

City Hall, Halifax, July 8th, 1915.

The City Council.

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

Fire Department.

Halifax Tram Co., light and power, \$23.48; Maritime Telephone Co., phones, 3 mos. \$83.74; Halifax Steam Laundry, work, \$8.62; Stroud & Eveleigh, carriage work, \$5.00; Burns & Kelleher, foundrywork, \$4.97; David Roche, washing ceiling, \$1.50; T. A. S. DeWolf & Son, lime, \$1.45; J. L. Wilson & Co., polish, \$4.25; F. C. Ryan, repairs clock, \$1.75; City Home, wood, \$3.00; J. C. Merlin & Sons, lumber, \$2.49; Wm. Robertson & Son, hardware, \$1.80; Imperial Oil Co., gasoline, \$3.00; J. Starr & Co., battery and cells, \$5.15; Jas. Simmonds, hardware, \$31.50; S. Cunard & Co., coal, \$73.45; Berringer Bros, tub \$1.5; Austen Bros., hose, \$7.80; Canadian Rubber Co, packing, \$4.11; Neil Fox, collar, \$7.50; L. E. Sievert, Pitner Lamps, \$3.60; F. A. Shaw, fodder, \$524.26; E. W. Crease & Son, groceries, \$17.70; A. J. McNutt, carriage work, \$19.00; Hillside Stables, trucking, \$4.00; James Taylor, mason work, \$8.90. Total \$852.17.

City Prison.

Wentzells Ltd, groceries, \$73.00; Moir's Ltd., bread, \$34.40; W. A. Maling & Co., oxheads, \$26.10; Stairs, Son & Morrow, hardware \$7.55; Robt. Taylor & Co. boots, \$19.25; J. & M. Murphy, drygoods, \$5.74; F. A. Shaw, fodder, \$16.80; W. I. Hubley, fodder, \$12.00; Black & Flinn, lime, \$2.50; Stroud & Eveleigh, repairs, \$4.20; H. D. Mackenzie Co., coal, \$18.40; Irwin & Sons, drugs, \$6.11; Maritime Tel. Co., current, \$4.50; Hfx. Electric Tram Co., current, \$1.00; Neil Fox, repairs, \$4.75; Acadian Recorder, advertising, \$4.65. Total \$240.85.

Police Department.

A. M. Bell & Co., oil hats, \$1.30; John Starr, Son & Co., recharging batteries, \$1.50; Stroud & Eveleigh, patrol waggon, \$20.50; T. C. Allen & Co., supplies, \$1.50; Maritime Tel. Co, phones, \$14.67; Blackadar Bros., advertising \$4.65; Dr. E. K. McLellan, services, \$3.00. Total \$47.12.

City Home.

Wentzells Ltd., flour, \$193.25; E. W. Crease & Son, groceries, \$341.91; Smith & Proctor, butter, \$126.23; J. A. Leaman & Co., meats, \$331.17; Scotia Pure Milk Co., milk, \$94.05; The Fleischmann Co., yeast, \$3.00; Davis & Fraser, mess pork, \$42.84; A. Wilson & Son, fresh fish, \$20.03; W. Y. Kennedy, dry goods, \$52.21; H. D. McKenzie Co., coal, \$209.53; F. A. Shaw, forage, \$87.69; Halifax Tram Co., light, \$16.10; Maritime Telephone Co., Exchange service, \$7.50; C. E. Putner, dispensing, \$50.00; Moir's Ltd, bread, \$14.84; T. J. O'Malley, bread, \$30.24; J. J. Scriven & Sons, bread, \$28.93; F. A. Ronnan & Co., potatoes, \$53.55; Snow & Co., Ltd., coffin fixtures, \$12.16; Brookfield Bros., lime, \$2.75; City Prison, turnips, \$1.75; Alfred Carter, repairs to harness \$1.20; H. W. Hall, rat doom, \$2.00; H. McFtridge, horseshoeing, \$4.97; Willis Bros, repairs to waggon, \$40.95; E. K. McLellan, M. D., lunacy certificates, \$5.00; Baldwin & Co., crockeryware, \$2.40; S. A. Marshall & Son, repairs to oven, \$34.10; Robt. Taylor Co, boots, \$24.00; B. J. Mulcahy, cash expended, \$87.98; Salaries, June 1915, \$684.70. Total \$2607.03.

Health Board.

C. S. Purcell, conveyance of patients, \$98.00; Halifax Tram Co., light, \$18.67; Wm. Roche, coal, \$29.68; S. Cunard & Co., coal \$31.50; Kelly & Glassey, liquor, \$9.80; Everard Clarke, milk, \$14.25; John Elliott, milk, \$47.92; Baldwin & Co., crockery & cutlery, \$24.10; Hillis & Sons, grates, \$2.55; W. T. Francis, bedding, \$36.00; Geo. E. Mumford & Son, plumbing, \$22.80; James Dawson, truckage, \$3.00; W. R. Nicholson, drugs, \$47.45; Farquhar Bros, electric lamps, \$1.13; Fraser Bros, conveyance, \$10.00; Morton & Cragg, tinware, \$3.10; T. C. Allen & Co, stationery and printing, \$3.65; E. W. Crease & Son, groceries, \$192.69; Miss Fitzgerald, services at \$3.00 per day, \$162.00. Total \$758.29.

General Accounts.

M. S. Brown & Co., engraving badges, \$2.20; Registrar of Deeds, descriptions from deeds, \$5.00; E. Montgomery Vieth, real estate transfers, June, \$10.00; Dr. Finn Medical Examiner, certificates of death, Ethel W. Johnson, \$4.00, Hector Boudreau, \$4.00, Wm. Reid, \$4.00, W. H. Cole, \$4.00, W. Evans, \$4.00, P. F. Day, \$4.00. Total \$24.00. Imperial Pub. Co., printing bond circulars, \$5.00; McLean Pub. Co, advertising Financial Post, \$8.00; Canada Land Book Co, Can. Annual Digest, 1914, \$6.30; Canada Law Book, Co., Vol. 24 Can. Criminal Cases, \$6.50; Blackadar Bros., advertising, \$34.25, \$4.65, \$6.90. Total \$45.80; T. C. Allen & Co., stationery & printing, City Assessors, \$.20, City Collector, \$3.00, City Treasurer, \$7.95, City Clerk, \$53.40. Total \$64.55; A. & W. MacKinlay, Ltd., books, etc, City Collector, \$29.10, City Treasurer, \$5.90. Total \$35.00; Hfx. Industrial School, Maintenance children under Children's Protection Act to Apr. 29, 1915, \$192.00; School for the Blind, Maintenance children for year ending June 30, 1915, \$1025.00; Hazelwood Cottage Hospital, Board of patients to Apr. 30, 1915, \$787.50. Grand Total \$2206.80.

Health Board.

Halifax Electric Tram Co, light, \$10.69; Fred Parsons, conveyance to Hospital, \$31.50; C. S. Purcell, conveyance of nurse, \$8.00; W. Nicholson, drugs, \$58.00; S. Cunard & Co., coal, \$15.75; T. C. Allen & Co., printing, \$4.55; A. & W. MacKinlay Ltd., books, \$7.00; John Elliott, milk, \$13.36; E. W. Crease & Son, groceries, \$95.19; City Health Board, car tickets, \$2.00. Total \$246.04.

Works Department.

Streets, \$491.24; Permanent sidewalks, \$1617.32; Sandford Fleming Park, \$31.99; City Property, \$234.13; Teams and stables, \$1096.60; Public Baths 1914-15, \$41.25; Telephones, \$39.19; street lighting 1915-16, \$2125.60; street lighting 1914-15, \$7.25; electric wiring inspection, \$47.08; sewer maintenance, \$1.00; Public baths 1915-16, \$87.89; City Hall lighting, \$75.89; cleaning paved streets, \$17.50; water maintenance \$1084.33; water construction, \$438.93; Internal Health, \$1126.40; Sewerage, \$208.76. Total \$8772.35.

L. FRED. MONAGHAN, *Secretary Board of Control.*

Moved by Controller McKeen, seconded by Controller Halliday that the said report be adopted. Motion passed.

UNIACKE STREET SIDEWALK.

Read reports Board of Control and City Engineer re concrete sidewalk on the south side of Uniacke Street.

City Hall, Halifax, July 8th, 1915.

The City Council.

Gentlemen:—The Board of Control recommend for adoption the attached report of the City Engineer re concrete sidewalk on the south side of Uniacke Street.

L. FRED. MONAGHAN, *Secretary Board of Control.*

City Engineer's Office, July 6th, 1915.

His Worship the Mayor.

Sir:—I beg to report on the attached petition asking for the construction of a sidewalk on the south side of Uniacke Street.

There is a sidewalk on the north side and sidewalks on Gottingen and Brunswick Streets.

I would recommend that the sidewalk on the south side of Uniacke Street be placed in the Sidewalk Schedule and that a concrete sidewalk with concrete curb and gutter and parking be constructed on the south side of Uniacke Street between Brunswick Street and Gottingen Street.

All the petitioners are property owners. The petition is signed by all but three of the property owners.

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

Moved by Controller Murphy, seconded by Controller Halliday that the same be adopted. Motion passed.

OXFORD STREET SEWER.

Read reports Board of Control and Assistant City Engineer re balance due George Low & Company on contract for Oxford Street sewer, recommending approval of the Assistant City Engineer's certificate, with the further recommendation that payment be withheld until such time as any outstanding claims are satisfied.

City Hall, Halifax, July 8th, 1915.

The City Council.

Gentlemen:—The Board of Control beg to recommend for approval by the City Council the attached report of the Assistant City Engineer re balance due George Low & Co. on construction of Oxford Street Sewer, with the further recommendation that no cash be paid until any outstanding claims are satisfied.

L. FRED. MONAGHAN, *Secretary Board of Control.*

City Engineer's Office, June 30th, 1915.

Final Certificate.

His Worship the Mayor.

Sir:—I beg to recommend payment to George Low & Company of the sum of six hundred and thirty-seven dollars and forty-two cents (\$637.42) being the balance in full on their contract for excavating a trench for the Oxford Street sewer.

1615.1 lin. ft. trench at \$6.66	\$10,756.57
Paid on acct.	10,119.15
Balance recommended	637.42

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

Moved by Controller Murphy, seconded by Controller McKen that the same be adopted. Motion passed.

CONTRACTS FOR WATER PIPE AND VALVES.

Read reports Board of Control and City Engineer re contracts for water pipe and valves.

City Hall, July 8th, 1915.

The City Council.

Gentlemen:—The Board of Control beg to submit herewith reports from the City Engineer re tenders for water pipe and valves, with the recommendation that the same be approved.

L. FRED. MONAGHAN, *Secretary Board of Control.*

City Engineer's Office, July 5th, 1915.

His Worship the Mayor.

Sir:—I have received a letter from Messrs. Drummond, McCall & Company, who put in the lowest tender on the water pipe contract, copy of which is attached.

Will you kindly instruct me what reply to make in reference to their statement about freights? The tender was submitted on the stipulation that it was subject to acceptance within two weeks from date, and that if the order was not placed before that time, their price would require to be confirmed. Copy of the tender is attached.

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

City Engineer's Office, July 6th, 1915.

His Worship the Mayor.

Sir:—On the 19th day of May I made a report on the tenders received for pipes and valves, copy of which is attached. On the 18th of June I notified Wm. Stairs Son & Morrow that their tender had been accepted by the Council, provided that the valves are manufactured and delivered in accordance with the City Specification. Copy of letter is attached.

I also attach copy of tender of Wm. Stairs Son & Morrow and copy of letter just received, dated July 5th, in which they withdraw their tender for valves. They state that Mr. Morrison has examined some that they had in their warehouse, and has advised them that the valves are not in accordance with the City specification.

We are in need of these valves. The next lowest tender as shown in the report is that of R. D. Wood & Company. I attach copy of their tender, which gives the prices and then states "our prices include only the cost and the freight," that is, their tender for 6-in. valves would be exclusive of duty, wharfage, war tax and similar charges.

The tender of Drummond, McCall & Company is \$12.75 for 6" or only 75c above that of R. D. Wood & Company, while the tender of Drummond McCall & Co. for 15-in. valves is \$68.50 against R. D. Wood & Company's \$70.

The tender of Drummond, McCall & Company is therefore the next next lowest and I would recommend that it be accepted. It may be doubtful, however, if the prices will stand.

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

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

UNDERKEEPER CITY PRISON.

Read report Board of Control recommending the appointment of Seward Taylor as an underkeeper at the City Prison.

City Hall, Halifax, July 8th, 1915.

The City Council.

Gentlemen:—The Board of Control recommend that Seward Taylor be appointed an underkeeper at the City Prison at a salary of \$575.00.

L. FRED. MONAGHAN, *Secretary Board of Control.*

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

SUPERANNUATION ASSESSMENTS GEORGE YEADON.

Read reports Board of Control and City Treasurer re refund of \$36.33, superannuation assessments paid into the Officials' Superannuation Fund by George Yeadon, an underkeeper at the City Prison.

City Hall, Halifax, July 8th, 1915.

The City Council.

Gentlemen:—George Yeadon, an Underkeeper at the City Prison, having resigned, is entitled to a refund of \$36.33 from assessments paid by him into the Officials' Superannuation Fund, and it is recommended that the same be paid to him.

L. FRED. MONAGHAN, *Secretary Board of Control.*

Office of City Treasurer, Halifax, July 5th, 1915.

His Worship the Mayor and City Council.

Gentlemen:—Herewith I beg to submit application from George Yeadon, recently underkeeper at the City Prison, for return of the amount due him from the Superannuation Fund. Mr. Yeadon paid into the fund \$72.66, of which he is entitled to a return of one-half.

W. L. BROWN, *City Treasurer.*

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

ILLUMINATED SIGNS.

Read report Board of Control covering an Ordinance re illuminated signs.

City Hall, Halifax, July 5th, 1915.

The City Council.

Gentlemen:—The Board of Control beg to report that in response to numerous requests from persons doing business in the City, they have had for some time under consideration the subject of granting permission for the installation of illuminated signs encroaching over the public streets. It is the opinion of the Board that this privilege should be accorded, provided the encroachment does not extend beyond 2' 6". In order that such signs should be regulated, an Ordinance has been drafted and the same is herewith submitted in order that the Council may pass the same through its preliminary stages. Before the Ordinance can become effective, legislation would have to be obtained, and it is recommended that the City Solicitor be authorized to draft legislation permitting the City to adopt ordinances covering this matter.

An opinion from the City Solicitor, a report from the City Engineer and a letter from the Civic Improvement League are attached hereto.

L. FRED. MONAGHAN, *Secretary Board of Control.*

Office of City Solicitor, June 10th, 1915.

In re Illuminated Signs.

Secretary Board of Control.

Sir:—On consideration I have come to the conclusion that the City has no right to authorize the erection of any sign projecting over the street line. The City is merely a trustee of the streets for their use as high-ways by the public, and has no right whatever, except so far as is given by

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legislation, to permit any encroachment whatever. All the present cases of encroachment are effected under legislative authority such as to permit of the existing encroachments to continue on payment of rentals, and the encroachments sanctioned by the present street ordinance, such as awnings temporary obstructions for building purposes, and the like, are all legalized by the legislation giving our ordinances the force of law.

The mere fact that an over-hanging sign at some distance from the street would not sensibly affect the user of the street in the ordinary way cannot in my opinion affect the legal aspect of the matter. The public have a right not only to the use of the street, but to have complete access of air and light to the street, and if the City could legally authorize an over-head encroachment of two feet six, it could legally authorize one to a much greater degree, even to the extent of over-hanging storeys such as were at one period common in the older cities of Europe.

If it is the wish of the Board to obtain power to permit an encroachment such as this, I am of opinion that express legislative authority should be obtained for that purpose, as had to be done in the case of permanent awnings, a provision which has since been repealed.

As to the further point respecting liquor advertisements, I am of opinion the City has not the power to prevent any person advertising any article on his own premises, provided of course that the advertisement is not of an immoral or indecent character, in which case it would probably come within the prohibition of the Dominion Criminal Law. Such a case is different from the case of such an advertisement placed upon a bill board or hoarding erected solely for advertising purposes, and which cannot itself be placed without a license from the City.

F. H. BELL, *City Solicitor.*

City Engineer's Office, May 21st, 1915.

His Worship the Mayor.

Sir:—I beg to report on the attached draft ordinance referred to me by the former Board of Control.

The Street Ordinance prohibits the projection of any sign over the street. The first question to be decided is whether or not it is advisable to change or modify that ordinance at all.

I am strongly of the opinion that we should not permit our streets to be again disfigured by projecting signs. Already some property owners have erected signs which should be removed. The difficulty in connection with this matter is in discriminating between illuminated signs and ordinary signs. The absence of the projecting sign from our streets has been very favorably commented upon by many municipal visitors. What we have accomplished in that respect, excites their envy because of the difficulty in carrying out such an improvement. There is undoubtedly however, a great attraction in illuminated signs. The projecting signs were not only dangerous to pedestrians and unsightly, but they interfered with the work of the Fire Department in the handling of ladders across the front of buildings. I think a modification of the Ordinance, permitting an illuminated sign of limited width about the same as the cornice of a building, could be carried out without disadvantage, and I would recommend such a change on the distinct understanding that my recommendation does not include any other signs but the illuminated sign. I think it would be a great mistake to even begin to go back to the projecting solid sign.

The ordinance should be carefully drawn to meet the conditions in Halifax. The ordinance submitted is apparently from the District of Columbia. In section 8 I think 3 feet should be altered to 2 feet, as there is no sign effected now of which I am aware, which measures more than 2 feet in width, although there are signs which project out from the buildings more than that, but in such cases the ladder can be removed and the sign placed against the building in the same manner that the A. O'Connor Co.'s is.

The Ordinance should provide that the Inspector of Buildings should have control of the design and method of erecting the sign, so that there may be no question on this point. In any case, I am of the opinion that two feet is the outside limit that illuminated signs should project.

The Ordinance should provide that the sign shall be illuminated for not less than say two hours during at least four nights each week otherwise the intention of my recommendation could be evaded.

To section 11 should be added a provision that if the sign is not removed when ordered by the Inspector of Buildings, that official shall have the power to remove it at once.

Section 22 of the Ordinance should not be repealed, but a rider should be added, permitting illuminated signs as suggested.

I should recommend that the Ordinance be referred to the City Solicitor for his opinion, and re-drafted.

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

Illuminated Signs.

(First Reading.)

Be it ordained by the Mayor, Controllers and Aldermen of the City of Halifax in Council assembled as follows:—

1. No structure to be used as an illuminated sign or advertisement of any sort shall be built, placed, erected or hung upon or from the roof or outer wall of any building without a permit therefor from the Inspector of Buildings.

2. Permits for the erection of signs or in which lights of any descriptions are to be used, or which it is proposed to illuminate by artificial means shall not be granted until the City Electrician shall have approved the same.

3. Drawings—in color if necessary—may be required before the issuance of the permit.

4. On roof of buildings no sign or advertisement more than four feet high across the face shall be erected, and applicants must submit to the Inspector of Buildings drawings to scale showing method of construction and means of attachment, and the bottom of such signs shall not be nearer than six inches or more than eighteen inches above the roof.

5. All signs must be braced with iron knees and braces with lag screws, expansion bolts or anchor plates, to prevent accident in high winds, and signs shall be counted in the measurement of height of buildings the same as parapets under Section 796 of the Building Regulations.

6. Signs used as transparencies must be of non-combustible material, The restrictions as to size of signs shall not apply to open signs which allow almost free passage of the wind, but drawings and specifications for such signs

must be submitted to the Inspector of Buildings, who shall examine the structure or building on which such sign is to be erected and determine its safety in accordance with the size and weight of the sign to be erected.

7. Signs projecting from the building or outer walls must be supported on iron brackets and stayed securely.

8. No sign or advertisement shall project more than two feet, six inches beyond the building line.

9. No portion of any sign projecting beyond the building line shall be less than eight feet above the surface of the sidewalk nor less than fourteen feet if projecting from an alley wall.

10. The restrictions as to signs or advertisements shall not be construed to apply to temporary banners erected and maintained with the consent of the Inspector of Buildings and suspended across streets and securely attached to buildings with the consent of the owners or leasees of such buildings the lowest part of which shall not be less than twenty-five feet above the surface of such street.

11. Any sign now or hereafter erected, on the top of or on the out wall of any building or attached to any projection thereto, shall be removed when rotten or now or hereafter unsafe, or when ordered to be removed by the Inspector of Buildings.

12. Illuminated signs, advertisements or displays having colored lights or glass will not be permitted to be hung at a height less than twenty-five feet above the sidewalk or street pavement.

13. No part of the sign or lamps used therein shall be colored with material that will wash off and become streaky or disfigured by the action of the weather.

The use of lamps or glass colored by dipping in a colored solution shall not be permitted.

14. All wiring and apparatus in signs, advertisements or displays using electric lights shall be installed in accordance with the rules and regulations governing electrical wiring in the City of Halifax.

15. The electric current shall not be turned on or used in any electrically illuminated sign, advertisement or display until the same shall have been approved and the certificate therefor issued by the electrician.

16. Section 22 of Ordinance No. 4 "Of Streets" is repealed insofar as it relates to illuminated signs.

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

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

Amendment put and lost, 4 voting for the same and 11 against it as follows:—

<i>For the Amendment</i>		<i>Against.</i>	
Controller	McKeen	Controllers	Halliday
Alderman	Kelly		Harris
	Foley		Murphy
	Isnor—4	Aldermen	Brown
			H. S. Colwell
			Finlay
			R. B. Colwell
			Brennan
			Hines
			Godwin
			Parker—11

The original motion is put and passed.

Moved by Controller Murphy, seconded by Controller Harris that the Ordinance accompanying said report be now read a first time. Motion passed.

Read a first time an Ordinance entitled "Illuminated Signs."

ALDERMAN RIORDON.

Alderman Riordon arrives and takes his seat in Council.

NOVA SCOTIA CAR WORKS, LIMITED—FURTHER FINANCIAL AID.

Read report Board of Control re Memorial of Nova Scotia Car Works, Limited, petitioning the City to loan them such further sum as would bring the total amount loaned by the City up to the sum of \$250,000.00, the application amounting to a further advance from the City of \$135,000.00, the Board's recommendation being adverse.

City Hall, July 8th, 1915.

The City Council.

Gentlemen:—The Board of Control has had before it the attached communication from the Nova Scotia Car Works asking that the City make them a further advance of about \$135,000.00 so as to make the total amount from the City \$250,000.

The statement sets out in detail the present position of this undertaking, all of which is before you for consideration.

JULY 8th, 1915.

This Board, fully realizing that our City has more than its financial interest involved in same, felt it their duty to very carefully weigh the situation from its every angle, as no reasonable means should be permitted to pass in keeping this enterprise in existence.

We had a public hearing with the directors and management of this company, when the matter was very fully gone into, and the statement as presented discussed. We were informed by them that they are today obliged to their bankers for less than \$3,000.00, and inasmuch as their statement sets out that they have a liquid surplus in stock on hand, accounts receivable, etc., of something over \$500.00, their situation is, in the opinion of this Board one in which they should look to their bankers rather than to this City for further financial assistance; and while we have not before us the full particulars to judge of the operations of this undertaking, we cannot, from the information placed before us, justify the recommending of any further financial assistance being extended to this undertaking by this City.

P. F. MARTIN, Mayor.

June 28th, 1915.

*The Board of Control,
City of Halifax.*

Gentlemen:—I have been authorized by the Board of Directors to send you the enclosed Memorial for your consideration, and to advise you that a Committee from our Board of Directors will be pleased to wait on you to discuss the matter at your convenience.

By order of the Board of Directors,

NOVA SCOTIA CAR WORKS, Limited,
GEO. B. ROBERTSON, *Secretary.*

Halifax, N. S. June 18th, 1915.

*The Mayor and Controllers,
City of Halifax,
Nova Scotia.*

Gentlemen:—The Silliker Car Works was incorporated April 4th, 1907, and began the erection of its plant in Halifax, about June 1907.

The establishment was made possible largely by the action of the Halifax City Council which, on May 15th, 1907, agreed to advance \$125,000 to the Company, taking a mortgage on its real estate and plant as security, and thus assisting the Company to get started. Accordingly the City issued sufficient of its Four Per Cent (4%) bonds which when sold realized \$125,000. These 4% Bonds fall due July 1st, 1940. As security for the repayment of this advance, the City holds a mortgage on the plant and machinery of the Company dated March 21st, 1908. This principal sum of \$125,000 has been reduced by annual instalments payments by \$27,596.13, leaving the balance due the City on principal account of \$97,403.87 and instalments and overdue interest and sinking fund of \$17,126.04.

The condition under which this advance was made was that the Company should be paid instalments as the plant and buildings of the Company were erected on lands acquired for the purpose of the Company in the proportion of \$1.00 to each two dollars expended by the Company of its own money and when the Company had so expended \$185,000 of its own money, the balance of the advance should be paid over to the Company. The Company's

books show that the City held security on properties valued at cost on August 1st, 1908, at \$217,304.18 for its advance of \$125,000.

In March 1910, the business of the Silliker Car Works was taken over as a going concern by the Nova Scotia Car Works, Limited, who assumed its obligations and liabilities.

The enterprise has been in operation by the Nova Scotia Car Works since February 25th, 1911, during which period alone it has disbursed \$4,450,000. The Nova Scotia Car Works added to the plant of its predecessor Company by the purchase of real estate, costing \$18,637.22, the erection and equipment of a steel car plant (the first in Canada outside of Montreal) and other improvements of a fixed and permanent nature, costing in all \$309,561.87 in addition to the amount of \$217,304.18 mentioned above.

The Capital necessary for these purposes was secured by the issue by the Company of its own securities, which are now in the hands of 725 holders.

The Company for the greater part of 1914 was handicapped by a lack of orders owing to the cessation of car building in Canada. With the orders now being placed in Canada by belligerent nations, and the necessity for many countries which formerly purchased their cars in Germany now placing their orders elsewhere, the Directors feel confident of securing from customers outside of Canada, while the war lasts, all the work that it can undertake. Being situated at tidewater, and at a port open all the year round, we believe the Company is peculiarly favorably situated for a foreign trade.

With the return of peace there will be an enormous demand for building materials and rolling stock from the countries now being devastated by war, and it is expected that in Russia, in particular, after the war there will be great developments and extension of their railway system. Naturally, Canadian car builders, who supply them with rolling stock while the war is on, can expect to continue to hold the business. Russia will not be quick to buy cars in Germany again.

With the return of peace, Canadian Railways will require to place greatly increased orders for rolling stock to make good the wastage now going on in this country. The withdrawal of Grand Trunk Rolling Stock from the Trans-continental will cause substantial orders to be placed in the near future for that road.

Order for the construction of upwards of \$400,000 are in hand. Negotiations for very large additional quantities of cars are well advanced, but construction of these cars cannot be carried out without more adequate financial arrangements. It is of great importance to the Company and a fortior to the City and citizens of Halifax that such be consummated at an early date.

Immediately after the unfortunate loss by fire of the Foundry the Company prepared the foundation and assembled the materials for the erection of a large and more expensive Foundry than that destroyed. While thus engaged, the slackening of orders for rolling stock, the more stringent monetary conditions immediately ensued, and up to the present time no further action toward re-building has been taken by the Company. The large orders for rolling stock in prospect, however, make imperative the immediate construction of that part of the plant if full advantage is to be taken of the present business opportunities. It is the intention, on completion of these financial arrangements, to build a wheel foundry of a size and capacity in excess of that which was destroyed.

Private capital is difficult to obtain at the present time. With the City's assistance it can be secured, but not otherwise, the shareholders and directors in particular have placed large amounts of their own capital at the disposal of the Company, but are unable to carry the Company through, as they would have been, had it not been for the derangement and difficulties consequent upon the war.

It is therefore necessary for the Company to request of the City its co-operation in a rearrangement of, and additional assistance with its finances, to the end that it may be established in a firm and unassailable position.

The Company therefore applies to the City of Halifax for such a further advance as will bring the total of amount loaned by the City up to the sum of \$250,000. This further advance to be secured by mortgage in the same manner as was the first advance above referred to. A large portion of this advance will go into the building and equipment of a new foundry and additional plant and machinery to properly take care of business offering.

The financial plan contemplates, of course, the payment to the City of all overdue instalments and interest payments, and the rebuilding of the Foundry. The figures given below are arrived at after providing for the payments required for such purposes.

The position of the Company as regards fixed asset and liabilities on the consummation of the plan would be:—

Fixed Assets.

Real Estate—as per Canadian Appraisal Co.'s valuation	\$ 78,700.18
(Not including real estate at Amherst)	
Plant and Machinery at cost	576,487.13
	\$655,187.31

Fixed Liabilities.

Loan from City of Halifax	\$250,000.00
	\$405,187.31

As stated above, when the original mortgage of \$125,000.00 was given the City, the cost value of the security given by the Company was \$217,304.18 or 174 per cent. of the loan. Should an additional loan be made by the City, the total advance of \$250,000.00 will be on security of a cost value of \$655,187.31 or 262 percent of the loan.

We may say that at the present time, industrial companies must seek any working capital locally. Every monetary centre has sufficient to do in caring for the requirements of its local institutions. Necessarily the Car Works must look to the people of this City who may be desirous of keeping the wheels of industry and business moving, for while those depressed conditions continue, the investment funds of other centres are not available for our industries.

The Company sold \$300,000 Gold Notes at 90, on which there is still due the Company \$90,000.00 in cash. This amount is now being collected. The proceeds of these Gold Notes has been invested by the Company in its business.

While desirable business, as above explained, is offering, the Company is unable to undertake manufacturing in a large way for lack of sufficient capital.

When the Nova Scotia Car Works, Limited was formed, it was believed that the issue of First Preferred Shares would provide sufficient working capital. In that expectation the Directors have been disappointed. Sufficient moneys were not provided, and, in consequence, the Company had to rely upon advances from its Bankers. The Bank agreed to advance 80 per cent against hypothecation of signed contracts. In the business large stocks of raw materials were purchased on open accounts and carried on hand to insure quick deliveries. The proceeds of contract assigned to the Bank paid these accounts for materials as they matured. Upon the cessation of orders for cars, caused by depressed conditions, the Company had no signed orders for cars to hypothecate to the Bank, and the Bank was unwilling—no arrangements having been made to cover this point when the banking accommodation was first opened—to advance on the stock of goods in the yard, costing from \$400,000 until fresh orders for cars were secured. The Company, therefore, had not the facilities with which to discharge its trade liabilities as they fell due. This created an embarrassing position with which it has been difficult to deal.

The Company's Bankers have properly considered that, while there are large values invested in lands and plants, there is not sufficient liquid assets and working capital.

Owing to the City's lien on the real estate, plant and machinery of the Company, it is manifestly impossible to utilize that security with other lenders, and the only course left for us is to ask the City to increase its advance to \$250,000 and for security therefor the Company will give a mortgage on its fixed assets to the cost value in all of \$655,187.31.

Approximately the financial position of the Company would be as follows if the City makes the further advances asked for:

Cash in hand	\$ 40,000	
Stock on hand	370,000	
Contracts uncompleted, \$185,000	2,000	
Further advance from the City	135,000	
Bills and Accounts receivable including proceeds of Company's notes	207,000	
		\$754,000

Less:

Bills and Accounts payable	\$215,000	
To complete rebuilding of foundry	30,000	
		\$245,000
Liquid Surplus		\$509,000

Those are entirely apart from the Company's investments in real estate, plant, machinery, etc. and that surplus, if added, will give the Company a total net surplus of \$914,187.31 as follows:

Fixed Surplus	\$405,187.31	
Liquid Surplus	509,000.00	
		\$914,187.31

In Nova Scotia there is at present little or no investment except in municipal bonds. In consequence, irrespective of values and securities, it is impossible to secure private funds, much as the necessary capital is

required to enable the Company to re-start its plants. The Directors of the Company believe that it cannot continue, unless provision can be made to have the City make a further secured advance, and accept a mortgage upon the Company's Halifax properties.

The Directors realize that the City is now largely interested in the Company and in its property and business. Naturally it is most desirable from the City's monetary standpoint that the business should be saved and that the Plant should be provided with further capital in order that it may be operated successfully. They are also aware that it is impossible for the Company to secure the necessary funds at this time, and under present conditions, from its shareholders.

Having exhausted every means within their power to provide the necessary advances from private sources, and before allowing this very desirable and sound business to be discontinued the Directors of the Company desire to acquaint you with the circumstances, and to make this application to the City which they believe to be in the interest of the City in every regard.

While the City holds the first lien upon the property for its advances, it is equally interested in having the industry successfully operated. Further capital is absolutely required. That capital is not available to the Company, and before the business is allowed to be discontinued, we submit that it is a question for the City, because of its financial interest in this business and of the benefits derived by operation of the Plants, to consider the advisability of reasonably increasing the City's investment in the first mortgage of the Company.

By order of the Board of Directors.

Moved by Controller McKeen, seconded by Controller Murphy that the report be adopted. Motion passed.

SHIRLEY STREET SIDEWALK.

Read reports Board of Control and City Engineer re concrete sidewalk Shirley Street, both sides, between Louisburg and Preston Streets.

City Hall, June 30th, 1915.

The City Council.

Gentlemen:—The Board of Control recommend for adoption the attached report of the City Engineer re concrete sidewalk Shirley Street both sides, between Louisburg Street and Preston Street.

L. FRED. MONAGHAN, *Secretary Board of Control.*

City Engineer's Office, June 28th, 1915.

His Worship the Mayor.

Sir:—I beg to report on the attached petitions for and against the construction of a concrete sidewalk on both sides of Shirley Street.

The petition for a sidewalk, bears 20 signatures, 19 of which are property owners. The petition against the sidewalk has 12 signatures, all property owners. The frontage owned by those who have signed for the sidewalk, totals 856 feet; the frontage of those who have signed against the sidewalk totals 652 feet.

It has been usual in such cases to favor the majority. The estimated cost of constructing a concrete sidewalk on both sides is \$1690.00.

I would recommend that the sidewalks on Shirley Street be placed in the Sidewalk Schedule and that a concrete sidewalk with concrete curb and gutter be constructed on both sides of Shirley Street between Louisburg Street and Preston Street, under the Permanent Sidewalk Act 1906.

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

Moved by Controller Murphy, seconded by Controller Halliday that said reports be adopted. Motion passed.

FIRE DEPARTMENT—TENDERS FOR SUPPLIES.

Read report Board of Control re tenders for Fire Department supplies, viz.—uniform clothing, groceries, laundry work, gasoline, acid and oil.

City Hall, July 5th, 1915.

The City Council.

Gentlemen:—The Board of Control beg to report that in response to advertisement in the newspapers they received tenders for goods for the Fire Department as follows:—

City Hall, July 5th, 1915.

The City Council.

Gentlemen:—The Board of Control beg to report that in response to advertisement in the newspapers they received tenders for goods for the Fire Department as follows:—

Uniform clothing.....	C. Shipley & Co.
Groceries.....	E. W. Crease & Son
Laundry work.....	Ungar's Laundry and Globe Laundry
Gasoline and kerosene oil.....	Imperial Oil Co. and Canadian Oil Co.
Sulphuric acid.....	Imperial oil Co.

It is recommended that tenders be awarded as follows:—

Uniform clothing.....	C. Shipley & Co. on sample No. S-1504 as follows:—6 suite uniform clothing at \$23.00 each; 24 pairs trousers at \$5.50 each and 13 vests at \$4.25 each
Groceries.....	E. W. Crease & Son
Laundry Work.....	Globe Laundry
76 deg. gasoline.....	Canadian Oil Co.
65-68 deg. gasoline, sulphuric acid and American kerosene oil.....	Imperial Oil Co.

L. FRED. MONAGHAN, *Secretary Board of Control.*

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

GASOLINE TANK—QUINPOOL ROAD.

Read report Board of Control covering joint report City Engineer and Chief Fire Department re application Frank Colwell, Jr., for permission to instal an underground gasoline tank, Quinpool Road.

City Hall, June 30th, 1915.

The City Council.

Gentlemen:—The Board of Control beg to recommend for adoption the accompanying joint report of the City Engineer and the Chief of the Fire Department respecting the application of Frank Colwell, Jr. for permission to instal an underground gasoline tank, Quinpool Road.

L. FRED. MONAGHAN, *Secretary Board of Control.*

City Engineer's Office, June 30th, 1915.

His Worship the Mayor.

Sir:—Respecting the application for permission to instal a gasoline tank at the garage at the corner of Quinpool Road and Robie Street, the occupant is satisfied to instal the tank on the property instead of under the sidewalk, and we would recommend that permission be granted to instal it provided the installation is carried out to the satisfaction of the Chief of the Fire Department.

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

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

Moved by Controller Halliday, seconded by Controller Murphy that said reports be adopted. Motion passed.

H. E. BURGESS—FLOODING OF CELLAR, ROBIE STREET.

Read reports Board of Control and Controller Murphy re claim of H. E. Burgess for damages through flooding of his celler from a City catchpit.

City Hall, June 30th, 1915.

The City Council.

Gentlemen:—The Board of Control beg to submit for approval the accompanying report of Controller Murphy recommending payment to H. E. Burgess of \$75.00 in final settlement of the claim for damages through overflowing of water into the cellar, Robie Street from a City Catchpit.

L. FRED. MONAGHAN, *Secretary Board of Control.*

City Engineer's Office, Feb. 17th, 1915.

His Warning the Mayor.

Sir:—I beg to report on the complaint of Mr. H. E. Burgess No. 601 Robie Street that his cellar has been flooded in consequence, as he alleges, of a break in the catchpit.

Mr. Downie, Supt. of Works, has investigated and finds that the cellar was flooded; also that the frost had lined a portion of the catchpit and cracked it. While it is very difficult to understand how the water could get through the apparently solid ground between the catchpit and the house, in the absence of some better reason for the trouble, I must assume that it may have reached the house through the crack in the catchpit.

The sewers are clear, but any obstruction in Mr. Burgess' drain might cause the trouble. The City has not received any notice of any such trouble as far as I can ascertain. The breaking of the catchpit by the frost is a most unusual occurrence; I do not remember of a similar case in the last twenty-four years. I have instructed Mr. Downie to repair the crack at once, and am submitting this report to the City Solicitor for his opinion to accompany it.

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

Office of City Solicitor, February 22nd, 1915.

Secretary Board of Control.

Re Claim of Burgess.

Sir:—From Mr. Doane's report it would appear that it is not certain that the water which flooded Mr. Burgess' cellar came from the City's catchpit, but that it is possible that the trouble might have been caused by an obstruction in Mr. Burgess' own drain. If so, the City would of course, not be under any liability. The burden of proving that the water did come from the catchpit would be on the claimant.

Assuming, however, for the purposes of this opinion that the water did come from the catchpit, the City would not in my opinion be liable without proof of negligence. Surface water falling on the street must be got rid of, and the catchpit is the recognized and proper mode of discharging it into the sewers. I assume that the catchpit was properly constructed in the first instance, and that its cracking by frost was a thing which could not be foreseen or guarded against. The only possibility that I can see of negligence being established against the City would be by evidence that the crack should have been discovered and repaired. On this point I would think the fact that there would be nothing to indicate the existence of a crack until the flooding itself occurred would be material.

I would suggest further inquiry by the Engineer on this point, and if he is satisfied that nothing was omitted by the City in this respect I am of opinion that no claim exists against the City.

F. H. BELL, *City Solicitor.*

City Engineer's Office, April 24th, 1915.

F. W. W. Doane, Esq., City Engineer.

Sir:—I beg to report further on the complaint of Mr. H. E. Burgess, No. 601 Robie Street, that his cellar has been flooded in consequence, as he alleges, of a break in the catchpit.

JULY 8th, 1915.

I have had the gutter and street dug up around the locality and find that the first crock of the catchpit drain at the catchpit, was broken. Just south of the new catchpit there evidently had been an old pit which drained through a 9-inch crock pipe into the 12 x 18 stone drain which ran south to North Street. This drain was cut off by the 6-inch house drain laid by Mr. Burgess about a year ago. The water leaked from the pit into the 9-inch crock and ran into the cellar alongside of the house drain. There was also a hole in the gutter above the end of the 9-inch crock.

The accompanying sketch shows the conditions at the locality. In my opinion, if the drain had not been cut off by the house drain, the water which entered the 9-inch crock pipe would have flowed away through the 12 x 18 drain. This opinion is borne out by the fact that there had been no trouble from flooding of the cellar until the house drain was re-laid last year.

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

City Engineer's Office, April 26th, 1915.

His Worship the Mayor.

Sir:—Since this matter was referred back for further report, we have made a thorough investigation to ascertain, if possible, the cause of the flooding of Mr. Burgess' cellar. In my report dated Feb. 17, 1915, I stated that we had not received notice of any trouble, and that all that could be ascertained on inspection by the Supt. of Works, was that the catchpit was cracked. While it did not look reasonable to suppose that that quantity of water could get through such a crack, in the absence of some better reason, I assumed for the moment that it had reached the house by this means.

The report of Mr. Johnston attached, gives additional information, and the sketch shows clearly what, in his opinion and mine, is the cause of the trouble. For some reason which I am unable to discover, the crock draining the catchpit to the sewer, has been broken. Under ordinary conditions the result would be to fill the catchpit with water during a rain, which would overflow along the gutter. The old 9-inch crock, shown in the sketch being so near the catchpit, however, has carried off the water before it could rise to the top of the catchpit, and according to the information supplied to me, the water has been finding its way into Mr. Burgess' cellar ever since he relaid his drain. I agree with Mr. Johnston that if he had not broken the 9-inch drain in the street, it is probable that the water would not have reached his cellar. As the matter is a complicated one, however, I would suggest that it be again referred to the City Solicitor for a supplementary report.

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

Office of City Solicitor, April 29th, 1915.

Re Burgess.

Secretary Board of Control.

Sir:—I have already reported upon this matter.

I understand, however, that since my former report further facts have developed in connection with this matter, respecting which I have had a partial conference with the Engineer, and am to receive further instructions from him. If the result of this fresh information causes me to modify my former opinion I shall report to the Board of Control accordingly.

F. H. BELL, *City Solicitor.*

Office of City Solicitor, May 22nd., 1915.

Re Burgess.

Secretary Board of Control.

Sir:—Since making my previous report on this matter the additional investigation has materially altered the ascertained facts.

The principle of law by which the matter must be determined, however remains the same, namely, that the City is not liable for the escape of water from a catchpit, unless some evidence is offered of negligence by the City, either in the original construction of the pit, or in maintaining it. I do not gather from the supplementary report of the Engineer that the existence of the old drain, which appears to have been the cause of the trouble, could reasonably have been discovered when the new catchpit was constructed, or that the breaking of the crock in the catchpit drain was a thing that could have been anticipated or guarded against. On the other hand the fact that Mr. Burgess' own drain had broken into this old drain was a circumstance which should, it appears to me, have put him on inquiry as to what this old drain was and what the consequences of making a connection between it and his own drain might be. If it was certain as Mr. Doane states that the trouble had only arisen within a year and since Mr. Burgess had constructed his own drain it would I think be clear that it was the result solely of the connection thus carelessly made by Mr. Burgess himself. If it is correct as Mr. Burgess states that the trouble has been going on for three years it is possible that other causes may have been at work; but in the absence of any evidence as to what these are it cannot be assumed that they are such as would render the City liable. The City is not an insurer against unpreventable accidents.

On the whole I remain of the opinion that there is no ground of liability in the City.

F. H. BELL, *City Solicitor.*

Office of City Solicitor, June 16th, 1915.

Re Burgess.

Secretary Board of Control.

Sir:—Mr. Johnston, Mr. Burgess and myself met on the day appointed and went over the facts very carefully, and Mr. Burgess brought to our notice something of which we had not previously been informed, namely that when the catchpit was repaired some three years ago, a broken crock was discovered at the outlet, and Mr. Johnston informs me that in conferring with the man who had charge of the work, this statement is correct. This puts a new aspect upon the case, because I am of opinion, in which Mr. Johnston concurs, that this was sufficient to have put the City upon inquiry as to whether or not something was wrong, which inquiry would probably have resulted in repairing the broken outlet, which was probably in part at least the cause of the damage. I am therefore of opinion that Mr. Burgess has a possible cause of action against the City and would recommend a settlement with him.

It does not necessarily follow, however, that Mr. Burgess' claim should be allowed in full. That part of it which relates to the cost of providing a concrete floor in his cellar is extremely doubtful. On the face of it it does not appear a proper subject of damage at all, as damage to Mr. Burgess' cellar would hardly include the cost of making a better cellar. Mr. Burgess,

however, explains that he considers it a reasonable charge as an expense incurred by him in the endeavor to remedy a situation which it now appears was possibly due to our fault, and that the effect of it has been to injure his cellar by decreasing its height.

I would therefore recommend a settlement with Mr. Burgess if it can be effected upon reasonable terms after negotiation with him on that basis.

F. H. BELL, *City Solicitor.*

Halifax, N. S., June 30th, 1915.

His Worship the Mayor and Board of Control.

Gentlemen:—In accordance with resolution of the Board, the writer waited on Mr. Burgess with a view to making an adjustment of claim for damages sustained, full particulars of which are on file.

After going fully into the same, I arranged with Mr. Burgess to accept the sum of Seventy-five (\$75.00) Dollars in full settlement of claim.

There is no question that Mr. Burgess was put to not only considerable inconvenience, but also financial loss, and in face of the details obtained, I feel it would be in the best interest of the City to close the matter by tendering him the amount named, and I therefore beg to recommend that same be done.

JOHN MURPHY, *Controller.*

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

TENDERS FOR COAL.

Read reports Board of Control and Clerk of Works covering tenders for supply of coal for the various civic Departments for the current year.

City Hall, July 2nd, 1915.

The City Council.

Gentlemen:—The Board of Control beg to recommend for adoption the attached report of the Clerk of Works re tenders for coal for the various civic departments for the current year.

L. FRED. MONAGHAN, *Secretary Board of Control.*

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

Gentlemen:—I hereby submit my report in re coal tenders.

Quantities estimated, more or less, as ordered by the various departments:—

Hard Coal.

City Prison.....	60 tons
City Home.....	25 "
City Hall.....	100 "
Public Gardens.....	8 "
Infectious Diseases Hospital.....	10 "
Fire Department.....	90 "
Concrete Shed Works Dept.....	5 "
Meter Houses, Lakes.....	5 "
Total.....	308 "

S. Cunard & Co., all sizes, \$8.00 per ton, cartage included in City limits.
 Buckley Coal & Contracting Co., all sizes, \$7.90 per ton, cartage included in City limits.
 William Roche, all sizes, \$7.70 per ton, cartage included in City limits.

The tender of Wm. Roche, being the lowest, is recommended for acceptance.

Soft Coal.

A tabulated statement is attached showing the prices submitted:—

Quantities estimated, more or less, as ordered by the several departments:—

City Prison.....	60 tons
City Health Board.....	70 "
City Home.....	550 "
City Hall.....	100 "
City Workshops.....	75 "
Steam drill, rollers, concrete mixer.....	200 "
Public Gardens.....	30 "
Blacksmith's coal.....	20 "
Total.....	1105 tons

The tender of the Buckley Coal & Contracting Co. for Sydney Reserve coal, 160 tons at \$4.40, plus cartage 55c per ton, for City Prison, City Health Board and Public Gardens, being the lowest, is recommended for acceptance.

The tender of the Buckley Coal & Contracting Co. for 550 tons Sydney Reserve Mine Coal (screened nut) at \$4.50 delivered City Home, being the lowest, is recommended for acceptance, but with the distinct understanding that screened nut coal is to be supplied, not run-of-mine.

The tender of H. D. MacKenzie Co., Ltd., for 200 tons steam coal (Drummond) at \$4.75 delivered, being the lowest, is recommended for acceptance.

The tender of H. D. MacKenzie Co., Ltd., for 175 tons Drummond Coal (screened nut) at \$4.60 delivered for City Hall and City Workshops, being the lowest, is recommended for acceptance.

The tender of S. Cunard & Co. for 20 tons Albion slack, Blacksmith shop, at \$5.45, is recommended for acceptance.

The ton consists of 2000 pounds.

JAS. J. HOPEWELL, *Clerk of Works.*

SOFT COAL.

	Old Sydney	Sydney Reserve	Acadia	Drummond	Albion	Colonial	Inverness
R. H. Morrison, Screened lump	4.40	4.40	4.25			4.30	
Screened Nut	3.40	4.40				3.80	
R. of M. Nut		4.40					
Slack		4.50	delive				
Buckley Coal & Contracting Co., Screened Lump	3.50	4.35	red			4.35	
R. of M. Lump		3.50	City			4.00	
S. Nut or R. of M							
Steam							
Slack							
Wm. Roche, Screened Lump	5.70	5.32					
R. of M. Lump		5.07					
Screened Nut	5.50				5.77		5.77
Slack					5.50		
S. Cunard & Co., Screened Lump	5.65	5.25			5.45		
R. of M. Lump	5.40	5.00			5.75		
Screened Nut					5.40		
Steam		5.00			5.40		
Slack							
H. D. MacKenzie Co., Screened Lump				4.85			
R. of M. Lump				4.60			
Screened Nut				4.60			
Steam				4.75			
Slack				3.15			

Cartage additional }
 Caratge additional }
 cartage including }
 Cartage additional }
 Cartage included }
 Cartage included }
 Cartage included }
 or 50c allowed for }
 cartage }

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

WATER BILL 185 MAYNARD STREET—MARSHALL BROS.

Read report Board of Control re water bill Marshall Bros., for their laundry premises, 185 Maynard Street.

City Hall, June 30th, 1915.

The City Council.

Gentlemen:—The Board of Control beg to recommend that the water bill charged Marshall Bros. for their laundry premises 185 Maynard Street be reduced from \$142.27 to \$106.70 and that according to promise made they be allowed the usual discount upon payment of the bill.

L. FRED. MONAGHAN, *Secretary Board of Control.*

City Engineer's Office, June 16th, 1915.

His Worship the Mayor.

Sir:—I beg to report on the attached bill rendered to Marshall Bros. \$142.27 for the period from Sept. 1914 to March 1915.

The bill for the previous six months was \$98.36 and Marshall Brothers claim that there was a reduction in their business although the water consumption increased about 45%. The consumption during the period varies from 400,000 gals. from Sept. 15th to Oct. 14th to 102,900 gals. from Jan. to Feb. There is no evidence now to account for the increased consumption, except that the meter froze and burst in January. There must have been some consumption of which I have no knowledge now, and whether it was due to leakage, carelessness or waste in the business I am unable to state.

Under the circumstances the law does not permit me to recommend any reduction.

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

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

STREET LIGHTS.

Read reports Board of Control and City Engineer re street lights at the junction of Longard Road and Stanley Street; on Campbell Road north of the last light; on Campbell Road at the head of lane leading to the Lorne Club and Sugar Refinery; Longard Road and Kane Streets; Gottingen and Cabot Streets.

City Hall, Halifax, June 30th, 1915.

The City Council.

Gentlemen:—The Board of Control beg to recommend for adoption the attached report of the City Engineer re Street lights at the junction of Longard Road and Stanley Street, on Campbell Road north of the last light, on Campbell Road at the head of Lorne Club and Sugar Refinery Lane, Longard Road and Kane Streets and Gottingen and Cabot Streets.

L. FRED. MONAGHAN, *Secretary Board of Control.*

City Engineer's Office, June 28th, 1915.

His Worship the Mayor.

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

I would recommend that an arc light be installed when the appropriation is available, at the junction of Longard Road and Stanley Street and on Campbell Road about four or five hundred feet north of the last light.

On Campbell Road at the head of the lane leading to the Lorne Club and Sugar Refinery, I do not think a light is absolutely necessary. There is one now at Hanover Street and one on the railway property near the lane, so that a light is not as badly needed as at many other points.

At the corner of Longard Road and Kane Street I do not feel justified in recommending a light, as we have lights on the runway of the Incinerator in use every night, which are right opposite Kane Street and which give sufficient light for all ordinary purposes.

There is no light now at the corner of Gottingen and Cabot Streets, but there is a light at Kenny Street and one at Duffus Street. There is also a light on Cabot Street, and while an additional light would be an improvement it is unlikely that we shall be able to put in all the lights that are ordered, and I do not think it would be wise to put this light on the Order Book as it would take precedence of other and more necessary lights which may be ordered subsequently.

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

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

ANNUAL REPORT CITY HOME.

Read report Board of Control covering annual report City home for 1914-15.

City Hall, Halifax, June 30th, 1915.

The City Council.

Gentlemen:—The Board of Control beg to submit for the information of the City Council the annual report of the City Home for 1914-15.

L. FRED. MONAGHAN, *Secretary Board of Control.*

Filed.

ROBIE STREET SIDEWALK.

Read reports Board of Control and City Engineer re concrete sidewalk on the west side of Robie Street from North Street north, in front of properties of H. E. Burgess & Co., and James Norris.

City Hall, Halifax, June 30th, 1915.

The City Council.

Gentlemen:—The Board of Control recommend for adoption the accompanying report of the City Engineer re concrete sidewalk on the west side of Robie Street, from North Street north, in front of properties of H. E. Burgess & Co. and James Norris.

L. FRED. MONAGHAN, *Secretary Board of Control.*

City Engineer's Office, June 30th, 1915.

His Worship the Mayor.

Sir:—I beg to report on the attached petition asking for the construction of a concrete sidewalk on the West Side of Robie Street from North Street northerly.

The petition is signed by two property owners only for property immediately north of North Street. If this sidewalk were isolated I should not recommend its construction, as it is contrary to the policy of the City to construct patchwork where it is likely to remain as patchwork, but in this case the sidewalk on the west side of Robie Street is laid as far north as North Street and there are concrete sidewalks on both sides of North Street east of Robie Street.

I would recommend, therefore, that a concrete sidewalk with concrete curb and gutter be constructed on the west side of Robie Street from North Street north in front of the property of H. E. Burgess & Co. and James Norris.

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

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

ROBERT BURNS MONUMENT—VICTORIA PARK.

Read reports Board of Control and City Engineer recommending that the North British Society be permitted to erect at the north end of Victoria Park a monument to the Scottish poet, Robert Burns.

City Hall, Halifax, N. S., June 30th, 1915.

The City Council.

Gentlemen:—The North British Society of Halifax having expressed a desire to obtain the permission of the City to erect in Victoria Park a monument commemorative to the Scottish poet, Robert Burns, the Board of Control referred the matter to City Engineer Doane, who consulted amongst

JULY 8th, 1915.

others with Richard Power, Superintendent of the Public Gardens. It is recommended that the accompanying report of the City Engineer, approved by Mr. Power, locating the triangular plot at the north end of Victoria Park as a suitable site for said monument, be adopted.

L. FRED. MONAGHAN, *Secretary Board of Control.*

Halifax, Canada, June 9th, 1915.

*His Worship the Mayor
and the Council of the City of Halifax.*

Gentlemen:—The North British Society of the City of Halifax desire permission to erect within the City a Monument of Robert Burns, feeling that it is eminently fitting that the oldest existing Scottish Society of the Province and Dominion should in this way commemorate in the Capital of New Scotland old Scotland's greatest poet, in whose immortal verse the thoughts and feelings of Scotsmen found perhaps their truest and deepest expression.

A suitable design has been prepared which the Society will be pleased to submit for your approval.

As to location, the Society have instructed me to express the opinion for your consideration that no more suitable location is possible than the northern end of Victoria Park, at the crossing of Spring Garden Road and South Park Street.

J. J. BRYDEN, *Secretary.*

City Engineer's Office, June 30th, 1915.

His Worship the Mayor.

Sir:—I beg to report on the attached petition of the North British Society for permission to erect a monument to Robert Burns at the northern end of Victoria Park.

I have consulted with Mr. Richard Power, Supt. of the Public Gardens, who endorses the proposal enthusiastically, and states that the location on the triangular plot at the North end of Victoria Park is an ideal one.

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

Moved by Controller Halliday, seconded by Controller McKeen that said reports be adopted. Motion passed unanimously.

STAIRS STREET SEWER.

Read reports Board of Control and City Engineer re sewer extension Stairs Street, between Agricola and Gottingen Streets.

City Hall, Halifax, June 30th, 1915.

The City Council.

Gentlemen:—The Board of Control recommend for adoption the accompanying report of the City Engineer re sewer extension Stairs Street between Agricola and Gottingen Streets.

L. FRED. MONAGHAN, *Secretary Board of Control.*

City Engineer's Office, June 30th, 1915.

His Worship the Mayor.

Sir:—I beg to report on the attached petition from property owners on Stairs Street between Agricola Street and Gottingen Street.

All the petitioners are property owners except Mr. Shadbolt. This Merckelsfield district is more in need of drainage than any other district in the City, and I would recommend that a sewer be placed on the Order Book to be constructed in its turn on Stairs Street between Agricola Street and Gottingen Street. The estimated cost is \$2550.00.

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

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

WATER BILL SULLIVAN STREETS—OLAND'S BREWERY.

Read reports Board of Control and City Engineer re water bill Oland's Brewery, Sullivan Street.

City Hall, Halifax, June 16th, 1915.

The City Council.

Gentlemen:—The Board of Control recommend for adoption the accompanying report of the City Engineer re water bill Oland's Brewery, Sullivan Street.

L. FRED. MONAGHAN, *Secretary Board of Control.*

City Engineer's Office, June 16th, 1915.

His Worship the Mayor.

Sir:—I beg to report on the bill rendered to Oland & Son for water consumed from March to September 1914. During this period the dial on the meter was broken. The bill was made up from the reading taken, while the records indicate that the breaking of the dial disturbed the hands on the register.

I would therefore recommend that a new bill be rendered for the sum of \$128.30, which is the amount of the bill for the same period during the previous year.

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

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

HOLLIS STREET SIDEWALK.

Read reports Board of Control and City Engineer re concrete sidewalk on the west side of Hollis Street, between Salter and Morris Streets.

City Hall, Halifax, June 16th, 1915.

The City Council.

Gentlemen:—The Board of Control recommend for adoption the accompanying report of the City Engineer re concrete sidewalk on the west side of Hollis Street between Salter and Morris Streets.

L. FRED. MONAGHAN, *Secretary Board of Control.*

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

His Worship the Mayor.

Sir:—I beg to report on the request of Controller O'Connor on the sidewalk on the west side of Hollis Street between Salter and Morris Streets.

A concrete sidewalk is laid in front of the Telephone Building, and from that point to Bishop Street the sidewalk is not in good condition. From Bishop Street to Morris Street there is no permanent material. Part of this sidewalk is in front of Government House property, and before proceeding with the ordering of the work, I think it would be better to obtain the consent of the Government to pay their proportion of the cost, otherwise we shall not be in a position to recover.

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

City Engineer's Office, June 16th, 1915.

His Worship the Mayor.

Sir:—In October last I was asked to report on the sidewalk on the west side of Hollis Street between Salter St. and Morris St. I submitted a preliminary report and was instructed by the Board of Control to consult with the Commissioner of Public Works and Mines and ascertain if the Government would pay half the cost of the sidewalk in front of Government House property. I have been unable to obtain a definite statement from the Commissioner until this month. He has written to say that the Government will bear one-half the cost of laying the proposed sidewalk in front of their property.

I would recommend that a concrete sidewalk be constructed on the west side of Hollis Street between Salter and Morris Streets, under the Permanent Sidewalk Act 1906.

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

Moved by Controller Murphy, seconded by Controller McKen that the same be adopted. Motion passed.

PLEASANT STREET SIDEWALK.

Read reports Board of Control and City Engineer re concrete sidewalk on the west side of Pleasant Street from Inglis Street to Foundry Lane.

City Hall, Halifax, June 16th, 1915.

The City Council.

Gentlemen:—The Board of Control recommend for adoption the accompanying report of the City Engineer re concrete sidewalk on the west side of Pleasant Street from Inglis Street to Foundry Lane.

L. FRED. MONAGHAN, *Secretary Board of Control.*

City Engineer's Office, June 16th, 1915.

His Worship the Mayor.

Sir:—I beg to report on the attached petition for the construction of a permanent sidewalk and the improvement of the road bed on the west side of Pleasant Street from the corner of Inglis Street south to Foundry Lane. The grade of the street is slight and water lies upon it. Only a permanent gutter could remove the nuisance.

I would recommend that a concrete sidewalk and permanent gutter be constructed on the west side of Pleasant Street, from Inglis St. to Foundry Lane, under the Permanent Sidewalk Act 1906. The estimated cost is nine hundred and forty (\$940.00) dollars.

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

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

ALLEN, LAWRENCE AND DUNCAN STREETS.

Read reports Board of Control and City Engineer re Allen, Lawrence and Duncan Streets.

City Hall, Halifax, June 18th, 1915.

The City Council.

Gentlemen:—The Board of Control beg to submit herewith for the information of the City Council a report from the City Engineer re Allen, Lawrence and Duncan Streets.

L. FRED. MONAGHAN, *Secretary Board of Control.*

City Engineer's Office, June 18th, 1915.

His Worship the Mayor.

Sir:—As requested, I beg to report on the grading of Allen, Lawrence and Duncan Streets.

Duncan Street has been very nearly graded so that it could be taken over. There is some filling needed but not very much. Lawrence Street grading is not so far advanced, and Allen Street requires a great deal of material to complete the grading.

If I could give instructions to the Foreman to use all the ashes collected that we do not require for concrete sidewalk work to grade these streets,

taking Duncan Street first, Lawrence Street next and then Allen Street, the first two could be taken over by the City in the near future.

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

Moved by Controller Murphy, seconded by Controller Halliday that the same be adopted. Motion passed.

NORTH STREET ROADBED.

Read reports Board of Control and City Engineer re roadbed paving, North Street, from Lockman Street to the Railway Station.

City Hall, Halifax, June 18th, 1915.

The City Council.

Gentlemen:—The Board of Control beg to recommend for approval the attached report of the City Engineer re roadbed on North Street, from Lockman Street to the Railway Station.

L. FRED. MONAGHAN, *Secretary Board of Control.*

City Engineer's Office, June 18th, 1915.

His Worship the Mayor.

Sir:—The grade of the pavement from Lockman Street down to the station is very steep. From observation, I think there is more difficulty in getting down the hill than getting up. We re-set the stone blocks on a portion of the grade in such manner that the pavement was considerably roughened, and horses do not seem to slip on it going down. This change does not extend all the way down to the entrance, and I would suggest that at least one-half of the roadway be taken up and re-laid with wider joints in the same manner as the part already re-laid. It would be less dangerous for horses than at present.

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

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

DUFFUS STREET.

Read reports Board of Control and City Engineer re fence at street line on the south side of Duffus Street at the property of Mrs. Bella Evans.

City Hall, Halifax, N. S., June 18th, 1915.

The City Council.

Gentlemen:—The Board of Control recommend for adoption the accompanying report of the City Engineer re a fence at street line on the south side of Duffus Street at property of Mrs. Bella Evans.

L. FRED. MONAGHAN, *Secretary Board of Control.*

Halifax, June 12th, 1915.

F. W. W. Doane, Esq.,
City Engineer.

Dear Sir:—I undertake to herein grant the City permission to erect a dry stone wall on my property, in order to retain the sidewalk on south side of Duffus Street, which sidewalk is in a very dangerous condition in front of my property. I will supply new posts, and while erecting wall I would request that these be placed on street line 3' 6" under ground, so that when wall is completed, I can erect a suitable fence.

BELLA EVANS.

City Engineer's Office, June 18th, 1915.

His Worship the Mayor.

Sir:—At the property of Mrs. Bella Evans on the south side of Duffus Street, just above School Street, the surface of the lot is a good deal below the street, and at present the place is dangerous. The official line is back from the stone wall which is now partially supporting the sidewalk. Mr. Evans is desirous of erecting a fence, but does not want to construct it on the old line if later he will be obliged to put it further back. I have permission from Mrs. Evans, copy of which is attached, to re-erect a dry stone wall on her property, provided we will build in the fence posts which she will supply.

I would recommend that the wall be re-constructed on the official line and the fence posts built in at the same time.

F. W. W. DOANE, City Engineer.

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

PAYZANT STREET GRADING—STREET LIGHT.

Read reports Board of Control and City Engineer re Payzant Street grading and street light.

City Hall, Halifax, June 18th, 1915.

The City Council.

Gentlemen:—The Board of Control recommend for approval the attached report of the City Engineer re Payzant Street grading and street light.

L. FRED. MONAGHAN, Secretary Board of Control.

City Engineer's Office, June 18th, 1915.

His Worship the Mayor.

Sir:—I beg to report on the attached petition asking for work on Payzant Street. Payzant Street does not belong to the City. Some time ago the property owners on Larch Street asked the City to grade their street at their own expense and to put in a sewer and water pipe. This made it possible to extend the sewer to Payzant Street and the work was carried out. The surface of the trench, however, was not left in a very satisfactory condition for traffic, and I instructed the Supt. to have it rolled and left in a more

passable condition. The proposal of the owners of property on Larch Street is the fairest one for owners of undeveloped land to make, and the owners of property on Payzant Street should do the same. The City cannot spend money to make sidewalks or to grade the street, so that it can be taken over, as the Charter forbids it. They can however, put in street lights, sewers and water pipe.

There is a light on Coburg Road opposite Lilac Street, and although a light is required for Payzant Street it would give better service at the corner of Payzant and Larch Streets, and I would recommend that a light be installed there when the appropriation is available.

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

Moved by Controller Murphy, seconded by Controller Halliday that the same be adopted. Motion passed.

CORK STREET WATER EXTENSION.

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

City Hall, Halifax, June 16th, 1915.

The City Council.

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

L. FRED. MONAGHAN, *Secretary Board of Control.*

City Engineer's Office, June 16th, 1915.

His Worship the Mayor.

Sir:—I beg to report on the attached petition from William H. Hall asking for an extension of water on Cork Street from King St. to a new house he is building. The district is high service; size of pipe 6"; estimated cost three hundred and fifty-four (\$354.00) dollars.

I would recommend that the extension be made on a special rate of seventeen dollars and seventy cents (\$17.70).

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

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

BONDS OF CITY OFFICIALS.

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

City Hall, June 11th, 1915.

The City Council.

Gentlemen:—The Board of Control beg to submit herewith for approval a report from His Worship the Mayor and the City Auditor re bonds of City Officials.

L. FRED. MONAGHAN, *Secretary Board of Control.*

Office of City Auditor, June 9th, 1915.

To the City Council.

Gentlemen:—We beg to hand you herewith guarantee renewal bonds of City Officials for the year 1915-16, 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. J. Mulcahy, Sup't. 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.

PETER F. MARTIN, *Mayor.*

W. W. FOSTER, *City Auditor.*

Filed.

WATER RATES KEITH'S BREWERY.

Read reports Board of Control and City Engineer re water meter rates Keith's Brewery, Lower Water Street,

City Hall, June 11th, 1915.

The City Council.

Gentlemen:—The Board of Control beg to recommend for adoption the accompanying report of the City Engineer re water meter rates, Keith's Brewery.

L. FRED. MONAGHAN, *Secretary Board of Control.*

City Engineer's Office, June 7th, 1915.

His Worship the Mayor.

Sir:—The Manager of Keith's Brewery protests against being charged for water by each meter separately where there is more than one meter on their property.

Where the consumption is large, it makes quite a difference to the consumer, as there is a sliding scale of charges according to the quantity consumed per day. The placing of two or more meters on such a property, is a matter of convenience and I do not think it was ever contemplated that any one business should be refused the full benefit of the sliding scale because they took the supply through more than one meter.

I would recommend that the consumption at the Keith Brewery be totalled and the scale charge ascertained accordingly.

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

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

TENDERS FOR POLICE HELMETS AND CAPS.

Read report Board of Control re tenders for helmets and caps for the Police Department.

City Hall, June 11th, 1915.

The City Council.

Gentlemen:—The Board of Control beg to report that they have received and opened tenders for police uniform helmets and caps from Kline & Mullins and Frank Colwell, Ltd.

It is recommended that the tender of Kline & Mullins of \$3.30 each for helmets and \$2.45 each for caps be accepted.

L. FRED. MONAGHAN, *Secretary Board of Control.*

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

CITY PRISON GROCERIES.

Read report Board of Control re tenders for groceries for the City Prison.

City Hall, June 11th, 1915.

The City Council.

Gentlemen:—The Board of Control beg to report that they have received and opened tenders for grocery supplies for the City Prison from W. I. Hubley & Co., and E. W. Crease & Son.

The tender of W. I. Hubley & Co., being the lowest is recommended for acceptance.

L. FRED. MONAGHAN, *Secretary Board of Control.*

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

BLOWERS STREET SIDEWALK.

Read report Board of Control recommending the construction of a concrete sidewalk on the north side of Blowers Street from Granville Street to Grafton Street.

City Hall, June 23rd, 1915.

The City Council.

Gentlemen:—The Board of Control beg to recommend the construction of a concrete sidewalk, curb and gutter on the north side of Blowers Street, from Granville Street to Grafton Street.

L. FRED. MONAGHAN, *Secretary Board of Control.*

Moved by Controller Halliday, seconded by Controller Murphy that said report be adopted. Motion passed.

POLICE DEPARTMENT MOTOR CYCLE.

Read reports Board of Control and Controller Harris re tenders for a motor cycle for the Police Department.

City Hall, June 28th, 1915.

The City Council.

Gentlemen:—The Board of Control beg to report that they have received tenders for a motor cycle for the Police Department from Morton & Cragg, Alden L. Lavers and R. L. Archibald.

The accompanying report of Controller Harris recommending the purchase of an "Eagle" motor cycle from Alden L. Lavers at \$400.00 less \$75.00 for old machine now in use, is submitted for the approval of the Council.

L. FRED. MONAGHAN, *Secretary Board of Control.*

Halifax, June 28th, 1915.

The Board of Control.

Gentlemen:—I beg to report on motor cycle as follows:—

The test in hill climbing on Roome Street was carried out and both machines stood the test equally well. The Harlen Davison machine ran somewhat easier for the reason that it had been worked out to the extent of some four hundred miles or more, consequently it had considerable advantage over a machine that was entirely new and had not been worked out. When the Eagle machine has the same amount of running, I have every reason to believe that it will run equally as smoothly as the other machine. Both machines are first class in every respect, although somewhat different in construction. Both have many excellent points in their favor.

The Eagle is a 16-horse power B. S. The Harley Davison is a 14-horse power B. S.

There are several Eagle machines in use in the City and are giving great satisfaction to the owners, the cost of upkeep being remarkably small.

It is a very popular machine through the American cities and extensively used for police patrol work. It is very fast and powerful and has many superior qualities. The very moderate up-keep is due to the special construction whereby all unnecessary parts have been omitted and the parts which must bear the most strain have been specially reinforced to stand long and hard usage.

Therefore I would recommend the Eagle machine for I believe it is an equally good machine for police patrol work and moreover the agent has complied in every respect in fulfilling the requirements called for in the tender. He had agreed to take over the old wheel, which at present is of no service to the Department, being out of commission for want of some parts, and the price at which the Eagle is offered is the lowest of any tender to hand.

GEORGE F. HARRIS, *Controller.*

Moved by Controller Harris, seconded by Controller Murphy that the report be adopted.

Moved in amendment by Alderman Foley, seconded by Alderman Hines that said report be referred back to the Board of Control for further tests of the machines offered.

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

<i>For the Amendment.</i>	<i>Against it.</i>
Aldermen Finlay	Controllers Halliday
R. B. Colwell	Harris
Kelly	Murphy
Foley	McKeen
Hines	Aldermen H. S. Colwell
Isnor—6	Riordon
	Godwin
	Parker—8

The original motion is put and passed.

GEORGE STREET WIDENING.

Read report Board of Control re George Street widening at Cragg Bros property, corner George and Barrington Streets, recommending rescision of resolution passed by the City Council February 4th, 1915.

City Hall, June 28th, 1915.

The City Council.

Gentlemen:—The Board of Control beg to report that the matter of compensation to Cragg Bros. Co., Ltd., for land taken on the south east corner of George and Barrington Streets still remains unsettled and that Frank J. Cragg is pressing for a settlement.

At a meeting of the City Council held on February 4th, 1915 the City Engineer was instructed to take all preliminary steps towards the expropriation of Cragg Bros. rights and Melvin S. Clarke was appointed arbitrator on behalf of the City. The Board of Control is of opinion that this matter can be settled by arbitration instead of expropriation proceedings and recommend that the resolution of February 4th be rescinded.

A notice of motion for the rescision of said resolution is attached hereto.

L. FRED. MONAGHAN, *Secretary Board of Control.*

Moved by Controller Murphy, seconded by Controller Halliday that said report be adopted. Motion passed.

Controller Murphy gives notice that at a future meeting he will move for the adoption of the following resolution:—

Resolved that the resolution adopted by the City Council at a meeting held February 4th, 1915, confirming a recommendation of the Board of Control that the City Engineer be instructed to take all preliminary steps necessary for the expropriation of Cragg Bros. Co. Ltd. rights in land at the south-east corner of George and Barrington Streets and that Melvin S. Clarke be appointed arbitrator on behalf of the City in the premises, be and the same is hereby rescinded.

FIRE DEPARTMENT—NO. 5 STEAM ENGINE.

Read report Board of Control re tenders for repairs to No. 5 steam fire engine.

City Hall, June 25th, 1915.

The City Council.

Gentlemen:—The Board of Control beg to report that they have received and opened tenders from Stroud & Eveleigh and A. H. Lamphier for painting and repairs to No. 5 steam fire engine.

It is recommended that the tender of A. H. Lamphier \$135.00 being the lowest be accepted.

L. FRED. MONAGHAN, *Secretary Board of Control.*

Moved by Controller Halliday, seconded by Controller Murphy that the same be adopted. Motion passed.

COMMUTATION OF COMMON LOT—MRS. ANNIE ROCHE.

Read reports Board of Control, City Solicitor and Assistant City Clerk re application of Mrs. Annie Roche for commutation of a common lot on the north side of College Street.

City Hall, Halifax, July 8th, 1915.

The City Council.

Gentlemen:—The Board of Control beg to recommend for adoption the accompanying reports of the City Solicitor and Assistant City Clerk re application of Mrs. Annie Roche for commutation of Common lot, said recommendation also to apply to all common lots held under leasehold and not commuted.

L. FRED. MONAGHAN, *Secretary Board of Control.*

Office of the City Clerk, July 5th, 1915.

The Board of Control.

Re Commutation Common Lot, Mrs. Annie Roche.

Gentlemen:—I beg to report on the application of Mrs. Annie Roche for commutation of part of common lot No. 2.

This property was acquired by Mrs. Roche from the Diocesan Synod of Nova Scotia, who took it under foreclosure sale from the estate of Brockley.

There are five years' arrears of rental at \$21.41 per year—\$107.05, also due for 1915-16, making in all \$128.45.

I understand there are a number of sub-lessees who are liable for a portion of the rent to Mrs. Roche and to ascertain what the certain amounts are the properties would have to be measured to find what area each sub-lessee occupies.

There is also a legal question involved as to the liability of Mrs. Roche, who is lessee for the whole rental.

I have given these facts to the City Solicitor, who has promised to report on same.

H. S. RHIND, *Asst. City Clerk.*

Office of City Solicitor, July 5th, 1915.

Re Common Lot—Mrs. Roche's Claim.

Secretary Board of Control.

Sir:—The difficulty in this case has also occurred in connection with other lots and arising from the difficulty following the sub-division of the old Common lots with a view to collection of the rents. The original Common lots are very large, and were let on leases for 999 years. For many years past these leases hold rights have been treated as free holds and small subdivisions of the original large lots transferred. Provision is made by legislation commutation on payment of back rents. In many cases, of which this is one,

transfers of the lease hold interest have been made and the rents not collected from the transferees as no notification has been given to the City of the transfers, and consequently the rent is still charged against the holder of the original lease. When subsequently commutation has been applied for by the lease holders it has been upon terms of paying all the back rents, much of which is due properly by persons to whom transfers of the sub-divisions have been made and this is naturally felt to be an injustice..

I would suggest that a proper plan be made by the City Engineer with the assistance of the City Assessors, showing all the existing sub-divisions with the present owners, and whether as lessees or owners in fee simple by commutation, and the portion of rent due in respect to each property, and that on this plan be noted each change of the property, which can easily be obtained from the Assessors, and that hereafter the occupiers of each of the lots under lease hold be regularly billed for their rent. In this way it occurs to me that the difficulties which have arisen in this case can be avoided.

In the present case the amount thus accumulated against the lot for which Mrs. Roche asks commutation, is \$120.00, an amount which it certainly seems to me unfair to call upon her to pay. The holders of sub-divisions of the original lot, of which her lot forms a part, still held under lease, are in my opinion liable to the City for their proportions of the rents, and I would suggest that accounts be sent them of their respective proportions. If they decline to pay it will be for the Board to consider whether or not it will take further action in the matter.

F. H. BELL, *City Solicitor.*

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

INSPECTION OF CHIMNEYS.

Alderman Foley requested that each member of the Council be furnished with a copy of the report of the Chief of Police relating to inspection of chimneys.

SHIPBUILDING.

Alderman Hines requested that the Shipbuilding Commission be asked to take up at an early date the question of the establishing of a shipbuilding plant in Halifax Harbor.

CITY MARKET BUILDING.

Alderman Isnor asked that the Board of Control request S. P. Dumaresq, architect for the Market Building, for a report as to the progress being made with the construction of the building.

RUSSEL STREET SIDEWALK.

Alderman H. S. Colwell asked for a report from the Board of Control on the matter of a concrete sidewalk on the north side of Russell Street from Campbell Road to Albert Street, which was by the City Council at a meeting on June 10th, 1915, referred back to the Board of Control for further report.

WATERSHED, CITY'S WATER SUPPLY.

Alderman Kelly asked what steps are being taken by the Board of Control for the protection of the purity of the City's water supply by the acquisition of the water shed, or otherwise, and as to whether there is any foundation in the rumor that soldiers on guard duty at the Lakes have been washing their clothing in the Lakes.

GARBAGE INCINERATOR.

Alderman Finlay asked for a report as to the operating of the garbage incinerator, and as to the percentage of capacity to which the plant is being applied.

DRINKING FOUNTAINS—NORTH COMMON.

Alderman Kelly asked if it is the intention of the Board of Control to place drinking fountains on the North Common during the present season.

The City Engineer replied to Alderman Kelly that he is endeavoring to obtain prices for such fountains.

Moved by Controller Halliday, seconded by Controller Harris that the Council do now adjourn. Motion passed.

Council adjourns 10.10 o'clock.

P. F. MARTIN,
Mayor.

L. FRED. MONAGHAN,
City Clerk.

EVENING SESSION.

8.10 o'clock.

Council Chamber, City Hall, August 5th, 1915.

A meeting of the City Council was held this evening. At the above named hour there were present His Worship the Mayor, Controllers Halliday, Harris, McKeen and Murphy, and Aldermen Brown, H. S. Colwell, Finlay, R. B. Colwell, Brennan, Kelly, Foley, Hines, Isnor, Riordon, Godwin and Parker.

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

PRESENTATION OF PAPERS.

Controller Murphy submits the following named papers: Report Controller Murphy re expenses investigating hydro electric propositions; Robie Street Sidewalk; account for painting interior of City Hall and verbally informs the Council that the said matters were approved of at a meeting of the Board of Control held this evening and were recommended by the Board of Control for adoption by the City Council, there having been present at the meeting of the Board of Control His Worship the Mayor and Controllers Murphy and Halliday.

His Worship the Mayor submits the following named papers:—

Reports (44) Board of Control, viz:—

Accounts.
Bloomingdale Terrace, Rosebank Avenue and Norwood Street
Sewer and Water.
Street Lights.
College Street Sidewalk.
Oxford, Kane, Stanley and Creighton Street Sewers.
Mott Street Water Extension.
Death of Sir Sandford Fleming.
Annual Civic Reports.
Birmingham Street Sidewalk.
Assistant City Assessor, F. C. Stevens.
Upper Water Street.
Chief Fire Department for June.

City Home, Maintenance of Isa Ross, John S. McGrath and
 Minnie E. Scott.
 City Lot Young Avenue.
 Insurance of Motor Fire Engine "Patricia."
 North Street Sidewalk.
 Ross Street Water Extension.
 Kaye Street Electric Light.
 Nova Scotia Car Works Fire Insurance.
 Salaries of Officials on Military Duty.
 Grafton Street Sidewalks.
 Coal Weighers Monthly Report.
 Cunard Street Sidewalk.
 Auctioneers License.
 Victoria Road Sidewalk.
 Morris Street Sidewalk.
 North Street Sidewalk.
 Water Rates Discount.
 South Bland Street.
 Water Bill, G. S. Campbell & Co.
 Annual Convention Union N. S. Municipalities.
 Kent Street Sidewalk.
 Oil Potrait Ex-Mayor Caldwell.
 Agricola Street Sidewalk.
 City Home Tenders for Flour.
 Chief Fire Department for July.
 Refund of Liquor License Deposit.
 Grant of \$1,000.00 to Widow of Fire Department Driver Knapman.
 Dismissal of T. W. J. Lynch of City Engineer's Department.
 Moren Street Sidewalk.
 Tenders for Plumbing in Dwelling Houses.
 Water Bill Mrs. Margaret Grandison.
 Encroachment 122 Dresden Row.
 Water Bill, Wm. Roche, Trustee.

CONSIDERATION OF PAPERS SUBMITTED.

ACCOUNT FOR PAINTING INTERIOR OF CITY HALL.

Read account Harrison Bros. \$312.00 for painting interior of City Hall.

Moved by Controller Murphy, seconded by Controller McKeen that said account be paid. Motion passed.

NOVA SCOTIA POWER CO. AND HALIFAX ELECTRIC TRAMWAY CO.

Read report Controller Murphy re expenditures in connection with application of the Nova Scotia Power Co. now before the Board of Public Utilities to acquire the Halifax Electric Tramway Co., Ltd.

*The Expenses for Services Henry Holgate, C. E.**Halifax, N. S., Aug. 5th, 1915.**His Worship the Mayor and Board of Control.**Gentlemen:*

In accordance with resolution of Council authorizing this Board to take any necessary steps to safe-guard the City's interest in application of Nova Scotia Tram and Power now before the Board of Public Utilities, Mr. Henry Holgate was retained to act for the City in same, and full report of his investigation is already filed with the Board of Utilities.

Section 341 of City Charter bearing on Expenditures, provides that in case of emergency the Board has the privilege of incurring any special expenditure necessary on receipt of a report in writing from the head of the Department effected, covering the services involved.

I beg therefore to report that in addition to the investigations made by Mr. Holgate of the information available here, it was also found necessary to pay a visit to the proposed development at the Gaspereau, and on instruction from the Board, writer, accompanied by Controller Harris, went with Mr. Holgate to look over the proposed development.

I beg to move that Mr. Holgate's expenses and any incidental outlay involved, be taken care of from Water Department fund, pending the securing of necessary legislation for same; this in accordance with the authority given in section 341 referred to above.

JOHN MURPHY, *Controller.*

Moved by Controller Murphy, seconded by Controller McKean that the report be adopted. Motion passed.

ROBIE STREET SIDEWALK—BOULEVARDS.

Read report Controller Murphy re petition for a concrete sidewalk on the east side of Robie Street between Spring Garden Road and College Street and re Boulevards covering report City Engineer.

*City Engineer's Office, April 19th, 1915.**His Worship the Mayor.*

Sir:—I beg to report on the attached petition asking for the construction of a sidewalk on the east side of Robie Street between Spring Garden Road and College Street.

There is a concrete sidewalk on the west side and also on Spring Garden Road and College Street.

I would recommend that a concrete sidewalk curb and gutter with parking be constructed under the Permanent Sidewalk Act 1906 and that the boulevarding of Robie Street be continued at the same time. The estimated cost of the sidewalk is \$1438.00.

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

Halifax, N. S., Aug. 5th, 1915.

His Worship the Mayor and Board of Control.

Gentlemen:—In reporting on petition for sidewalk on Robie Street between Spring Garden Road and College Street, it was recommended that the boulevarding on Robie Street be further extended while this sidewalk was being done.

In view of the many demands on our appropriation at this time, all of which must be considered as more necessary than this boulevard extension, I would recommend that this portion of the report be withdrawn, and to obviate any further requests for expenditure of this nature, would ask this Board to lay down a policy that no work of this kind will be undertaken during the year, and we do not feel justified in expending any money on same.

JOHN MURPHY, *Controller.*

Moved by Controller Murphy, seconded by Controller Halliday that Controller Murphy's report be adopted and also the report of the City Engineer in so far as the same relates to sidewalk on the east side of Robie Street. Motion passed.

NORTH STREET SIDEWALK.

Read reports Board of Control and City Engineer re concrete sidewalk on the south side of North Street from Lockman Street east.

City Hall, Aug. 4th, 1915.

The City Council.

Gentlemen:—The Board of Control recommend for adoption the accompanying report of the City Engineer re concrete sidewalk on the south side of North Street from Lockman Street east to the end of the existing sidewalk with the additional recommendation that the work be done prior to this year's Provincial Exhibition.

L. FRED. MONAGHAN, *Secretary Board of Control.*

City Engineer's Office, Aug. 4th, 1915.

His Worship the Mayor.

Sir:—I beg to report on the petition of Kelly & Glassey Ltd., for concrete sidewalk on the south side of North Street.

There is an old tar concrete sidewalk in this block and it is so worn that it is dangerous for pedestrians. The estimated cost of constructing a concrete sidewalk is \$750.00.

I would recommend that a concrete sidewalk be constructed on the south side of North Street from Lockman Street to the end of the existing sidewalk under the Permanent Sidewalk Act 1906.

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

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

INSURANCE MOTOR FIRE ENGINE "PATRICIA."

Read report Board of Control recommending that no insurance be placed upon the Motor Fire Engine "Patricia."

City Hall, July 30th, 1915.

The City Council.

Gentlemen:—The question of placing insurance on the Motor Fire Engine "Patricia" having been raised it is recommended that the kind of policy proposed to be issued does not offer sufficient protection to the City to justify the outlay. A letter from G. E. Fraser & Co. representing the Anglo American Fire Insurance Co. is attached hereto.

L. FRED. MONAGHAN, *Secretary Board of Control.*

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

CITY LOT, YOUNG AVENUE.

Read reports Board of Control and City Engineer re advertising for sale of City property on the west side of Young Avenue.

City Hall, Aug. 4th, 1915.

The City Council.

Gentlemen:—The Board of Control beg to report that they have received from C. Ochiltree Macdonald an offer to purchase a lot of land on the west side of Young Avenue between Clarence Street and Ogilvie Street owned by the City for \$1500.00.

It is recommended that the City call for offers for this property to be advertised in the newspapers.

A report from the City Engineer is attached hereto.

L. FRED. MONAGHAN, *Secretary Board of Control.*

City Engineer's Office, Aug. 21st, 1915.

His Worship the Mayor.

Sir:—The City owns a lot on the west side of Young Avenue below the railway between Clarence Street and Ogilvie Street. At one time there was a small house on this property, but it was removed by the City.

There has been an enquiry to ascertain if this lot is for sale, and at what price. The lot measures 66 feet front by 165 feet in depth. It is of no use to the City and the City is losing interest on the cost, and taxes.

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

Moved by Controller Murphy, seconded by Controller McKean that the same be adopted. Motion passed.

CITY HOME MAINTENANCE ISA ROSS, JOHN S. McGRATH AND MINNIE E. SCOTT.

Read report Board of Control re cost of maintenance at the Nova Scotia Hospital of Miss Isa Ross, John S. McGrath and Miss Minnie E. Scott.

City Hall, Aug 4th, 1915.

The City Council.

Gentlemen:—The Board of Control beg to report that they have had under consideration the question of cost of maintenance of the following named patients of the Nova Scotia Hospital, whose settlement is in the City of Halifax, viz.—Minnie E. Scott, Isa Ross and John S. McGrath. In each case relatives of the patients at the time of their admission to the institution gave undertakings to the Superintendent of the City Home to contribute towards the cost of maintenance. It has since developed from various causes that the relatives are unable to meet their obligations and the Board of Control therefore recommends that in the cases of Isa Ross and John S. McGrath that the relatives be relieved from payments of amounts now due and from further payments for a time, and in the case of Minnie E. Scott that her father, W. D. Scott be required to pay \$2.00 per week only instead of \$182.00 per year according to his original undertaking.

L. FRED. MONAGHAN, *Secretary Board of Control.*

Office of the Board of Control, July 31st, 1915.

The application of Miss Carrie Ross to be relieved from payments for Miss Isa Ross (her sister) an inmate in the Nova Scotia Hospital was submitted with a declaration to the Board of Control on January 18th and referred to a Committee who reported on February 8th as per minutes of those dates. No action was taken and the matter was allowed to drop, but the request having come to this Board and the matter having been referred to me I beg to make the following report—From previous report and recent enquiry I am of opinion that Miss Carrie Ross is unable to pay and would recommend that she be relieved from the amount now due and further payments for a time.

JAMES HALLIDAY, *Controller.*

Office of Board of Control, City Hall, July 31st, 1915.

I have enquired into the circumstances of the McGrath family and two boys aged 16 and 18 are the only support of a mother and six children and that their circumstances do not enable them to pay towards the support of the father an inmate of the Nova Scotia Hospital. I recommend that they be relieved of any payments.

JAMES HALLIDAY, *Controller.*

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

REPORT OF FIRE DEPARTMENT FOR JULY.

Read report Board of Control covering report Chief of Fire Department for July.

City Hall, Aug. 4th, 1915.

The City Council.

Gentlemen:—The Board of Control beg to recommend for adoption the accompanying report of the Chief of the Fire Department for the month of July.

L. FRED. MONAGHAN, *Secretary Board of Control.*

Halifax, N. S., Aug. 3rd, 1915.

The Board of Control.

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

1. That there have been eleven alarms of fire during the month of July, from the following causes—

Chimneys, 3; rubbish, 1; sparks setting fire to roofs, 2; unknown, 1; smoke backing down chimney, 2; clothing, 1; false, 1.

Insurance at risk	\$133,000.00
Insurance loss	2,800.00
Loss with no insurance	10.00
	\$ 2,810.00

2. Schedule of hose burst and condemned at Semi Annual test, owing to not standing pressure of 175 lbs.

2 Lengths	Maltese Cross	100 ft. Rubber	15 years in service.
	" "	300 ft. "	9 "
2 "	Paragon Hose	100 ft. Cotton rubber lined	7 "
2 "	"	100 ft. "	5 "
2 "	Chemical	100 ft. rubber	6 "

3. Frank Cochran, Hoseman on Motor Engine and Wm. Harrington, Driver of No. 3 Steam Engine have resigned. Resignations recommended for acceptance.

4. Jos. Power, Driver No. 4 Wagon asks for 1 week's extra holidays. Approved.

5. Wm. Shanks, Driver No. 5 Engine reported sick February 12th, reported for duty August 1st.

6. Jos. Kiely, John Brooks, Wm. Stone, Geo. Walker and Geo. Rent, Callmen have gone to Hudson Bay for 4 months. It is recommended that supernumeraries be employed to fill their positions until their return to duty.

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

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

UPPER WATER STREET.

Read reports Board of Control and City Engineer re the taking over of Upper Water Street from Cornwallis Street north by the Dominion Government.

City Hall, Aug. 4th, 1915.

The City Council.

Gentlemen.—The Board of Control submit herewith for the approval of the City Council a report from the City Engineer re the taking over of Upper Water Street from Cornwallis Street to the Campbell Road Bridge by the Dominion Government. It is further recommended that the City Solicitor be instructed to draft a letter in accordance with the suggestions of the City Engineer to be forwarded to the Railway Department.

L. FRED. MONAGHAN, *Secretary Board of Control.*

City Engineer's Office, Aug. 4th, 1915.

His Worship the Mayor,

Sir:—I beg to report on the petition attached hereto respecting the condition of Upper Water Street at the Railway Yard.

In 1905, when the railway authorities were desirous of pushing the construction of double track to the Deep Water Terminus, they were given permission to lay their tracks on Water Street, provided the Railway Department would give the City the equivalent of Water Street, properly graded and ready for traffic of the same width as the street they were occupying. There was no agreement except a verbal one between Mr. Pottinger and the Commercial Committee. A copy of the record made at a meeting of the City Council on Aug. 15, 1905, is attached.

The use of Water Street through the railway yard by the public most necessarily be dangerous, as the tracks across the street on a long diagonal, and there is a great deal of shunting. All responsibility in connection with such work should be upon the railway authorities and not in any way upon the City. At the same time, the City is desirous of protecting the interest of the merchants and truckmen so that they will not be caused too great an expense or inconvenience in carrying on their work.

I would recommend therefore, that the Railway Department be again approached and requested to place Water Street through the railway yard in good order for traffic and maintained as a traffic road for the use of the public who have to visit or work in or through the railway yard, with the further proposal that if the Railway Department agrees to these conditions the City will transfer Water Street to the Railway Department

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

Extract from City Council Minutes, Aug. 15th, 1905.

Mayor's Office, Aug. 15th, 1915.

Read report Commercial Committee re changing location of Upper Water Street in order to make room for improvement of Intercolonial Railway Terminal facilities, &c.