which attention is called in connection with these acts are

- (a) That the objects of this company are strictly confined to the operation of the franchises of transportation and the supplying of electric current and gas in the City of Halifax and the County of Halifax, and
- (b) That the capitalization of the company is limited to an amount reasonably required for that purpose namely (sec. 9) to an amount not exceeding \$600,000, which by subsequent Acts was increased to \$1,500,000, with power to issue bonds to an amount equal to the stock.

3. The company was originally capitalized by an issue of six percent, bonds to the amount of \$600,000, which were sold at par, and an equal amount of stock which was sold at prices averaging 20% of par. The amount of the bond issue has not been increased, but additional stock has from time to time been issued until the total amount has reached the sum of \$1,400,000. All of these issues of stock were for the purpose of raising money for the extension or improvement of property and plant of the company, including the purchase of the property, plant and franchises of an existing gas company.

4. The company has been extremely prosperous. It has always paid its interests on its bonds and began paying a dividend on its common stock shortly after it began operations, which dividend has been steadily increased until it has for the past three years been eight per cent. According to the last

statement of the company its net earnings were \$238,924.83, or seventeen per cent. on the capital. In the same statement the actual value of the property of the company, including its franchises, is estimated at \$2,701,640.83, on which the net earnings equal nine per cent. It will thus be apparent not only that the property has become very valuable but that it possesses an earning power greatly in excess of the dividends actually paid. That this value is steadily increasing is shown by the fact that the net earnings have increased from \$94,562 in 1903 to \$238,904 in 1913.

5. The only material readjustment of the bargain between the City and the company was in 1906, when with the consent of the company the City was authorized to receive two per cent. of the company's gross receipts from the sales of electric current and gas in addition to the 4 per cent. on the gross receipts of its tram line. The City has always felt however that sooner or later it would be entitled to ask from the assured and increasing prosperity of the company material re-adjustments in the way of increased contribution to the civic revenue, reduction of its rates, especially of those for electric current, which are high, and improvements in the service given. In particular it has looked forward to the year 1916 on the expiration of the period of twenty-one years, during which under section 34 the tram franchise was exclusive, as the appropriate time for asking for such re-adjustments.

6. Shortly previous to 1912 it became known that a controlling interest in the stock of the company was being acquired for speculative purposes and with a view to re-organizing the company in such a way as to absorb the full earning power of the franchises and prevent by increased capitalization any readjustment of the bargain with the City. In 1912 an arrangement was made between the directors of the company, a majority of whom were Citizens of Halifax, who had been identified with the company from its outset, and the City, which would have prevented any such re-organization and established the relations between the company and the City on a lasting basis, just to the former and satisfactory to the latter. A bill to ratify this arrangement was presented to the Legislature in 1912, but was defeated. A copy of this bill is given in the schedule hereto. In the following year a Bill to enable the City to acquire the property and franchises of the company at a price considerably above the market value of the stock and to operate the franchises by means of an independent commission was presented to the Legislature by the City, but it also was defeated.

7. At the present session a bill entitled an Act to Incorporate the "Nova Scotia Tramways and Power Company Ltd." was introduced, and with some amendments has been passed by both houses and assented to by His Honor the Lieut. Governor. The amendments made do not in the opinion of your petitioners materially alter the character of the bill or render it any if at all, less objectionable to the City. A copy of the bill as originally introduced and of the Act as passed are attached hereto.

8. Immediately upon the introduction of the bill the Council of the City by unanimous resolution protested against its passage, which protest was subsequently renewed. The Board of Trade of the City protested against it, as well as other societies both in the City and throughout the Province. The passage of the bill was opposed by two out of the three representatives of Halifax City and County and also at all the hearings before committees of both houses, by counsel for the City and also by members of the City Council and individual Citizens.

9. The objects of the new company are not confined to the operation of public franchises in the City of Halifax, but cover the whole of Nova Scotia and comprise not only the operation of electric railway and the supply of electric current and gas, but a great number of other occupations which may be either ancillary to the operation of public utilities, or themselves leading

occupations as those in control of the company see fit. The powers conferred on the new company (sec. 2 clauses (o) to (s) to acquire the property and franchises of other companies or to guarantee their securities practically remove all limit to the operations of the company, and authorize the tying up of the franchises of the City to enterprises entirely unconnected with the City. These clauses are wide enough to authorize or attempt to authorize the acquisition of companies operating under charters from the Federal Legislature, thus indirectly enabling the company to engage in operations beyond the sphere of provincial legislation. Clause 8 expressly authorizes the holding of the annual meetings of the company outside of the Province. The capitalization of the company is increased from a nominal amount of \$2,000,000 stock and an equal amount of bonds and an actual amount of \$1,400,000 and \$600,000 of bonds to a nominal amount of \$10,000,000 stock and an unlimited amount of bonds (see sec. 20).

10. The objectional features of the Act from the standpoint of the City are that it (clause 22) authorized the destruction of the existing company whose charter embodies the deliberate agreement by which the City parted with the control of its franchises, and whose capitalization, objects and sphere of operations were strictly limited to that purpose only, and hands these franchises against the City's protest to another company with other and greatly extended objects and sphere of operations, and enormously increased capitalization. Such a compulsory transfer if it is submitted is a gross violation of the rights of the City, and the Citizens, and cannot fail to most prejudicially affect the Citizens in a variety of ways of which some of the more important are:—

1. The great and altogether indefinite extension of the objects and sphere of operations of the new company will involve the operations of the franchises of the City in matters of no concern to the City, but whose success or failure will thus materially concern it;

2. The enormous and indefinite increase in the capitalization will forever preclude all possibility of readjustments of the relations between the City and the company or of the City ever being able to regain possession or control of its franchises.

11. An amendment to the bill authorizing the Commissioners of Public Utilities in any application to that board to deal with it on the basis of the actual value of the property in the City, was moved but defeated as was also an amendment giving the Citizens of Halifax an opportunity to determine by a plebiscite whether or not they were in favor of the bill becoming law.

12. A significant feature of the Act (clause) is the express authority to purchase the property at the Gaspereau River, now the property of the promoters of the Act, or of a company, the N. S. Power Co., controlled by them. There was no legitimate necessity for this provision because the company under its general powers (see particularly sec. 2 (o)) had all the power required. The only conceivable reason for its insertion was to prevent an inquiry by the Board of Public Utility Commissioners as to the value of the property so as to ascertain whether or not its acquisition constituted a "purpose" within clause 28 of the Public Utilities Act for which an issue of stock or bonds would be approved.

13. The City has absolutely no knowledge as to the merits of the Gaspereau as a source of power. No information as to that has ever been given, but the most conflicting statements respecting it are openly made. But your petitioners feel that it is wholly indefensible to tie the civic franchises up with any proposition whether good or bad.

14. The only reason given by its promoters for the passage of the Act, namely that it is necessary for the introduction of hydro-electric power into the City, is manifestly unsubstantial in the last degree. If the Gaspereau River has the potentialities for the development of power claimed for it, the capital

requisite can easily be obtained without wrecking the Halifax Electric Tram Co. and depriving it of its franchises. Neither is the City dependent on that source for hydro-electric power, as other companies with equal if not greater possibilities are ready to supply the City, and one has actually made an arrangement with the City for access and its rate of taxation.

15. In default of any legitimate reason for the Act, the only conceivable is the intension by the promoters to profit by the reorganization and transfer of the franchises and the conversation into valuable securities of the full earning power of the franchises. When it is considered that that amounts at present to nearly \$300,000 yearly (i. e. \$238,000 plus \$30,000 now paid as interest on bonds and increase for current year at average rate of increase) or the equivalent of five per cent. on six millions of bonds, to which must be added a speculative value of at least ten cents on the dollar of par for the stock that the cost of acquiring the entire property and franchises of the Halifax Electric Tram Company, of which they have control would not exceed three million dollars and that by the Act (clause 32) only \$500,000 is required for present development at the Gaspereau it can easily be seen how substantial the gains in prospect are.

16. Your petitioners therefore believe that they are justified in asking your Honorable Body to disallow the Act for the following among other reasons:—

1. Because it involves a gross breach of the contract by which the City entrusted the operation and control of its franchises to the existing Company.
2. Because the enormous capitalization is wholly unnecessary for any purpose except a speculative one at the expense of the City's interests.
3. Because this enormous capitalization will effectually prevent all attempts to readjust the relations between the City and the Company operating the civic franchises, or to revest the City with its franchises.
4. Because under no circumstances is it proper to deal with the franchises of a City without its consent and against its protest.
5. Because it is grossly improper to combine the operation of these franchises with many other objects wholly undefined, with which the City has no connection and over which it can have no control.
6. Because the request of the representatives of the City for a plebescite was a just and proper one and should have been granted.
7. Because the Act contains matters beyond the sphere of a Provincial Legislature.
8. Because an Act practically confiscating the rights and assets of a City in defiance of the practically unanimous protest of its Citizens is in the highest degree unjust and contrary to public policy.

And your petitioners as in duty bound will ever, etc.
 Dated at Halifax this 11th day of June A. D. 1914.

FREDK. P. BLIGH,	<i>Mayor.</i>
W. F. O'CONNOR, REGINALD V. HARRIS, C. R. HOBEN, M. SCANLAN, JR.,	} <i>Controllers.</i>
W. N. BROWN, C. E. SMITH, WM. R. POWELL, L. A. GASTONGUAY, J. J. HINES, JOHN MURPHY, C. A. RIORDON, J. C. HARRIS, W. I. HUBLEY, J. S. PARKER, G. A. COX,	} <i>Aldermen.</i>

78
87

JUNE 11th, 1914.

CITIZEN'S PETITION.

*To His Excellency the Governor
General in Council.*

The petition of the undersigned Citizens of Halifax,
Nova Scotia,

HUMBLY SHEWETH

That your petitioners request that the Act passed at the last session of the legislature of this Province incorporating the Nova Scotia Tramways and Power Co. Ltd. may be disallowed by your Honorable Body for the following among other reasons:—

1. Because it is a breach of the agreement by which the City entrusted its franchises to the Halifax Electric Tramway Co.

2. Because the enormous capitalization of the new company is wholly unnecessary for any purpose connected with the City, and can be solely for purposes of speculation.

3. Because this enormous capitalization will effectually for very many years, if not forever, absorb all the earnings derived from the operation of the franchises thus preventing all claims for increased contribution to the City, reduction in charges or improvements in service, and also any attempt by the City to obtain control of its franchises.

4. Because the greatly increased objects and sphere of operation of the new company will involve the operation of these franchises in many things totally unconnected with them with no possibility of gain to the City and great possibility of loss.

5. Because the assertion that the Act is necessary to enable hydro-electric power to be introduced into the City is wholly incorrect.

6. Because the franchises of the City are in a very real sense the property of the citizens and should not be alienated not only without their assent but against the protest of the City Council and the representatives of the City in the Legislature.

And your petitioners as in duty bound, etc.

COUPON.

Mayor of the City of Halifax

I hereby authorize you to attach my name to the petitions of Citizens for the disallowance of the Nova Scotia Tramways and Power Co. Act.

Name

Address.....

LETTER CITIZEN'S COMMITTEE TO CITIZENS.

To the Citizens of Halifax:

To assist in opposing the passage of the Act incorporating the Nova Scotia Tramways and Power Co. a committee of citizens was hastily formed—composed of all classes and political opinions. This committee now asks the co-operation of the Citizens in the attempt to still preserve their rights by praying the Federal Government to disallow the Act. The matter has been so thoroughly discussed that the committee feel it is unnecessary to re-state the numerous grounds on which the Act is objectionable—further than to re-affirm their belief that the Act involves a gross breach of faith with the City, is wholly unnecessary, and will if not disallowed be in many ways most prejudicial to the best interests of the City and the Citizens. The people of Halifax are often charged with being fickle and apathetic. They have now an opportunity of disproving this, and we ask them to do so by signing the petition for disallowance now in circulation and in the public press.

LETTER BOARD OF CONTROL TO CITIZENS.

To the Citizens of Halifax:

We beg to call the attention of every Citizen to the petition for disallowance of the Nova Scotia Tramways and Power Co. Act now in circulation. The passage of this Act has been opposed at every stage by the City Council and Board of Control, aided by other representative bodies, and a committee of citizens, but without success. We believe the violation of the rights of the Citizens is so gross and the bill so inimical to our best interests that the City is justified in taking the unusual course of asking to have the Act disallowed by the Dominion Government. In so doing we feel that success or failure will largely depend on the Citizens themselves. It was freely charged during the discussion of the bill that the Citizens were not opposed to the bill, and that the manifestations of opposition were manufactured for political purposes. We appeal to the Citizens generally and to each one individually to disprove this charge by signing or authorizing his signature to the petition and thus giving your Council and representatives the support to which they are entitled in this fight for the peoples' rights.

F. P. BLIGH.	<i>Mayor.</i>
R. V. HARRIS.	} <i>Controllers.</i>
W. F. O'CONNOR.	
M. SCANLAN, JR.	
C. R. HOBEN.	

Controller O'Connor submits the following resolution:—

Whereas notwithstanding the protest of this Council the bill incorporating the Nova Scotia Tramways and Power Company Ltd. has been passed by the legislature.

And Whereas in the opinion of this Council that Act is a gross violation of the rights of the City and a breach of the agreement between the City and the existing Halifax Electric Tram Co. embodied in the Act incorporating that Company.

And Whereas the enormous capitalization of the new company is wholly unnecessary for the operation of the franchises of the City and can only be for purposes of speculation with the rights of the Citizens.

And Whereas the capitalization will effectually prevent all readjustments of the terms on which the City's franchises are enjoyed similar to the readjustments which have from time to time been obtained by other Cities both in the United States and Canada.

And Whereas it is grossly unjust and improper that the operation of the civic franchises should be connected with many other objects not even definitely stated, with which the City has no connection and in respect to which it can have no control or even information.

And Whereas the pretence that this Act is in any way necessary for the introduction of hydro-electric power into the City is ridiculous:

And Whereas the request that the Citizens who are in every way vitally affected by the operation of their franchises be given an opportunity to pass upon the bill by a vote should have been granted:

And Whereas the said Act is in every way unjust and contrary to public policy:

Therefore Resolved that this Council instruct the Board of Control to present a petition to His Excellency the Governor General in Council praying the disallowance of the said Act and to take whatever steps are requisite in that behalf.

Moved by Controller O'Connor, seconded by Controller Hoben and passed unanimously.

Moved by Controller O'Connor, seconded by Controller Hoben that the whole matter of circulating the citizens petition for the disallowance of the Tramways Company Act be delegated to the Board of Control to confer with the Citizen's Committee and to take such action as may be deemed best. Motion passed.

HALIFAX NATAL DAY, JUNE 21ST.

His Worship the Mayor brought to the attention of the Council the fact that the Retail Merchants' Association and the Board of Trade had passed resolutions deciding

that June 21st, Halifax's Natal Day, falling this year on Sunday, that the anniversary should be celebrated on Monday, June 22nd.

ANNUAL CIVIL REPORT.

Moved by Aldermen Murphy, seconded by Alderman Harris that His Worship the Mayor be requested to proclaim Monday, June 22nd, a public holiday. Motion passed

Controller O'Connor lays on the table the printed Annual Civic Report for the year 1912-13, and suggested that the annual report should be published more promptly in future.

OAKLAND ROAD BOAT LANDING.

Controller O'Connor suggested that an investigation should be had into the expenditure of the sum of \$40.00 for lumber, etc., at the boat landing at the foot of Oakland Road, and in that connection asked that he be relieved of any promise made by him in connection with the granting of privileges there for Joseph Boutlier.

CITY PRISON INVESTIGATION.

Read report Board of Control and Aldermen Hines, and Powell, acting as a special committee re City Prison investigation, also read supplementary report on the same matter signed by Controller Harris.

Halifax, N. S., May 9th, 1914.

The City Council:

Gentlemen:—1. At a meeting of the Board of Control held on Friday, the 20th day of March, Controller Harris presented a letter from H. V. Wier, dated March 17th, 1914, which read as follows:

29 South Park Street,
Halifax, N. S.
March 17th, 1914.

R. V. Harris, Esq.,
Controller City Prison,
City Hall, City.

Dear Sir:—I desire to again call your attention to the case of Mary Murphy, a girl of about nineteen years of age, who was sent to the City Prison January 17th, 1912, there to remain until January 12th, 1913.

I interested myself in this girl and brought her case to the attention of the Minister of Justice with the result that she was released from custody under the "Ticket of Leave" Act.

I further arranged for a home for her with Mrs. M. Virtue, Superintendent of the Presbyterian Detention Home in Montreal, and this girl left the City Prison on the morning of Saturday, July 5th last for the above mentioned home where she has since and is now residing.

In a letter from Mrs. Virtue, dated December 6th, 1913, she states that on Thursday, November 27th, Mary gave birth to a female child. This and other correspondence I have brought to your attention, and I understand that you have given the matter very careful consideration.

I write this letter because I believe that if conditions are what they appear, then a young girl is not protected from the seducer even in our City Prison.

I would, therefore, most respectfully ask that a thorough and complete investigation be had in all matters pertaining to this girl's case.

H. V. WIER.

2. Controller Harris moved for an immediate investigation into all matters referred to and a general investigation into the administration of the prison. For the purpose of having a more representative Board of inquiry he suggested that two Aldermen should be associated with the members of the Board of Control. Aldermen Powell and Hines were selected.

3. The Committee has held ten meetings: on March 24th (at the Prison) and March 26th, April 8th, 9th, 14th, 18th, 21st and 24th, May 5th and 8th, (at the City Hall) and a large number of witnesses examined.

MARY MURPHY CASE.

4. On the investigation of this branch of the inquiry the Committee found that Mary Murphy was sentenced for a period of three years on September 12th, 1912, by the Magistrate at Sydney, to the Home of the Good Shepherd as a loose, idle and disorderly character. She escaped from the Home along with another girl and was not recaptured until about January 12th, 1913, when she was recommitted to the Home by the Stipendiary Magistrate of Halifax. The authorities there declined to receive her regarding her as an incorrigible, and the Magistrate thereupon committed her to the City Prison on January 17th, 1913. On July 5th she was released from the Prison under the "Ticket of Leave" Act. She afterwards went to Montreal and entered the Presbyterian Detention Home where she now is.

5. On November 27th, 1913, she gave birth to a child and later Mr. Wier received the letter from Mrs. Virtue, Matron of the Home, in which she gave the name of the man who Mary Murphy alleged was the father of the child. Later, on March 6th, 1914, she made a similar statement to Controller Harris in Montreal.

6. While the Committee is convinced that the girl became pregnant while a prisoner at the City Prison, it does not deem itself qualified because the evidence was not taken on oath to weigh and sift the evidence relating to this branch of the inquiry, so as to ascertain definitely the putative father of the child.

7. The evidence of the witnesses presents a mass of contradictions and this phase of the matter is one for criminal investigation by the Attorney General's Department, to whom we recommend that copies of the evidence taken be sent.

8. Whatever occurred of wrong doing at the Prison occurred in spite of regulations, methods and precautions intended to prevent such things. The authorities are entitled to assume that these rules will be strictly enforced and observed by men sworn to do their duty. The fault lies in the men who violate their oaths of office, rather than in the rules. Men are more important than methods, and the Board of Control should make the most rigid inquiry into the character of candidates for positions in connection with the City Prison, and appoint only such persons as are above reproach and absolutely trustworthy.

9. What occurred took place over a year ago and under conditions that have so changed as to render the recurrence of wrong doing now more improbable, if not impossible. The least suspicion of impropriety on the part of any of the staff or prisoners, male or female, or other person, has had the instant investigation of the civic authorities. In one case a dismissal was made in another a severe reprimand and the imposition of a fine was imposed. These facts are already known to the public.

10. Under the practice observed at the prison since the appointment of the present governor the matron is always present when an underkeeper has any duties to perform relating to the women prisoners, such for instance, as unlocking the corridors in the morning, or locking them up for the night. The locks on the women's corridors were unlocked by the same keys as unlocked the locks on the men's corridors and the underkeepers had one key for all such locks. A change has been made within the past two months and new locks put on the women's corridors to which only the matron and the governor have the key.

11. Other precautions must be taken in the future, and to these reference will be made in a later part of this report.

GENERAL ADMINISTRATION.

The Building.

12. The City Prison building is 60 years old and is not adapted to modern prison reformatory ideas. The building has not been kept in repair for many years and much is needed for this as well as structural changes required to modernize the Prison and adapt it to present day needs. At the time of the investigation into the death of John Mountain in December, 1911, the Prison Committee made many recommendations for the improvement of prison methods. Many of these were carried out, including proper drainage, plumbing and heating. Others had to be deferred owing to the loan (\$4,000) being insufficient. Others were not acceptable to the Council at that time. In September, 1912, the Chairman of the Prison Committee (Ald. R. V. Harris) visited several prisons in Canadian and United States cities and on his return made several recommendations to the Council which have for various reasons had to stand over. Any one who has examined the building and premises will realize the urgent necessity for many of the improvements proposed by the former administration which are all the more needed today and some of which have been carried out. The equipment of the prison is in the opinion of Dr. W. H. Hattie, Provincial Inspector of Penal Institutions, "distinctly inferior to that of the jails of many of the towns of the Province and really is not creditable to the City of Halifax."

The Staff.

13. Governor Grant has served as underkeeper and as governor for the past 20 years.

14. The underkeepers at present are four in number. Some years ago at a time when the number of prisoners was somewhat smaller, there were five