

no doubt, for it was expressly stipulated that the City would pay the author of the design accepted five per cent. on the cost of the building constructed. Mr. Dumaresq however, bases his claim upon a custom claimed by him to exist, by which a commission is allowed on the lowest tender submitted when that exceeds the estimated cost. Even if such a custom, especially when not a matter of general knowledge, could override the express language of the conditions, of which I am more than doubtful, I cannot find on inquiry that any such hard and fast custom exists. It is not unusual I am informed when plans are asked for with an estimate of cost to allow a commission on the amount of the lowest tender, when in excess of the estimate, if the building is not proceeded with. But this case is different. The City's estimate of the cost of such a building as would be required was \$60,000. The lowest tender for the design actually prepared by Mr. Dumaresq was more than double that amount. The design was then reduced with the result that the actual contract price is still upwards of \$40,000 in excess of the estimate. Mr. Dumaresq entered into a competition, the estimated prize for which was a commission on a sum of approximately \$60,000. He will receive a commission on upwards of \$100,000. I do not see in what way he can legally claim a greater sum by way of commission on plans for a building so far in excess of the estimate and which were not adopted as originally prepared. If that could be done there would be no reason why the design should not have been such that it could not be built for less than \$200,000 and a commission claimed on that sum, no matter how much less the cost of the building actually constructed. It would practically be open to the architect to make the commission what he pleased no matter what was the estimate submitted by the owner and upon which the design was supposed to be based.

For these reasons it appears clear to me that Mr. Dumaresq has no legal claim beyond the amount specified in the conditions.

F. H. BELL, *City Solicitor.*

Moved by Controller Hoben, seconded by Controller O'Connor that the same be adopted and copies forwarded to Mr. Dumaresq. Motion passed.

Read report Board of Control re Fire Department accounts and other matters and covering tenders for improvements Fire Stations.

FIRE DEPARTMENT.

City Hall, August 7th, 1913.

The City Council.

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

1. That Thomas Healey, Callman, reported sick, has not yet reported for duty. Filed.
2. Thomas McDonald, Driver on No. 3 Waggon, John Green, James Brady, Patrick Moriarty, Callmen, have resigned. Resignations accepted.
3. Theodore Moller, Callman, has left the City. Recommended for dismissal.
4. Three horses were purchased for \$800.00, and one hundred (100') feet 21-2" hydrant hose with couplings were sold for \$27.00. Filed.

5. No. 1 Engine and No. 1 Ladder Truck, first alarm apparatus, and No. 5 Engine, second alarm apparatus, were late responding to an alarm of fire from Box 7 and Box 54, July 31st, caused by the men being out on their water routes and not hearing the alarm. Filed.

Recommendations.

6. That harness makers' tools be purchased at a cost of about \$30.00.
7. That John McGrath, Supernumerary, be appointed Acting-Driver, vice Thomas McDonald, resigned.
8. That Ernest Stone, Martin McGinnis, John Andrews be appointed to the Call Force vice John Green, James Brady and Patrick Moriarty, who have resigned.
9. That Maurice Power, Supernumerary, be appointed Callman, vice Theodore Moller, who has left the City.
10. That the Chief be authorized on his way to the convention of Fire Chiefs at New York to attend the convention of Canadian Fire Chiefs at Kingston, Ontario, August 26th, 27th and 28th.
11. The attached report from Controller Scanlan re tenders for repairs to various engine houses is recommended for adoption.

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

FIRE DEPARTMENT TENDERS.

Halifax, N. S., August 5th, 1913.

The Board of Control.

Gentlemen:—At yesterday morning's meeting of the Board, the tenders for various services for the Fire Department were opened and referred to the Chief and myself for report. We found the tenders to be as follows:—

Painting Morris Street Station.

David Roche		Price.
Tender No. 1.....		\$156.00
" 2.....		342.00
" 3.....		89.00
Horton & Manett (one month)		
Tender No. 1.....		\$125.00
" 2.....		200.00
" 3.....		150.00
Martin & Moore		
Tender No. 1.....		\$115.00
" 2.....		199.00
" 3.....		89.00
Walsh Bros., Ltd. (three weeks)		
Tender No. 1.....		\$125.00
" 2.....		317.00
" 3.....		75.00
Carter & O'Brien		
The whole.....	:	\$356.00

Pointing Central Station.

John Foley	\$149.00
James Taylor	225.00
S. A. Marshall & Son	189.00

Painting Central Station.

Martin & Moore	\$ 95.00
Carter & O'Brien	135.00
Walsh Bros., Ltd	75.00
David Roche	78.00
Horton & Manett	150.00

Painting West Street Station.

Martin & Moore	\$ 56.00
Carter & O'Brien	78.00
Walsh Bros., Ltd	74.00
David Roche	49.00
Horton & Manett	65.00

Plastering Morris Street Station.

James Taylor	\$ 30.00
S. A. Marshall & Son	60.00
John Foley	38.00

*Window Blinds Central Station.***Freeman & Company**

Tender No. 1	\$ 34.50
" 2	27.50
" 3	30.50

J. H. Holland : \$ 30.50

In addition to the above tenders received last spring and not dealt with, for new doors for West St. Station and Grafton St. Station were as follows:—

West Street Station.

Three pairs doors:—Thos. Bottomley & Sons	\$ 75.00
" John MacInnes & Son, Ltd	105.00
" Davison, Parker Co., Ltd	90.00
" James Dempster, Ltd	120.00
Painting and glazing 3 doors,	
Tender No. 1—David Roche	\$ 83.00
" 2	59.00
Tender No. 1 —Horton & Manett	\$ 73.20
" 2	88.20

Grafton Street Station.

Two pairs doors:—Thos. Bottomley & Sons	\$ 36.00
" John MacInnes & Son, Ltd	64.00
" Davison, Parker Co., Ltd	50.00
" James Dempster, Ltd	65.00

Painting and Glazing 2 doors,	\$ 49.00
Tender No. 1—David Roche.....	33.00
" 2 "	
Tender No. 1—Horton & Manett.....	\$ 48.80
" 2 "	58.80

I beg to recommend that the following tenders, being the lowest in each case, be accepted:—

Morris Street Station.

Painting—Carter & O'Brien.....	\$356.00
Plaster Work—James Taylor.....	30.00

Central Station.

Pointing—John Foley.....	\$149.00
Window Blinds—J. H. Holland.....	30.50

West Street Station.

Painting—David Roche.....	\$ 49.00
Supplying three pairs doors—Thos. Bottomley & Sons.....	75.00
Painting said doors—David Roche.....	83.00

Grafton Street Station.

Supplying two pairs doors—Thos. Bottomley & Sons.....	\$ 36.00
Painting same David Roche.....	49.00

At the present it is not deemed advisable to recommend that contracts for any other work tendered for be awarded.

All the tenders are attached hereto.

M. SCANLAN, Jr., *Controller.*

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

Read report His Worship the Mayor and the City Engineer, the delegates attending the annual convention of the Union of Canadian Municipalities at Saskatoon, August 15th, 16th, 17th.

REPORT OF DELEGATES TO CONVENTION OF UNION OF CANADIAN MUNICIPALITIES, 1913.

Halifax, N. S., August 7th, 1913.

To the Members of the City Council.

Gentlemen:—Your delegates to the annual meeting of "The Union of Canadian Municipalities," held in Saskatoon, Sask., the 15th, 16th and 17th ult., beg to report as follows:—

We left Halifax the morning of the 8th ult. and met the Quebec Province delegates in Montreal, leaving the latter City the evening of the 9th, by special car, which we occupied through our whole journey west. At Sudbury Junction the

Ontario delegation met us, and together we journeyed to our destination. More congenial companions it has never been our good fortune to have met or travelled with, and throughout the entire trip and at the convention general good-feeling existed.

Our itinerary had been marked out and all arrangements made for our comfort on the journey by the energetic Secretary and Assistant, Mr. Lighthall, K. C., and Mr. Wilson. On our way west we spent one day at Port Arthur and Fort William, two days at Winnipeg, and one day each at Regina, Edmonton and Calgary, and three days at Saskatoon, the convention City. During our stay at each of the above places we were most hospitably entertained by the mayor and corporation of each of the Cities, and shown about as much as the time at our disposal would allow. At Regina the members of the delegation were very cordially received at Government House by His Honor the Lieutenant-Governor of Saskatchewan.

We were so kindly and splendidly entertained in the various Cities we visited that it would be invidious to make special reference to any, but in the convention City of Saskatoon we received special attention, and we have to particularly thank the mayor and corporation for our royal reception there; and more especially our thanks are due to Alderman Anderson, the old Halifax boy who was Chairman of the Saskatoon reception committee.

The convention was one of the most interesting held in the history of the Union, and many interesting papers were read and subjects discussed dealing with matters of municipal interest and concern, but as these will be specially published and dealt with in "*The Canadian Municipal Journal*" we need not further particularly discuss them in this report.

Special mention, however, might be made to a very able address given by ex-Mayor Evans of Winnipeg, dealing with municipal borrowings, with special reference to the present monetary stringency, and suggesting some such control of these loans as exercised in England by the Local Government Board.

Perhaps the most valuable and useful work of the Union, and that which best justifies its existence, is in watching legislation introduced into the Federal and Provincial Parliaments affecting municipalities, and in using the united influence of all the Canadian municipalities in fighting against undesirable legislation, and endeavoring to pass laws of benefit to all. The Executive meet once a year at Ottawa during the session of Parliament, and keep in touch with local unions re matters coming before the various Provincial Parliaments, and the report of the Union for the past year showed good work done along these lines.

One of your delegates was honored in his election to the Presidency of the Union,—an honor all the more appreciated because entirely unexpected and unsolicited—and he only trusts that he may in a measure, be able to discharge the duties of his office in a way not uncreditable to Halifax, realizing that he has a difficult task to live up to the standard set by his worthy predecessor, His Worship Mayor Lavalle, K. C., of Montreal, one of the ablest and most popular gentlemen who has occupied the chair.

We took the opportunity afforded by our visit to the different Cities of Canada to look into certain matters of municipal interest.

In each City visited, special attention was given to all municipal matters, information respecting which would be of value to the Board of Control and the City. Where the Board of Commission system was in operation, enquiry was made respecting their method of bookkeeping and system of co-ordinating the work of the different departments.

In Calgary, which had the best system in connection with its stores, supplies, and bookkeeping, we found the system inferior in some respects to our own. There, when the appropriations are made, all supplies required for the year are purchased and

placed in store, from which they are issued by the Storekeeper as required. The only advantage over our system of making a contract for supplies on competitive tenders, is that all materials are on hand when the work begins. On the other hand, the cost of constructing and maintaining stores large enough to hold the supplies and the salaries of a staff sufficient to handle the work of receiving and issuing the supplies, is greater than the cost of the system followed in Halifax.

In all the western Cities they have been doing a great deal of work and no serious attempt is made to co-ordinate the work of the Works Department with that of other departments. It is considered that the Works Department is too important and its work too extensive, to mix it up with that of other departments. Further, it is considered unnecessary, as all officials are under the control of a central authority and any detailed system of co-ordination is not required.

The City Engineer has made note of everything which seemed to be an improvement on the methods followed in Halifax, and the City will get the benefit.

In connection with the Engineering Department of the Cities, it was noted that instead of requiring the Engineer to report every day or every other day, he was required to report once a fortnight or once a month only, the reports on all matters referred to him, being included in one general report and in large Cities, such reports were printed for distribution to the members of the Council.

Particular attention was given in each City to the system of ornamental street lighting, and as these systems vary considerably, it will probably be dealt with later in a special report.

Automobile traffic in the western Cities is strictly regulated. The drivers of cars must turn at the end of the block and must not pull up at the curb or start from it except in the direction of the line of traffic. Cars obliged to stop ten feet before they reach a street car unless the latter is in motion. In turning each car must keep on its own side of the street or intersection, and it is not allowed to make a short turn.

In many of the western Cities, machine cleaning is done at night, principally because the dust and mud stick to the pavement so that it must be scraped off by squeegee cleaners, the water being forced on the pavement under pressure. The engineers state that such cleaning in the day time raises so much dust that it is not practicable to do it. In addition, patrol cleaners are employed during the day, as in Halifax, to remove manure.

In some Cities, when the streets are wide enough, cab stands and automobile stands are in the centre of the roadway, the vehicles standing one behind the other. In Edmonton, a novel method of dealing with the traffic problem was inspected. In the wholesale district of that City, the walk for pedestrians is in the middle of the street, with a wheel traffic roadway on each side, vehicles being able to draw up close to the wall of the buildings.

In all Cities visited, the poles and other obstructions on the street are being removed as rapidly as possible.

At Saskatoon, the engineer made a careful examination of a mechanical water filtration plant which is claimed to be the best in Canada. We also inspected the different methods of constructing subways under the railways, and obtained information which will be valuable in dealing with the Ocean Terminal Railway. Cement concrete pavements were inspected in all the Cities visited wherever they were laid, and the opinion of the experts in the different Works Departments obtained. In Westmount the experience is satisfactory, in Regina, the reverse. At Port Arthur, the Rocmac pavement which has been advertised all over Canada, was examined, and the Mayor, Engineer and other officials of the Works Department consulted respecting it. While not entirely satisfactory, the results obtained were better than in Halifax.

Incinerators where they have been constructed in the towns visited, were also a subject of enquiry. It was found that nearly all the incinerators constructed in recent years follow the general lines of the Halifax plant. Most of them are working satisfactorily, but at London and Winnipeg they do not comply with the requirements and it is expected that the latter will be condemned. In Regina, the City Engineer stated that they proposed to adopt a suggestion that has been made by the City Engineer of Halifax, namely to discharge the night soil into one of the sewers, with sufficient flush to carry the material away without further trouble. In Westmount, the finest residential section of Montreal, the incinerator is operating satisfactorily within a stones throw of first-class residences.

The newer Cities in the West follow the century system of numbering houses, that is, each block begins with a new hundred. In connection with this system, in Vancouver a street sign is used which gives first the name of the street and then the block, for instance, "George Street, Block 700". By such a systems locations may be determined much more rapidly. In Vancouver and some other Cities, the name of the street is embedded in the concrete sidewalk in tile letters; the date of the construction of the sidewalk is also stamped at the corners.

Special attention was also given to the operation and machinery of the Fire Department in the Cities visited, and to the organization of the Police Department. In the western Cities, the greater part of the apparatus is motor driven. In the business sections horses are almost unknown. We were given every facility for inspection and in Calgary the whole department was paraded. Later an alarm was sounded, the Chief responding promptly in his car and the apparatus in very brief time.

A special object of wonder and interest to an engineer was the splendid organization and system of the Canadian Pacific Railway.

F. P. BLIGH, *Mayor.*
F. W. W. DOANE, *City Engineer.*

Filed.

QUESTIONS BY MEMBERS.

Alderman Parker asked if the Board of Control had a report to present on the petition from residents in Ward Six against the Garbage Incinerator.

Alderman Parker was informed by the members of the Board of Control that the petition was still under consideration by the Board.

Alderman Harris asked when the revised City Charter would be ready for distribution.

The City Solicitor replied probably in about six weeks.

Alderman Hines asked when the sidewalks on Cogswell Street and Cunard Street would be laid.

The City Engineer stated that the Cogswell Street sidewalk will follow the laying of the Barrington Street sidewalk and that it would not be advisable to lay a permanent sidewalk on Cunard Street where the street was recently widened until the ground has time to settle.

ORDER OF THE DAY.

Read No. 1 on Order of the Day, viz., An Ordinance entitled "An Ordinance to Amend Ordinance No. 4 relating to 'Streets'." Read a first time and a second time July 4th, 1913. Page 97.

Moved by Controller Harris, seconded by Controller O'Connor that the said Ordinance having at a previous meeting been read a first and a second time be now read a third time. Motion passed.

Read an Ordinance entitled "An Ordinance to Amend Ordinance No. 4 relating to 'Streets'." (See Printed Minutes of Council July 4th, 1913, Page 97).

Moved by Controller Harris, seconded by Controller O'Connor that the said Ordinance be now adopted and forwarded to the Lieutenant Governor in Council for approval. Motion passed.

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

Council adjourns 9.40 o'clock.

F. P. BLIGH, *Mayor.*

L. FRED. MONAGHAN, *City Clerk.*

EVENING SESSION.

8.10 o'clock.

Council Chamber, City Hall, September 4th, 1913.

A meeting of the City Council was held this evening at the above named hour. Present His Worship the Mayor and Controllers O'Connor, Harris, Hoben and Scanlan and Aldermen Brown, Covert, Cox, Hines, Murphy, Harris, Hubley and Parker.

The Council was summoned for the transaction of general business.

PRESENTATION OF PAPERS.

Alderman Harris submits report of delegates to the annual convention of the Union of Nova Scotia Municipalities held at Bridgewater.

His Worship the Mayor submits thirty seven (37) reports from the Board of Control as follows:—

- Half holiday during Exhibition.
- Purchase of water pipe.
- Gottingen Street sidewalk.
- Harbor Championship race.
- Accounts.
- Stairs Street water extension.
- Ornamental street lights.
- Electric lights (2).
- Fire alarm system.
- Tenders for coal.
- Gasoline storage tank.
- Charles. Brister's application for water lot.
- Robie Street boulevard.
- June Street sewer.
- Connaught Avenue boulevard.
- Ordinance re vehicles on streets.
- Citadel time gun.
- Jubilee Road and Sarah Street sewers.
- Street sprinkling by Tramway Company.
- Schedule of sewers, sidewalks and paving ordered.
- Sadie Henneberry's property for Reservoir site.
- Annual report Chief Fire Department, etc.
- City Wharf property.
- Fleming Park.
- Water meter bills.
- Water meter bill LeMont Buskins.
- Gasoline street pumps.
- Visit of H. M. S. New Zealand.
- Proceedings in bastardy cases.
- Ordinance re fares for Motor cabs.
- Alfred Payne's sewerage assessment.
- Ordinance re horses damaging sodded sidewalks.
- Collection of poll taxes.
- Grant of \$1,000.00 towards Firemen's Tournament.
- Garbage Incinerator.
- Child Welfare Exhibit.

CONSIDERATION OF PAPERS SUBMITTED.

Read report Board of Control covering report City Clerk re Single Scull Race for the Amateur Championship of Halifax Harbor.

HARBOR CHAMPIONSHIP.

City Hall, Sept. 4th, 1913.

The City Council.

Gentlemen:—The Board of Control submit for the information of the City Council the attached report of the City Clerk re Single Scull Race for the Amateur Championship of Halifax Harbor.

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

Office of the City Clerk, Sept. 4th, 1913.

The Board of Control.

Gentlemen:—In order that the same may be printed in the Minutes of the City Council I beg to make the following report relating to the Single Scull Race for the Amateur Championship of Halifax Harbor (Cogswell prize.) There were four entries, Alfred Scallion, St. Mary's A. A. C.; F. Reginald Hart, Stewart Cogswell and Louis E. Sievert, N. W. A. R. C. The race was rowed yesterday afternoon on the measured course of the North West Arm Rowing Club, three-quarters of a mile south and return. Won by Stewart W. Cogswell in 10M.00 4-5 sec., beating the record time of John W. O'Neill, 10M.12 sec., made on the same course in August 1906. F. R. Hart, second. Referee Ex-Alderman George A. MacKenzie, L.A.A.C.

L. FRED. MONAGHAN, *City Clerk.*

His Worship the Mayor presented the prizes to the winners, and in doing so referred to the interesting circumstance that Stewart Wellesley Cogswell, the Champion this year, is a direct descendant of Mason Cogswell, the grandfather of Dr. Charles Cogswell, donor of the fund which makes the annual contest possible.

Cogswell Genealogical Tree.

Hezekiah Cogswell
From Connecticut in 1761. Took up farm lands in Upper Dyke Village under grant of British Government

Mason Cogswell

<p>James Winkworth Allan Alfred C. Arthur W. Stewart Wellesley.</p>	<p>Henry Hezekiah Dr. Charles Cogswell no children</p>
---	--

Read report Board of Control recommending that Tuesday afternoon, 9th inst., be declared a public half holiday, citizens' day for the Exhibition.

EXHIBITION HOLIDAY.

City Hall, Sept. 4th, 1913.

The City Council.

Gentlemen:—The Board of Control recommend that Tuesday afternoon, the 9th inst., be declared by His Worship the Mayor a public half holiday to give the citizens an opportunity to attend the Provincial Exhibition.

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

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

Read report Board of Control recommending for payment accounts chargeable to the various departments of the City.

ACCOUNTS.

City Hall, Sept. 4th, 1913.

The City Council.

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

Board of Health.

Halifax Electric Tram Co.	Light for Hospiatl.	\$ 7.31
W. R. Nicholson.	Drugs.	2.90
McAlpine Pub. Co.	Printing.	44.55
Patrick Dowd.	Repairs to Ambulance.	7.08
C. McSweeney.	Carriage Hire.	5.25
E. W. Crease & Son.	Groceries for Hospital.	13.92
James D. Walsh.	Antitoxine.	73.75
T. C. Allen & Co.	Printing.	3.10
John F. Dempster.	Board of Patients.	37.55
J. Howard.	Conveyance Patients.	33.25
McAlpine Pub. Co.	Directory.	4.50
Maritime Telephone Co.	Phones.	12.87
John F. Dempster.	Board of Patients.	74.97
Halifax Electric Tram Co.	Light for Hospital.	6.79
		\$347.75

Fire Department.

Cragg Bros.	Hardware.	\$ 1.50
Chronicle.	Advertising.	10.04
Patrick Dowd.	Carriage Hire.	23.00
Farquhar Bros.	Electric Supplies.	12.02
Alex Frizzell.	Bushings.24
Globe Mfg. Co.	Waterproof Coats.	26.00

Halifax Steam Laundry	Work	9.62
Imperial Oil Co.	Gasoline	21.57
Morrison & Williams	Polish	9.50
C. L. Newman	Supplies	3.15
David Roche	Painting	1.00
Recorder	Advertising	7.80
W. & C. Silver	Bedding	2.55
		\$127.99

Public Gardens.

Farquhar Bros., Ltd.	Supplies	\$ 1.12
Longard Bros.	Repairs Boiler	4.50
F. A. Shaw	Fodder	31.15
Halifax Electric Tram Co., Ltd.	Light	1.53
A. L. Melvin	Hardware	97.85
Martin & Moore	Painting	80.00
Kelly's Ltd.	Harness	11.25
R. B. Adams & Co.	Supplies	5.65
Wm. Robertson & Son	Hardware	35.14
		\$268.00

Works Department.

Permanent Sidwalks	\$1234.89
Streets	657.86
Sewerage	2107.98
Internal Health	114.87
City Property	35.16
Teams & Stables	150.40
City Hall Lighting	69.94
Street Lighting	1896.70
Telephones	35.69
Electric Wiring Inspection	6.30
Cunard Street Widening	6.00
Cleaning Paved Streets	47.00
Water Maintenance	509.94
Water Construction	223.28
Water Construction	433.40
	\$7529.41

City Prison.

Moirs' Ltd.	Bread	\$ 24.81
Wentzell's Ltd.	Groceries	52.66
W. A. Maling	Oxheads	29.00
Evans Co.	Hardware	6.68
J. & M. Murphy, Ltd.	Dry Goods	15.12
David Roche	Paint & Supplies	9.20
John Starr, Son & Co.	Electric Supplies	9.64
Robert Taylor & Co., Ltd.	Boots	18.60
S. Cunard & Co.	Coal	12.30
Cashen & Sons	Feed, Oats	11.55
The Chronicle Pub. Co.	Advertising	6.27
Maritime Telephone Co.	Phones	4.50
Halifax Electric Tram Co.	Lighting	1.40
		\$201.73

Police Department.

Maritime Telephone Co.	Service	\$ 11.67
McAlpine Pub. Co.	Directories	13.50
M. S. Brown & Co.	Repairing	1.50
Colwell Bros., Ltd.	Supplies	6.94
Nova Motor Co., Ltd.	Repairs	3.00
T. J. Connolly	Supplies	16.25
Neil Fox	Repairs	.75
T. C. Allen & Co.	Books	2.00
A. & W. MacKinlay, Ltd.	Books	7.00

\$ 62.61

City Home.

Wentzell's Ltd.	Groceries	\$348.01
Gunn & Co.	Flour	195.25
W. A. Maling & Co.	Meats	313.07
J. A. Leaman & Co.	Pork	7.44
A. Wilson & Son	Fresh Fish	28.25
Smith & Proctor	Butter	134.89
C. F. Holland	Milk	96.72
Frank W. Fraser	Forage	23.86
J. & M. Murphy, Ltd.	Dry Goods	88.86
H. D. MacKenzie Co., Ltd.	Coal	73.60
The Fleischmann Co.	Yeast	3.90
Halifax Electric Tram Co., Ltd.	Light	18.40
Jas. Simmonds, Ltd.	Hardware	7.20
Brookfield Bros., Ltd.	Lumber	18.06
W. O'Connell	Horse Shoeing	4.77
J. D. Walsh	Drugs	1.90
Wm. Stairs, Son & Morrow, Ltd.	Buck Saws, etc.	5.50
H. W. Hall	Rat Doom	2.00
Walsh & Co.	Electric Lamp	2.00
William Grant	Rope	30.00
Neil Fox	Black Soap	.60
Farquhar Bros.	Installing Light	6.15
E. W. Crease & Son	Cabbage	1.40
Willis Bros.	Repairs	6.20
B. J. Mulcahy	Cash expended	131.63
Salaries	August	674.57

\$2224.23

General.

R. G. Dunn & Co.	Dunn's Record for Assessors' Office	\$ 10.00
T. C. Allen & Co.	Printing and Stationery:—City Auditor \$7.50; City Treasurer, 45c.; City Collector, \$16.35; City Clerk, \$66.99; City Assessors, \$14.95; License Inspector, \$7.50	\$113.74
A. & W. MacKinlay, Ltd.	Blank Books:—City Assessors, \$26.53; City Clerk, \$15.00	\$41.53
Halifax Herald	Advertising	14.38
McAlpine Publishing Co.	Directories	31.50
C. P. Railway Tel. Co.	Telegrams	7.80
H. R. Bergmann & Co.	Engraving badge	.20

\$219.15

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

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

Read report Board of Control recommending the purchase of seven hundred (700) feet of 20" water pipe.

20-INCH WATER PIPE.

City Hall, August 11th, 1913.

The City Council.

Gentlemen:—About 700 feet of 20-inch water pipe is required in connection with the High Water Service reservoir, and it is recommended that the offer of D. Y. Stewart & Company to supply the same at \$37.00 per ton, amounting to, approximately, \$2,220, be accepted.

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

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

Read report Board of Control covering report Clerk of Works re tenders for City's coal supply for period ending June 30th, 1914. (See printed minutes, June 9th, 1913, pp. 72-75.)

TENDERS FOR COAL.

City Hall, Sept. 4th, 1913.

The City Council.

Gentlemen:—The Board of Control beg to recommend for adoption the accompanying report of the Clerk of Works re tenders for the City's coal supply for the period ending June 30th, 1914, the Clerk of Works to invite tenders for carting such of the coal as the specifications require to be hauled by the City.

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

City Hall, Sept. 4th, 1913.

His Worship the Mayor and Board of Control.

Gentlemen:—Upon the tenders for coal referred to me I beg to report as follows:

Tenders were received from S. Cunard & Co., Wm. Roche, Geo. E. Boak & Son, H. D. MacKenzie, Ltd., and Colonial Coal Co., Ltd.

No tender except that of the Colonial Coal Co., Ltd., complied with all the stipulations of the specification.

After tabulating and comparing the prices which are annexed hereto, I recommend:—

That the tender of H. D. MacKenzie, Ltd., being the lowest, be accepted for Drummond Nut, screened, at \$4.60 per ton of 2000 lbs., delivered at the City Home.

That the tender of the Colonial Coal Co., Ltd., being the lowest, be accepted for the balance of the soft coal required, at the prices named,—\$4.30 for screened, \$4.00 for run of mine, per ton of 2000 lbs., f. o. b. cars Halifax.

That the tender of Geo. E. Boak & Son, being the lowest, be accepted for the hard coal required for the Fire Department, at the prices named—Chestnut \$7.40, Stove \$7.30, Egg \$7.20, per ton of 2000 lbs., delivered at fire stations.

That the tender of S. Cunard & Co., being the lowest, be accepted for supplying and delivering the hard coal required for all the other departments.

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

Hard Coal.

Tenderer.	Where delivered	Coal Mine	Chestnut	Stove	Egg	
Geo. E. Boak & Son..	Where required	Scranton	7.40	7.30	7.20	After Oct. 31, 1913, 50c. additional.
William Roche.....	Where required	Natalie	7.75	7.75	7.75	
S. Cunard & Co.....	City Health B.	Lehigh	7.37	7.15		
	City Prison	"	7.37	7.15		
	City Home				7.00	
	Fire Dept.		7.73	7.50	7.50	
	Public Gardens				7.00	
	City Hall				7.00	
	City Stockyard			7.00		
	Chain Lakes		8.04			

Soft Coal.

Tenderer	Where delivered.	Coal Mine	Screened	Run of Mine	Slack
Colonial Coal Co.....	f.o.b car Halifax	MacKay	4.30	4.00	2.80
H.D.MacKenzie,Ltd.... 4 to 500 tons	City Home	Drummond Nut		4.60	
Geo. E. Boak & Co..... after Dec. 31, 1913, 25c. additional	As required, except City Prison	Dom. Coal Co. Coal	5.40	5.15	4.00
Wm. Roche.....	Where required	Old Sydney	5.70		
	"	Syd. Reserv.	5.40	5.15	4.00
	"	AlbionLump	5.70	5.45	5.35
	"	Albion Nut	5.40		
S. Cunard & Co.....	Health Bd.	Sydney Res.	5.36		
	Prison	"	5.58		
	Fire Dept.	Acadia lump	5.69		
	"	Old Sydney	5.69		
	Gardens	"	5.45		
		Acadia Nut	5.36		
	City Hall			5.08	
	Workshops, Stables	AlbionLump	4.50		
	Blacksmith Shop	Albion Slack			5.36
	Steam Roller				
	Steam Drill	AlbionLump	5.45.		
	Steam Crusher }				

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

Read reports Board of Control and City Engineer re concrete sidewalk Gottingen Street, west side.

GOTTINGEN STREET SIDEWALK, WEST SIDE.

City Hall, August 27th, 1913.

The City Council.

Gentlemen:—The Board of Control beg to submit for the approval of the City Council the attached report of the City Engineer re construction of concrete sidewalk on the west side of Gottingen Street between Gerrish and Cunard Streets, with recommendation that the work be carried out simultaneously on the east side of said street.

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

City Engineer's Office, Aug. 25th, 1913.

His Worship the Mayor.

Sir:—I beg to report on the condition of the sidewalk on the west side of Gottingen Street between Gerrish and Cunard Streets. This sidewalk is an old tar concrete walk and is in bad condition, being practically worn out.

The estimated cost of constructing a cement concrete sidewalk in this block is \$1240 and I would recommend that the work be placed on the Order Book to be done under the Permanent Sidewalk Act 1906.

It would be more economical to lay this sidewalk at the same time that the sidewalk is laid on the east side between Prince William and Gerrish Sts. It involves however, work being carried on on a portion of the sidewalk while work is still in operation on the other side, as we do our sidewalk work with three squads, the first squad to excavate, the second to prepare for the sidewalk and the third, to lay it. While the second and third squad are working on the east side after it has been excavated, it would be necessary for the first squad to excavate west side in order to keep the work going continuously. If they did not do this, they would have to start work at some other sidewalk in another neighbourhood, which involves moving the concrete plant when the laying is finished.

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

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

Read report Board of Control covering reports City Engineer and draft agreement between the City and Carrick, Limited, (D. Lorne McGibbon), in re Connaught Avenue boulevard, (one hundred and twenty [120] feet wide), through the Edgewood property.

CONNAUGHT AVENUE BOULEVARD.

City Hall, August 22nd, 1913.

The City Council.

Gentlemen:—The City having adopted the idea of laying out Connaught Avenue Boulevard 120 feet wide from Point Pleasant Park to the northern limits of the City a large portion of the lines of said Avenue has been already laid down upon the Official City Plan. Messrs. Carrick, Ltd., who control a large block of land called Edgewood to the north of Bayers Road, recently laid before the Board of Control a plan of their subdivision of said property showing Connaught Avenue to a width of only sixty feet; their reason being a doubt as to the intention of the City to construct the proposed Avenue to the full width in the northern part of the City in the near future. After numerous conferences and careful consideration in which both parties found it necessary to make compromises, a form of agreement has been mutually assented to, which will, if ratified by the City Council, insure the laying out of the Avenue to the full width.

The draft agreement for the approval of the Council is attached hereto. Controller Hoben dissents from the provision as to the time fixed in the agreement within which the City shall grade its portion of the roadway.

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

DRAFT AGREEMENT.

This Memorandum of Agreement made this day of August, between D. Lorne McGibbon of Montreal of the One Part and the City of Halifax of the Other Part.

Witnesseth:

1. That the said McGibbon agrees to dedicate to the City of Halifax as a public highway, a strip of land one hundred and twenty feet in width to the north of Bayers Road as an extension of Kline Street or Connaught Avenue, which strip it is intended to lay out in two roadways, each twenty-one feet in width with a sodded strip between, and with two sidewalks of suitable width, one on each roadway as appears by the plan hereto attached.
2. The said McGibbon agrees before such dedication is made, to grade and make up one of the said roadways of twenty-one feet and five feet of each of the two required sidewalks all of such work to be done to the satisfaction of the Engineer of the City, and such dedication shall not be made until such work is done and approved.
3. The City agrees on such work being done and approved to accept the dedication of the said street as a public highway and to grade and make up the other of the said two roadways and to complete the remainder of the sidewalks and to sod the strip between the said roadways within two years from the completion of the work specified to be completed by the said McGibbon. The City further agrees to thereafter maintain the said highway as one of the streets of the City.

Halifax, N. S., August 13th, 1913.

To the Board of Control.

Gentlemen:—In submitting to you the proposed plan of "Edgewood" we have laid out Connaught Boulevard the standard width of 60' with a restricted line 30' back from the front, and it is proposed that all buildings should be erected ten feet back from this line also. In the interests of the City of Halifax we are willing to incorporate in the deeds of the lots facing on Connaught Boulevard a clause to the effect that should the City require the land for the actual construction of the boulevard the owners must give them the privilege of purchasing 30' frontage at cost price plus 6 per cent. per annum. The Toronto Board of Control have adopted this arrangement in connection with the boulevard through Leaside.

Proposition two. If the City definitely arrange now for the construction of Connaught Boulevard in this section we would be willing to cancel this plan and recommend to our principals that a 120' street be shown in place of a 60', provided the City will undertake to accept this street now and within two years construct the boulevard, or at least a roadway 60' and become responsible for the upkeep in decent and attractive form the remaining 60'.

The standard width of highway would consume 82,000 feet, and the 120 foot street would consume 164,000 feet. This would constitute a gift of 82,000 feet of land towards defraying the cost of the boulevard.

We would call your attention to the fact that it would not be equitable to ask our principals to donate an extra 82,000 feet of land with no reciprocal arrangement as to the City taking over and maintaining this land. If the extra width of land passed from the hands of the present owners and was not improved the ultimate effect would be most detrimental to the section, as well as involving the owners in a substantial loss.

Should the City acquire the land free it would involve only a fraction of the expenditure necessary in those districts where the land would have to be expropriated, particularly in the south end at current prices.

The construction of this end would demonstrate to the community the advantages of the boulevard and materially advance the interests of the project.

CARRICK LIMITED, *H. R. Kirkpatrick, Vice-President.*

City Engineer's Office, Aug. 15th, 1913.

His Worship the Mayor.

Sir:—I beg to report on communication from Messrs. Carrick Ltd., respecting the laying out of Connaught Avenue boulevard through the Edgewood property north of Bayers Road.

Carrick Ltd., submit two propositions—One, that the City should purchase the extra sixty foot in width at cost price plus 6 per cent. per annum: Two, that the City will undertake to accept the street now through Edgewood and within two years construct the boulevard or at least a roadway sixty feet, and become responsible for the upkeep of the remaining sixty feet.

The problem presents difficulties whichever way it is viewed. If either of the Carrick requests are granted, the City must be prepared to mete out the same treatment to other property owners, which would make the total cost to the City of the scheme, prohibitive. Through Rosebank and the Collins property, the owners have dedicated a boulevard 120 feet wide, and grading has been commenced. The City will be obliged to acquire land on Pine Street to make up the full width. The 120 foot width was adopted in sub-dividing Ardmore.

As the Connaught Avenue boulevard scheme will make an important improvement in the City lay-out, I think some definite policy should be laid down. The scheme was initiated by the owners of the Rosebank property and continued with the consent of some other property owners. It might be urged that the first construction should take place in the older parts of the street, and I should hesitate to recommend that the City bind itself to construct a boulevard through this property within two years. With our limited street appropriation, no large amount can be spared in one year.

The City does not say to the property owner, "You must open streets through your property," but instead, "When you do sub-divide your property you must lay out the streets as the City directs." Some property owners are bound to suffer inconvenience and be put to some expense for the benefit of the general public, as for instance, when health regulations are enforced. The owners of Rosebank and the Collins property evidently considered the boulevard an advantage to their property, or they would not have dedicated it voluntarily. On the other hand, as the City generally, will in my opinion obtain as substantial benefit in the future from the opening of this boulevard, the City should do what may be fairly considered its share. If the street were to be sixty feet wide only, we should expect Carrick Limited to grade it so that it could be taken over by the City.

In return for the dedication of the extra sixty feet, I think the City might assume a portion at least, of the cost of grading the first sixty feet. I would suggest that if the property owners will grade one roadway 21 feet wide, and two sidewalks five feet wide each, that the City might assume the responsibility for the rest of the work. I am not clear that the City has the legal authority to do this, but the policy might be established if it meets with approval. Possibly after consideration the members of your Board might be able to suggest a more satisfactory or more equitable policy.

I am not reporting on the general proposition until this question is settled.

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

Moved by Controller Harris, seconded by Alderman Harris that the same be approved and adopted.

Moved in amendment by Alderman Murphy, seconded by Alderman Covert that this matter be referred back to the Board of Control with the recommendation that the Board endeavor to make an agreement with Carrick, Limited for the extension of Connaught Avenue boulevard through the Edgewood property on terms similar to those upon which said Avenue was extended through the Rosebank property.

Amendment put and passed, 8 voting for the same and 4 against it, as follows:—

For the Amendment—

Controller Hoben, and Aldermen Brown, Covert, Cox, Hines, Murphy, Hubley, Parker.—8.

Against it—

Controllers Harris, O'Connor and Scanlan, and Alderman Harris.—4.

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

STAIRS STREET WATER EXTENSION.

City Hall, August 22nd, 1913.

The City Council.

Gentlemen:—The Board of Control recommend for adoption by the City Council the attached report of the City Engineer re water extension Stairs Street; the work to be carried out at the discretion of the City Engineer.

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

City Engineer's Office, Aug. 22nd, 1913.

His Worship the Mayor.

Sir:—In April last, I reported on a petition for water extension on Stairs Street to two houses. The Street was very wet and swampy and has not been graded and is not fit to lay a water pipe in.

The estimated cost of extending the pipe was \$568.84. It would require a special rate of \$28.45 or \$14.23 for each house.

As the weather is very dry just now, I would recommend that this pipe be installed, provided the petitioners will agree to pay the special rate and that the work of pipe laying can be started immediately.

If this cannot be done, I would not recommend the laying of the pipe until next year, as once the rains start it would be impossible to make a job of the pipe laying, and it is pretty sure to open up the joints and waste a great deal of water.

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

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

Read reports Board of Control and City Engineer re ornamental street lights.

ORNAMENTAL STREET LIGHTING.

City Hall, August 22nd, 1913.

The City Council.

Gentlemen:—The Board of Control submit for the approval of the City Council the attached report of the City Engineer re ornamental street lighting and recommend that the rental fee for poles used for such ornamental lighting by the Canadian Allis-Chalmers, Ltd., on Hollis Street, and by any others who may apply for the privilege, be 25 cents per pole per year.

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

City Engineer's Office, August 21st, 1913.

His Worship the Mayor.

Sir:—I beg to submit herewith an application received from The Canadian Allis-Chalmers, Limited, for permission to place on the sidewalk in front of their building on Hollis Street, two five-light ornamental lamp standards.

At the last session of the Legislature, the following section was passed in the City Acts:—

"The Committee on Works may on the recommendation of the City Engineer grant a permit to any person for the placing on any street of a suitable post or other fixture for the purpose of ornamental lighting. Any such permit may be upon such terms and conditions, including payment of a rental, as the Committee on Works may deem fit, and may be revoked at any time without notice."

I would recommend that any permit issued, be subject to the following conditions:—

The wires should be carried to the lamp post under the sidewalk; the design of the post should be subject to the approval of the Board of Control; they should be painted black by the property owner at least once a year; they should be placed as near the curb stone as possible. Such rental shall be paid as the Board of Control may fix. They should be kept lighted every night, otherwise, they must be removed from the street and the sidewalk restored to its original condition. The work of placing the posts shall be done to the satisfaction of the City Engineer. The applicant shall comply with any additional regulations respecting ornamental lighting adopted from time to time by the Board of Control.

There is one other important point to be considered, namely, the distance apart at which these lights should be placed. In giving separate permits for the installation of ornamental lights, we should look ahead to the time when the whole

street will be lighted ornamentally. In my opinion, the posts should be placed so that they could be made a part of the general scheme of lighting for the street. If each property owner is given a permit to place lamps in front of his own door, there will be no regular system, and the appearance of the street, not only at night, but also in the day time, will be spoiled. One beauty of the lighting in those cities which have adopted ornamental lighting, is the regularity of the spacing. It is usual to space them from 90 to 125 feet apart, and the placing of two posts in 44 feet would not harmonize with any plan of lighting that might be adopted. I think it would be better when such applications are received, to make an ornamental lighting plan for the street in which the post is to be placed. In this case, it seems to me that only one post could be placed in 44 feet, without interfering with the lighting scheme. Where the property owner has a long frontage, some of them would, if permitted, have a fence of lamp posts in front of their property, while in the greater part of the remainder of the block, there would be no lamp post at all.

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

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

Read reports (2) Board of Control and City Engineer re street ligh*s.

STREET LIGHTS.

City Hall, August 11th, 1913.

The City Council.

Gentlemen:—The attached report of the City Engineer re various street lights is recommended to the Council for approval.

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

City Engineer's Office, Aug. 8th, 1913.

His Worship the Mayor.

Sir:—I beg to report on the following street lights:—

Shirley and Louisburg Streets—I would recommend that a light be installed.

Clifton and St. Albans Streets—I would recommend that a light be installed,

South Park Street opposite Holy Cross Cemetery—This is a long block and it is lined on both sides with trees. I would recommend that a light be installed.

Quinpool Road and Parker Street—I would recommend that the light on Windsor Street at Parker Street would be moved one pole south which will place it at the northeast corner of Quinpool Road and Parker Street, lighting in four directions. An additional light will not be necessary.

Morris and Queen Streets—There is a light installed at this corner already.

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

City Hall, August 18th, 1913.

The City Council.

Gentlemen:—The Board of Control beg to recommend for approval the attached report of the City Engineer re electric lighting Pleasant Street, at Harvey Street.

The Board also recommend the adoption of the accompanying report of the City Engineer re electric lights Robie Street at Bliss and Binney Streets; and that the light proposed at Bliss Street be installed at once.

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

City Engineer's Office, Aug. 18th, 1913.

His Worship the Mayor.

Sir:—I beg to report on the proposal to instal a light at Harvey Street on Pleasant Street.

There is a light at the corner of Harvey Street and Church Street which might be placed on the a mast arm so that it would light half way down Harvey Street. There is a light about one pole span west of Pleasant Street on Harvey Street, which might be moved to the corner of Pleasant Street. There are so many lights ordered now, that it might be some time before a new light could be installed. As there is a jog in Harvey Street and large trees at the jog, it may be that the lighting will not be satisfactory, but I would suggest that the change be tried.

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

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

Read reports Board of Control and City Electrician re fire alarm system.

IMPROVEMENTS FIRE ALARM SYSTEM.

City Hall, August 18th, 1913.

The City Council.

Gentlemen:—The Board of Control recommend for approval the accompanying report of the City Electrician, recommending the placing of a new fire alarm signal box at the corner of Brunswick and Uniacke Streets, the renewal of striker parts for the Islesville Fire Station bell, and the purchase of certain supplies at a total cost of \$281.50.

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

City Electrician's Office, Aug. 18th, 1913.

L. Fred. Monaghan, Esq., Secretary Board of Control.

Dear Sir:—Provision having been made in this year's estimates for the installation of an additional fire alarm box, I would recommend the purchase of a Gamewell, P. N. I. Successive Box equipped with Keyless door, Door opening only. To be installed at the corner of Brunswick and Uniacke Streets.

It has always been the practice to carry at least one mile of line wire in stock for emergency use, and as the present stock is now low I would recommend the purchase of 200 lbs. of No. 10 H. D. triple braid copper line wire at 22 1-2 cents.

I would also recommend the purchase of a Trip part for Tower Striker at Islesville Engine House. This Striker has been out of commission for some time awaiting advice from the factory as to whether spare parts for these old machines could be furnished.

Cost of new box.....	\$181.50
Cost of line material.....	30.00
Cost of 200 lb. wire.....	45.00
Cost of Striker part.....	25.00
	\$281.50

P. R. COLPITT, *City Electrician.*

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

Read report Board of Control covering joint report City Engineer and Chief of Fire Department re tenders for gasoline storage tank.

GASOLINE STORAGE TANK.

City Hall, August 15th, 1913.

The City Council.

Gentlemen:—The Board of Control find it necessary to provide a suitable underground storage tank for gasoline, to be installed at the West Street Fire Station property, and used jointly by the Fire Department and the City Works Department.

Tenders for such a tank were called for and received from C. L. Newman, Ltd., and the Imperial Oil Co.

Subsequently, too late for consideration with tenders received at the date fixed for receipt of tenders, Jas. Simmons, Ltd., Arthur Cox & Co., Wm. Stairs Son & Morrow, Ltd., and the S. F. Bowser Co. tendered.

It is recommended that the tender of the Imperial Oil Co. for a 142 Imperial Gallon Tank at \$135.00 be accepted.

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

Halifax, N. S., July 19th, 1913.

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

Extract from Minutes of a Meeting of the Board of Control of the City of Halifax held on the 18th day of July, 1913.

Tenders for under-ground gasoline storage tank were received and opened as follows-

A commencement has been made on Robie Street between Spring Garden Road and Bliss Street, and while the carrying out of any extensive work would be too expensive for our ordinary street appropriation, I should like to see an effort made to construct a portion of this work every year, even if it is very short. I would respectfully suggest that one block at least of the work be covered each year.

North of Bliss Street, the property on the east side of Robie Street belongs to the City, and if we desire to encourage civic improvement in the care of lawns and property fronts, including sidewalks, it seems but right that the City should set the example.

The distance between Bliss and Binney Streets is 415 feet. The estimated cost of extending the curb on Robie Street boulevard from Bliss Street to Binney Street is \$847.00. Any grading or filling that must be done to bring the street to the proper grade can be carried out without additional expense by using the surplus material from sidewalk construction in the neighbourhood and from street cleaning. I would recommend that the curb be laid this year between Bliss Street and Binney Street.

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

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

Read reports Board of Control and City Engineer (2) re application of Charles Brister for a water lot and privilege of wharf extension at his property North West Arm.

BRISTER WATER LOT NORTH WEST ARM.

City Hall, September 3rd, 1913.

The City Council.

Gentlemen:—The Board of Control beg to report on an application made by Charles Brister for the grant of a water lot and the privilege of extending a wharf at his property on the North West Arm. This matter was before the City Council last year when Mr. Brister made an application covering an extension of three hundred (300) feet into the Arm. His present application is rather indefinite but it is for a shorter distance into the Arm than the original request. The Board had several conferences with Mr. Brister's agent, Mr. H. J. Grey, who also represented the French Cable Company and at a meeting to-day were addressed by an influential delegation of property owners of the North West Arm. The Board also received a protest from the Civic Improvement League.

The Board recommends that the resolution passed City Council May 16th, 1912, viz., "That the City would not object to the grant of one hundred (100) feet from the shore but would strongly protest against any extension beyond that distance," be re-affirmed.

Reports from the City Engineer are attached.

It is further recommended that copies of the reports be forwarded to the Marine and Fisheries Department for their information.

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

City Engineer's Office, August 21st, 1913.

His Worship the Mayor.

Sir:—I beg to report on the request of Mr. Charles Brister that the City endorse his application for the granting of a water lot and the privilege of extending his wharf at property at the North West Arm.

In 1912 Mr. Brister applied to the Department of Marine and Fisheries for a grant of a water lot described as follows:—

All that certain water lot or lot of land covered with water, situate, lying and being in the said County of Halifax, and bounded as follows:—

Beginning on the eastern shore of the North West Arm at the north angle of water lot granted to Thomas Ritchie in A. D. 1869; thence running south fifty degrees fifteen minutes west by the north west line of the said Ritchie lot and the continuation thereof three hundred feet into the water of said North West Arm; thence north thirty-five degrees thirty minutes west six hundred and twenty-eight feet more or less to a point bearing south fifty degrees fifteen minutes west from the south angle of property owned by George E. Francklyn, Esq., thence northerly fifty degrees fifteen minutes east four hundred and fifty feet more or less to the shore of said North West Arm at the south angle of the said Francklyn property; thence south-westerly by the shore at high water mark to the place of beginning.

This covered an extension of three hundred feet into the waters of the North-west Arm. The Marine and Fisheries Department referred it to the City for an opinion. At the meeting of Council May 16th, 1912, the Council decided to recommend to the Marine and Fisheries Department that the City would not object to a grant of 100 feet from the shore, but would strongly protest against any extension beyond that distance, as it would be an interference with navigation and the construction of a wharf would not add to the appearance of the Arm, both of which they considered serious disadvantages. In my opinion their objections were well founded.

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

City Engineer's Office, August 25th, 1913.

His Worship the Mayor.

Sir:—I beg to submit a second report on Mr. Charles Brister's proposed application for the granting of a water lot and the privilege of extending his wharf at his property at the North West Arm.

As we shall doubtless be consulted in this matter by the Department of Marine and Fisheries, I do not desire to give a definite opinion until Mr. Brister's application is before me, with a correct description of the water lot for which he proposes to apply. The general description which his letter contains, is not definite enough.

If he is sent a copy of the decision of the Council at the meeting held on May 16th, 1912, it will show him what the City was prepared to do. If he makes a description to fit that decision and sends it forward to the Marine and Fisheries Department, I believe they will decide without further reference to the City, as they have the City's opinion on their records.

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

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

Read report Board of Control covering reports City Health Board and City Engineer re sewer June Street.

JUNE STREET SEWER.

City Hall, August 27th, 1913.

The City Council.

Gentlemen:—The Board of Control beg to recommend for adoption the accompanying report of the City Health Board and the City Engineer advising the construction of a sewer in June Street.

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

Office of City Health Board, June 13th, 1913.

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

Gentlemen:—At a meeting of the City Health Board held this day the following resolution was introduced and passed and I am directed to transmit the same to you for your consideration and action:—

Resolved, that as a public sewer is urgently needed in King's Lane, the Board of Control be recommended, in the interest of public health to order the construction of same as soon as possible.

JOHN A. WATTERS, *Secretary.*

City Engineer's Office, August 26th, 1913.

His Worship the Mayor.

Sir:—I beg to report on the accompanying petition respecting the sanitary condition of June Street, formerly Kings Lane and Love Lane.

Numbers 18, 21, 22, 24, 26, 28, are not connected with the sewer. The outside privies are very offensive to the neighbours at times during the hot weather.

All these houses could be drained by a sewer leading to West Street. The estimated cost of constructing a sewer is \$875, and I would recommend that it be placed on the Order Book to be constructed in its turn.

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

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

Read report Board of Control covering notification from the Provincial Secretary of the approval by the Governor in Council of Ordinance re fast moving vehicles on streets, etc. (See printed minutes, July 4th, 1913, pp. 97-98.)

ORDINANCE RE FAST MOVING VEHICLES.

City Hall, August 27th, 1913.

The City Council.

Gentlemen:—The Board of Control beg to submit herewith notification from the Provincial Secretary of the approval by the Governor in Council of Ordinance re fast moving vehicles on streets, the use of sirens, etc. The Board instructed the City Clerk to have said Ordinance advertised in the three evening newspapers for the information of the citizens, with an expression of the intention of the City to have its provisions enforced.

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

Office Provincial Secretary, Halifax, August 26th, 1913.

The City Clerk, Halifax, N. S.

Sir:—I have the honor to transmit herewith a copy of an Ordinance to amend Ordinance No. 4 "Of Streets," passed by the City Council of the City of Halifax on the 7th instant.

The Ordinance was approved by the Governor in Council on the 19th instant and I have certified accordingly on the enclosed copy.

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

Filed.

Read report Board of Control re the firing of the mid-day gun at the Citadel on and after September 1st at 12 o'clock noon instead of at 1 o'clock.

TIME GUN ON CITADEL.

City Hall, August 27th, 1913.

The City Council.

Gentlemen:—The Board of Control beg to submit for the information of the City Council notification from Captain Gibson, D. A. A. & Q. M. G., that the time gun at the Citadel will, on and after September 1st, be fired at 12 o'clock noon, instead of at 1 o'clock as at present.

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

Fortress Headquarters, Halifax, N. S., August 25th, 1913.

To His Worship the Mayor of Halifax, N. S.

Sir:—I have the honor, by direction of the Officer Commanding the Fortress of Halifax, to inform you that on receipt of a letter from the Secretary of the Board of Trade, stating that yourself and the Board of Control favored the firing of the daily Time Gun at noon, instead of 1.00 o'clock, he has made arrangements to have it fired at the first-mentioned hour; and I have, therefore, been instructed to notify you that on and after the 1st of September next the daily Time Gun will be fired from the Citadel at 12.00 Noon.

W. GIBSON, *Captain, D. A. A. & Q. M. G. (Hx.)*

Filed.

Read report Board of Control recommending that the construction of Jubilee Road sewer take precedence over the construction of the sewer ordered to be built in Sarah Street.

JUBILEE ROAD AND SARAH STREET SEWERS.

City Hall, August 27th, 1913.

The City Council.

Gentlemen:—The Board of Control beg to recommend that the sewer ordered by the City Council, July 29th, to be constructed on Jubilee Road, take precedence over the sewer previously ordered to be constructed on Sarah Street.

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

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

Alderman Riordon arrives and takes his seat in Council.

Read reports Board of Control and City Engineer re improvements Fleming Park.

FLEMING PARK.

City Hall, August 20th, 1913.

The City Council.

Gentlemen:—The Board of Control beg to submit for the information of the City Council the attached report of the City Engineer, relating to improvements, Fleming Park, approved of by said Board at a meeting held on the 20th inst.

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

City Engineer's Office, August 20th, 1913.

His Worship the Mayor.

Sir:—I beg to report on some of the conditions at Fleming Park. Respecting the damage that is being done to the birch trees.—It would be difficult to prevent it without a force of policemen. I believe that it is being done by persons who are more thoughtless than vicious, and I would recommend that notices be provided and posted up at different points in the Park.

The caretaker endeavours to confine the fire places to the shore and I think he is fairly successful. Nearly every person lunching at the Park desires to heat water in a kettle and as the available supply of wood is soon used up, it would be a convenience to the public to provide a supply of kindling wood which could be sold very cheaply, a bundle of kindling wood being sufficient for each fire. It might be supplied to the caretaker by the City Home.

Respecting water supply, the water of the brook is not fit for use at this season of the year, unless it is boiled. There is a spring of good water north of the Tower,

but a well might be sunk and a pump provided so that a larger and better supply will be available. I would recommend also that two public conveniences be erected at suitable and convenient spots and that in connection with one of them, a store-room be provided for the caretaker, in which he could keep kindling wood, tools, etc.

The landing constructed by Mr. Robinson is being used freely, but the road from the landing up to the drive constructed by the City is very rough and its condition is not creditable to the City. I would recommend that a board walk, similar to that which leads from the drive up to the entrance to the Tower, be constructed from the landing to the driveway. While it may not be possible to do it this year, I think that it would be wise for your Board to consider the advisability of clearing the rocks off the shore of Fairy Cove and depositing sand or gravel to make a beach on which canoes could be landed without danger of injury. Eventually the whole shore from the stone wharf to Boutillier's Point should be treated in this way.

At Vancouver, the shore of the Park is a sand beach, which is one of the most popular resorts in the City, especially for children, and was inspected with much interest by the Mayor and myself. While I do not think any portion of the shore of Fleming Park should be taken for public baths, it should be available for children to paddle in, while the change would meet with the approval of every boat and canoe owner or user.

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

Approved.

Read report Board of Control covering annual report Chiet of the Fire Department; also monthly report of the Coal Weighers for July.

ANNUAL REPORT FIRE DEPARTMENT, ETC.

City Hall, August 20th, 1913.

The City Council.

Gentlemen:—The Board of Control beg to submit herewith for the information of the City Council:—

The annual report of the Chief of Fire Dpartment for 1912-13.

Monthly report of Coal Weighers for July showing each of the eight permanent weighers to have received \$64.87 for the month.

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

Filed.

Read reports Board of Control and City Engineer re street sprinkling by the Tramway Company on streets through which its system operates.

STREET SPRINKLING BY TRAMWAY COMPANY.

City Hall, August 18th, 1913.

The City Council.

Gentlemen:—The Board of Control beg to submit for the information of the City Council, the attached report of the City Engineer re the sprinkling by the Tramway Company of the streets through which their railway system runs, stating that the Company have not yet at hand sufficient data to enable them to make any proposals in the matter.

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

City Engineer's Office, August 18th, 1913.

His Worship the Mayor.

Sir:—I am not in a position to report on this matter, as the Halifax Electric Tramway Company have not obtained all the information which they have asked for from the manufacturers of railway street sprinkling cars and other data which they require in order to submit figures.

The Manager of the Company assures me that he will send it to me as soon as he receives it. He has been in correspondence with several companies. When the Mayor and myself were in western cities, we obtained information in connection with railway street sprinkling, especially in the City of Calgary, where the City owns the railway. I shall report again as soon as I am in possession of the information.

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

Filed.

Read report Board of Control covering Clerk of Works' schedule of sewers, permanent sidewalks and street paving ordered from January 9th, 1913. (See printed minutes, February 6th 1913, pp. 483-485.)

PERMANENT SIDEWALKS, SEWERS AND STREET PAVING.

City Hall, August 13th, 1913.

The City Council.

Gentlemen:—The Committee on Works, at a meeting of the City Council, February 6th, 1913 (see printed minutes, page 483), submitted a schedule of permanent sidewalks, sewers and street paving ordered to be laid up to January 9th, 1913. The Board of Control submit herewith for the information of the City Council a continuation of said schedule up to date.

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

City Works Office, August 13th, 1913.

His Worship Mayor Bligh and Members Board of Control.

Gentlemen:—Attached please find list of permanent sidewalks, sewers and street paving ordered since January 9th, 1913.

JAMES J. HOPEWELL, *Clerk of Works.*

Permanent Sidewalks Ordered from Jan. 9th, 1913.

Date	Street	Side	From	To	Estimate
1913					
Mar. 13..	Cheapside.....	south	Bedford Row...	Hollis.....	\$ 185.00
"	Jacob.....	north	Brunswick.....	Barrington.....	2580.00
April 14..	Green.....	south	Pleasant—west..		770.00
"	Gottingen.....	west	Gerrish.....	North.....	6765.00
"	Cornwallis.....	north	Creighton.....	Gottingen.....	858.00
May 5...	Lucknow.....	west	Inglis.....	Rhuland.....	558.00
June 19..	South.....	south	Robie.....	Davis.....	535.00
"	Dresden Row...	east	Spring Garden Rd	Sackville.....	
"	"	"	Artillery Place..	"	1658.00
"	Gottingen.....	"	Prince William..	Gerrish.....	960.00
July 4...	Robie.....	west	Morris.....	South.....	1505.00
July 29..	St. Paul's Hill..	south			360.00
"	Woodill.....	both			2035.00
					<u>\$18769.00</u>

Sewers.

April 2...	Cabot.....				\$ 5100.00
June 5...	Longard Road...		Extension as far as water pipe will be laid.....		
"	Larch.....		Agricola.....	Love Lane.....	1750.00
					<u>\$ 6850.00</u>

Bell Street Paving.

June 19..	Bell St.....		Upper Water..	Barrington.....	\$ 1903.00
-----------	--------------	--	---------------	-----------------	------------

Filed.

Read report Board of Control and City Engineer re award of arbitrators on property of Mrs. Sadie Henneberry taken for reservoir site.

WATER RESERVOIR SHAFFROTH'S HILL.

City Hall, August 15th, 1913.

The City Council.

Gentlemen:—The Board of Control beg to report that the Arbitrators in the matter of the expropriation of property of Mrs. Sadie Henneberry, Shaffroth's Hill, in connection with the reservoir site have filed their award with the City Engineer: The amount paid into Court in this case was \$100.00; the Arbitrators have allowed \$460.32. This makes the total cost of the land for reservoir site expropriated \$18,233.28.

It is recommended that the City Clerk be instructed to pay into the office of the Prothonotary of the Supreme Court at Halifax the sum of \$360.32, being the difference between the amount already paid into Court and the final award of Arbitrators.

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

City Engineer's Office, August 15th, 1913.

His Worship the Mayor.

Sir:—I beg to report that the arbitrators have awarded Mrs. Sadie Henneberry the sum of \$460.32 for land taken from her at the Reservoir site. The amount paid into Court was \$100. The total amount of awards is \$18,233.28. The arbitrator for the property owner has filed a minority award.

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

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

Read reports Board of Control and Controller Hoben re offer of Western Union Telegraph Company to purchase a portion of the City Wharf property.

CITY WHARF PROPERTY.

City Hall, Aug. 15th, 1913.

The City Council.

Gentlemen:—The Board of Control beg to submit herewith a report from Controller Hoben on the offer of Messrs. McInnes, Mellish, Fulton & Kenny on behalf of the Western Union Telegraph Co., to purchase a portion of the City Wharf property, advising that it would be unwise for the City to part with any portion of said property. Controller Hoben's report is recommended for approval.

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

Halifax, N. S., August 15th, 1913.

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

Gentlemen:—I beg to report on the accompanying request of Messrs. McInnis, Mellish, Fulton and Kenny, on behalf of the Western Union Telegraph Company, that the City sell a piece of land adjoining their wharf property.

The piece required is a portion of the City Wharf Property and is about 30 ft. by 12 ft. in size.

After an examination of this property in company with the City Engineer, and in consultation with him, I have come to the conclusion that it would be unwise for the City to part with any portion of this wharf property which is already cramped and barely large enough to accommodate the City's business at the present time.

C. R. HOBEN, *Controller Works Department.*

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

Read reports (2) Board of Control and reports City Engineer re water meter bills LeMont Buskins, A. D. Johnston, Mrs. Margaret Hill, E. G. Smith, Birchdale Hotel, H. S. Grant, Mrs. L. M. Campbell and estate Wm. Murray.

WATER METER BILLS.

City Hall, August 11th, 1913.

The City Council.

Gentlemen:—The Board of Control beg to report on complaints of excessive charges for water delivered through meter. In each case a report from the City Engineer is attached.

A. D. Johnston, 38 Chebucto Road. Mr. Johnston was billed for \$13.08 and it is recommended that \$5.00 be deducted from the account.

Mrs. Margaret Hill, 242 Creighton St. Amount of bill \$34.29. It is recommended that the account be reduced to \$20.00.

E. G. Smith was billed for \$57.99, for six months' water rates for tenement house, 154 Lockman Street. It is recommended that the account be made up for that period at 40,000 gallons.

Birchdale Hotel. The meter charges for this property from August 1912 to March 1913 were \$158.09. It is recommended that a new bill be rendered for the same amount as that rendered for the same period last year.

H. S. Grant, 81 Cunard St., one year's water bill, \$29.37. It is recommended that this bill be reduced to \$20.00.

Mrs. L. M. Campbell, 156 Spring Garden Road, six months' rates, \$13.81. It is recommended that this bill be reduced to \$10.00.

Estate late Wm. Murray, 348 South St., from September 1912 to March 1913, \$162.00; **Murray Place,** for the same period \$77.85. It is recommended that the rate for Murray Place be reduced to the rate for the year previous, \$12.68, and that the bill for 348 South Street be made up at 2,700 gallons; the account rendered having been for another property altogether.

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

METER BILL NO. 38 CHEBUCTO ROAD.

City Engineer's Office, August 6th, 1913.

His Worship the Mayor.

Sir:—I beg to report on the accompanying bill \$13.08 rendered to A. D. Johnston for water passing through the meter at No. 38 Chebucto Road from Sept. 1912 to March 1913.

The record of consumption at Mr. Johnston's property is at October and November readings, 5300 gallons; December reading 7100 gallons, January reading 23,900 gallons, February and March readings 25,000 gallons each, making a total of 87,200 gallons. There is no record of waste on the inspector's books. The figures are suggestive of waste in the cold weather.

Under the circumstances, there is not information to justify me in making a reduction under the law. There is a memorandum on the bill that a reduction of five dollars would be satisfactory.

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

WATER BILL 242 CREIGHTON STREET.

City Engineer's Office, August 8th, 1913.

His Worship the Mayor.

Sir:—I beg to report on the accompanying bill rendered for water supplied through meter at 242 Creighton Street from Sept. 1912 to March 1913.

In May, June and July last year 5200 gallons were used at this property, and in August, September and October the water was not in use. At the reading on Nov. 22nd 2900 gallons had been registered. The water seems to have been used intermittently, but during the cold weather it has evidently been allowed to run, as between November and March there was a consumption of 233,600 gallons.

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

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

WATER BILL 154 LOCKMAN STREET.

City Engineer's Office, August 8th, 1913.

His Worship the Mayor.

Sir:—I beg to report on the accompanying bill for water supplied through the meter at 154 Lockman Street from Sept. 1912 to March 1913.

The consumption for three months from May to August, was 70,600 gallons. At times the Inspector states that he could not get at this meter, and it was not read in June or July. In September the consumption was 16,500 gallons. In October the Inspector could not get at the meter and in November the reading for the two months was 614,300 gallons.

Since that time the consumption has been largely reduced. The June reading showed 1800 gallons and the May and July readings 2000 gallons each. A water closet had been wasting and was reported to be leaking badly at the date of the November reading. Mr. Smith's statement is contained in his letter. He claims

that he was absent in Toronto and it was not brought to his attention until after his return. He states that as soon as it was brought to his attention, he had the plumbing repaired. I feel bound to accept Mr. Smith's statement and therefore recommend that the bill for the six months be made up at 40,000 ballons.

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

WATER BILL BIRCHDALE HOTEL.

City Engineer's Office, August 8th, 1913.

His Worship the Mayor.

Sir:—I beg to report on the accompanying letter from F. W. Bowes asking for a reduction in the bill charged for water passing through the meter at the Birchdale Hotel between Aug. 1912 and March 1913.

The pipe supplying the hotel runs from Coburg Road some distance underground. The meter is in the ground and was not read during the cold weather. On receipt of the March reading, Mr. Bowes found the consumption excessive, and on investigation discovered a leak in the pipe between Coburg Road and the Hotel. It was repaired without delay and under the circumstances I would recommend that the bill be rendered for the same amount as that rendered for the same period last year.

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

WATER BILL 81 CUNARD STREET.

City Engineer's Office, August 8th, 1913.

His Worship the Mayor.

Sir:—I beg to report on the accompanying letter requesting a rebate on the bill rendered for the water supplied through meter at the house No. 81 Cunard Street for the year ending March 1913.

Mr. Moser states that he has been acting as agent for the owner, Mr. H. S. Grant, and if there has been unnecessary waste of water, claims that it was without the knowledge of himself or the owner. The meter inspector, Mr. F. J. Edwards left the readings with Mr. Albert Hook, Argyle Street, at the request of the tenant. The City Charter requires that the readings shall be left with the owner or occupant or the agent of either, and Mr. Edwards considered that he had complied with the Charter when he left them with Mr. Hook at the occupant's request.

A closet on the premises had been wasting since March 1912. The City cannot admit any liability to notify the owner that there is waste, as it is the duty of the owner or his agent to take steps to prevent waste. Under the circumstances, I do not consider that the law permits me to recommend any reduction.

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

WATER BILL 156 SPRING GARDEN ROAD.

City Engineer's Office, August 9th, 1913.

His Worship the Mayor.

Sir:—I beg to report on the letter from Mrs. L. M. Campbell asking for a reduction in her bill for water supplied through the meter at 156 Spring Garden Road. The amount of the bill is \$13.81.

There is no record of any waste having been reported at this property. The consumption from March 1912 until January 1913 varied from 6000 gallons to 9000 gallons a month, while the consumption at an ordinary house should run from 2000 to 3000 gallons, but I understand that this property is a boarding or lodging house, which would make the consumption larger than in an ordinary dwelling house.

On the other hand, the consumption for January and February has been at the rate of 2500 gallons a month only. The history of the meter and its readings would indicate to me that there has been carelessness in the first part of last year which has been corrected, and the consumption, if continued at the rate of January and February, would be moderate. As the extra consumption was not through accident, the law does not permit me to recommend a reduction.

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

WATER BILLS MURRAY ESTATE.

City Engineer's Office, August 9th, 1913.

His Worship the Mayor.

Sir:—I beg to report on the accompanying letter and bills rendered to the Murray Estate for water supplied to a double house on Murray Place and to No. 348 South Street. The double house on Murray Place is supplied from a pipe which runs from the South Street main across lots to Murray Place.

There has been a great deal of trouble with this pipe. It has been repaired five times in the last year and part of it has been renewed. I think the trouble has been attended to promptly, and there has been no negligence. Under the circumstances, I would recommend that this bill be reduced to the rate formerly paid, \$12.68 per annum.

Respecting the bill rendered for water supplied at No. 348 South Street, a mistake has been made in changing inspectors. The Meter at Murray Place was first read by Mr. Clancy. The meter at No. 348 South Street was read by Mr. Edwards. In re-arranging the districts, both these meters were taken over by Mr. Burns and a mistake was made through a confusion in connection with Murray Place and Murray Estate, which led to the rendering of a bill for the South Street property on a reading which belonged to the Murray Place house. The record was corrected by subsequent readings, but in the meantime a bill had been sent out. The South Street house was vacant from September to the end of the six months and the water turned off. The consumption from May to September was 2700 gallons only. The quantity to be charged for would therefore be reduced to 2700 gallons.

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

WATER METER BILL 9 CHARLES STREET.

City Hall, August 13th, 1913.

The City Council.

Gentlemen:—The Board of Control have considered an application from LeMont Buskins for reduction in amount of water meter bill, No. 9 Charles Street, from September 1912 to March 1913, \$40.39, and beg to recommend that said account be reduced to \$20.00.

A report from the City Engineer is attached hereto.

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

City Engineer's Office, August 4th, 1913.

His Worship the Mayor.

Sir:—I beg to report on the accompanying bill rendered against LeMont Buskins for water supplied at his property No. 9 Charles Street from September 1912 to March 1913. The amount of the bill is \$40.39.

The records show that the consumption up to December did not exceed 700 gallons in one month. During the winter a large quantity of water passed through the meter and the meter inspector reported the hydrant leaking. Under the circumstances, the law does not permit me to recommend any reduction.

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

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

Read report Board of Control that H. M. S. New Zealand is expected to arrive in Halifax about November 20th.

H. M. S. NEW ZEALAND.

City Hall, August 13th, 1913.

The City Council.

Gentlemen:—The Board of Control is advised that H. M. S. New Zealand will arrive in Halifax about Nov. 20th, and will probably stay here five or six days before returning to England. The Board has under consideration the question of providing any reception or entertainment while the ship is here.

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

Filed.

Read report Board of Control recommending that Controller Scanlan be authorized to act for the City as representing Overseers of the Poor in regard to actions in bastardy cases.

PROCEEDINGS IN BASTARDY CASES.

City Hall, August 11th, 1913.

The City Council.

Gentlemen:—At a meeting of the Board of Control held today J. J. Power, K. C., Solicitor for a client then present with him asked the consent of the Board of Control, as Overseers of the Poor, to his client's bringing an action against a putative father of a child, under the provisions of Chapter 1, of the Revised Statutes, 1900, of the Maintenance of Bastardy Children, as amended by Chapter 59 of Acts of 1903. The Board unanimously authorized Controller Scanlan to represent the Board of Control in this behalf and in any other such cases as may arise, and recommend the same for the approval of the Council.

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

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

Alderman Smith here arrives and takes his seat in Council.

Read report Board of Control covering amended Ordinance re fares for licensed motor cabs.

FARES FOR LICENSED MOTOR CABS.

City Hall, August 8th, 1913.

The City Council.

Gentlemen:—The City Council having referred back to this Board for further report a recommendation that the fares to be charged for hire of licensed motor cabs be respectively \$3.00 per hour for a five-passenger car and \$3.50 per hour for a seven-passenger car, the Board of Control beg to report that they advertised in the newspapers that at their meeting on Friday morning, 8th inst. at 11.30 o'clock, they would hear cabmen and automobile owners in reference to the rates of fares to be charged by licensed motor cab owners. In response to this public notice only two persons took advantage of the opportunity, namely, Cabmen Michael G. Power and Stephen Rose, both of whom thought that licensed motor cabs should come under the general Cab Ordinance and be operated from the cab stands the year round, and at the same rates of fares.

The Board of Control recommend that the fares for licensed motor cabs be:—

For a five-passenger car, per hour.....	\$2.00
For a seven-passenger car, per hour.....	2.50

Amended draft Ordinance is submitted herewith.

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

ORDINANCE NO.

An Ordinance to amend Ordinance No. 14 of the Regulation of Hacks.

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

The Schedule to Ordinance No. 14 is hereby amended by adding thereto the following:—

The Fares for licensed motor cabs shall be

For a five-passenger car, per hour.....	\$2.00
For a seven-passenger car, per hour.....	2.50

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

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

Read a first time an Ordinance to amend Ordinance No. 14 of "The Regulation of Hacks."

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

Read a second time an Ordinance to amend Ordinance No. 14 of "The Regulation of Hacks."

Read report Board of Control covering report City Engineer and opinion City Solicitor re gasoline street pumps.

GASOLINE STREET PUMPS.

City Hall, August 12th, 1913.

The City Council.

Gentlemen:—Along with other cities, Halifax has to face the problem of the storage, the handling and the delivery of gasoline, various phases of which are constantly appearing before the Board of Control. For the delivery of small quantities for automobiles, some cities permit the installation of pumps located on the sidewalks and applications have been made to this Board for permits for such installations. The City Engineer is strongly opposed to the placing of obstructions on the sidewalks and the City Solicitor has advised the Board that the City has no authority to grant permits for such obstructions.

In realizing the increasing demand for a safe means of quick delivery of gasoline in small quantities, the Board believes that the City should have authority to give permits for the erection of gasoline pumps on the streets pending the finding of more convenient modes of delivery, and for this reason recommend that the City Solicitor be instructed to prepare the necessary legislation.

The report of the City Engineer and opinion of the City Solicitor are attached hereto.

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

Office of City Solicitor, August 7th, 1913.

Secretary Board of Control.

Sir:—The gasoline stations proposed to be installed in the streets would in my opinion constitute an obstruction which the City has no right to authorize in the absence of Legislation in that behalf.

F. H. BELL, *City Solicitor.*

City Engineer's Office, August 8th, 1913.

His Worship the Mayor.

Sir:—I beg to report on the application of S. F. Bowser & Co. for permission to instal two Bowser Gasoline stations, one in front of the Nova Motor Company's garage on Granville, the other in front of D. A. Scott's place of business on Hollis Street. This matter was referred to the City Engineer, the Chief of the Fire Department and the City Solicitor for report.

The Chief of the Fire Department is anxious to remove the gasoline from buildings if possible, but prefers not to express an opinion on the application until he has had an opportunity to enquire into the matter while he is away.

In my opinion, there should be a special design for a motor garage. The gasoline tank should be in an alley at the side of the building in the open air and cars requiring gasoline should go there to receive their supply. To place the pump at the curb, means that the danger which there is now of an explosion from gasoline in buildings, is transferred to the street, where it will be a menace to the general public; not only that, but any drippings from the end of the hose must be where laides' dresses will sweep it. The handling of the gasoline will be more careless on the street than in buildings and it is a common sight to see the occupants of automobiles with a cigar or cigarette in their mouth. Passersby may fling a cigar end or cigarette on the sidewalk or street and any explosion or burning will be much more dangerous to the general public than it would be in a building. I think the use of a small hose across the sidewalk, as is the custom at Newman's Garage, for instance, is much less objectionable than the installation of fixtures on the sidewalk in a busy thoroughfare. If your Board should not agree with me, and the applicant is granted a permit, there should be a light on it, and he should pay for the privilege.

All precautions and advantages which are taken in connection with this pump, will apply equally to an installation inside the building. It is the aim of all progressive cities to remove obstructions from the streets, especially in the business portion of the City, instead of increasing the number of such obstructions. As traffic increases, our sidewalks will be found all too narrow. I have consulted the City Solicitor who informs me that the City has no power to grant a permit for such an obstruction on the sidewalk.

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

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

Read report Board of Control covering report City Engineer and opinion City Solicitor re Alfred Payne's sewerage assessment, Pleasant Avenue.

ALFRED PAYNE'S SEWERAGE ASSESSMENT, PLEASANT AVENUE.

City Hall, August 8th, 1913.

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 and an opinion from the City Solicitor in re protest by Alfred Payne against the payment of sewerage rates, Pleasant Avenue.

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

Halifax, N. S., August 7th, 1913.

Secretary Board of Control.

Dear Sir:—I cannot see that Mr. Payne is entitled to claim exemption from payment of his sewerage rates on any of the grounds stated in his letter. The

fact that he did not petition for the sewer in Pleasant Avenue and is not connected with it does not affect the matter; neither does the fact that Pleasant Avenue has not been accepted as a street by the City. The section imposing liability for sewerage rates provides that it arises "whenever any public sewer is built in any street." The sewer is a public one as distinguished from a private drain and a street by the interpretation of the Charter Section, includes any street, highway, road, land, alley, passage or place used by the public, within which definition Pleasant Avenue undoubtedly falls. As to the fact that his property is situated at the corner of Plover Street and Pleasant Avenue, and that he has paid his sewerage rates on Plover Street, this would entitle him to the usual corner exemption which I presume has been allowed him. Apart from this I cannot see any ground upon which he can claim exemption.

F. H. BELL, *City Solicitor.*

City Engineer's Office, August 6th, 1913.

His Worship the Mayor.

Sir:—The accompanying communication from Mr. Alfred Payne asking for exemption from sewer assessment on Pleasant Avenue is more properly a question for the City Solicitor to report on than the Engineer.

Mr. Payne owned a house on the corner of Plover Street and Pleasant Avenue. A sewer has been constructed in Plover Street and also past his property in Pleasant Avenue. While Pleasant Avenue has not been accepted as a street by the City, it is a public street and has been used as such for years. The City Charter defines "street" as including every street used by the public.

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

Approved.

Read report Board of Control covering amended Ordinance relating to horses damaging sodded sidewalks.

HORSES DAMAGING SODDED SIDEWALKS.

City Hall, August 8th, 1913.

The City Council.

Gentlemen:—The City Council having referred back to the Board of Control the Ordinance relating to horses damaging sodded sidewalks, submitted to that Council July 29th, the Board again recommend said Ordinance for the approval of the Council, with the amendment suggested in Council, namely, that the following words be added after the word "sidewalk" in the third line of said Ordinance, "and to actually injure the same."

The Ordinance, as so amended, is attached hereto.

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

ORDINANCE NO.

An Ordinance to amend Ordinance No. 4 of the City of Halifax "Of Streets."

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

Ordinance No. 4 of the City of Halifax "Of Streets" as amended respectively by Ordinances Nos. 35 and 36 is hereby further amended by inserting after section 29 (B) the following section:

29 (C) No owner or driver of a horse shall allow such horse to step or stray upon any sidewalk or sodded portion of any street or sidewalk, and to actually injure the same. Both the owner and driver of any horse which shall (whether by reason of negligent act or omission or otherwise) actually step or stray as aforesaid shall be deemed to have so allowed, and proceedings taken against either the owner or driver shall not constitute a bar to proceedings or recovery against the other.

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

Moved by Controller O'Connor, seconded by Controller Hoben that said Ordinance be now read a first time. Motion passed.

Read a first time an Ordinance to amend Ordinance No. 4 of the City of Halifax "Of Streets."

Moved by Controller O'Connor, seconded by Controller Hoben that said Ordinance be now read a second time. Motion passed.

Read a second time an Ordinance to amend Ordinance No. 4 of the City of Halifax "Of Streets."

Read report Board of Control covering opinion City Solicitor and report City Collector re the appointment of special collectors at a 10 per cent. commission to collect overdue poll taxes.

COLLECTION OF POLL TAXES.

City Hall, August 8th, 1913.

The City Council.

Gentlemen:—The Board of Control beg to report that in dealing with matters relating to Assessment and Taxation, they find that for various reasons a very small proportion of the Poll Taxes levied has been collected. The staff of the City Collector's Department is not sufficient to overtake the Poll Tax collections and your Board is of the opinion that it would well repay the City to employ persons specially for this purpose.

Having been asked by the Board for a report on the matter, the City Collector recommended the appointment of one collector for the South End and one for the North End, and nominated as suitable persons for the position John A. Munroe and Wm. Watkins.

The City Solicitor has advised that these officers may be paid on a commission basis out of the money they collect and therefore recommends that John A. Munroe and Wm. Watkins be appointed to collect Poll Taxes now due, and be paid for their services a commission of 10 per cent. on the amounts collected by them.

The report of the City Collector and the opinion of the City Solicitor are attached hereto.

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

Office of City Solicitor, July 25th, 1913.

Secretary Board of Control.

Sir:—In reply to the enquiry of the Board as to the legality of paying a Collector of Poll Taxes a commission of 10 per cent. of the amount collected, I beg to say that I see no objection to the same. The City has a right to pay for any work done in collecting these taxes and to my mind it is quite immaterial whether this additional remuneration is paid as a fixed salary or by way of a commission on the amount collected.

F. H. BELL, *City Solicitor.*

Office of City Collector, August 8th, 1913.

The Board of Control.

Gentlemen:—In accordance with your request I herewith submit the names of two persons whom I think would be suitable for collecting the Poll Taxes. I would suggest appointing both of these so that I might divide the City into the North and South assigning one to the North and one to the South end of the City.

Trusting that this will meet with your approval.

R. THEAKSTON, *City Collector.*

Moved by Controller O'Connor, seconded by Controller Harris that said reports be adopted and that John A. Munroe and William Watkins be appointed to collect poll taxes as recommended. Motion passed.

Read report Board of Control covering report Controller O'Connor recommending a civic grant of \$1,000.00 towards the expenses of a firemen's tournament proposed to be held in Halifax in August, 1914.

FIREMEN'S TOURNAMENT, 1914.

City Hall, August 8th, 1913.

The City Council.

Gentlemen:—The Board of Control beg to submit for the approval of the City Council a report from Controller O'Connor, recommending a civic grant of \$1,000.00 toward the expenses of a Firemen's Tournament, proposed to be held in Halifax in August, 1914.

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

Halifax, N. S., June 2nd, 1913.

To His Worship the Mayor and Board of Control.

Gentlemen:—Being desirous of proceeding with their plans for a firemen's tournament and old home week under their auspices, the Fire Department would now at this early date request your honorable body's sanction to those events during the first week in August, 1914.

In connection with this request we may say that it is the aim of the officers and men of the Fire Department to make the events referred to the biggest and best things of their kind ever held in Halifax, and with the support of the public and your honorable body we feel that we shall reach the desired goal. There will however be a heavy expense attached to them, the sum necessary to make the proposed tournament and old home week a complete success being estimated at \$10,000.00.

As the nucleus of the necessary fund the officers and men of the Fire Department have guaranteed to personally subscribe not less than \$500.00, and then through excursions and other entertainments they hope to largely increase that amount as the firemen's share of expense of giving Halifax a week of entertainment that will attract thousands of visitors to the City.

Then we hope to see the business men and the general public loyally supporting us by substantial financial assistance. But whilst feeling quite sure of that support we also feel that the City as a corporation could fairly be asked to do its share towards the expense, and therefore we would request that your honorable body, representing the citizens at large, set aside the sum of \$1000.00 as the City's contribution to the firemen's tournament and old home week.

In connection with this request for financial assistance from the Civic funds we would take the liberty of reminding you that in complying with that request you will not be establishing a precedent because in the past similar assistance has been granted to similar events under Fire Department auspices, notably in the year 1886 when the City Council made a civic grant of \$1000.00 to the tournament held in that year.

Captain J. E. KEEFE, *Secretary Halifax Fire Department.*

Halifax, N. S., August 8th, 1913.

On July 31st of present year the Board of Control referred to me for report a certain application of the officers and men of the Fire Department towards the expenses of a *Firemen's Tournament* proposed to be held in August, 1914. As, in my opinion, such a tournament would operate as a great summer attraction to tourists and prove beneficial as well to the general efficiency of the Fire Department I respectfully recommend that there be inserted in the estimates for the year 1913-14, if that be lawful, (or if not that the necessary authority be sought), provision for the grant by the City of the sum of one thousand (\$1,000.00) dollars towards the expenses of such a tournament.

WILLIAM F. O'CONNOR.

Deferred until next meeting of the Council.

Read report Board of Control re civic contribution of \$1,000.00 towards the expenses of a survey of the City in behalf of the Child Welfare movement.

CHILD WELFARE EXHIBIT.

City Hall, August 27th, 1913.

The City Council.

Gentlemen:—The Greater Halifax Central Conference, per R. M. Hattie, its Secretary, recently wrote the Board of Control relating to proposed survey respecting Recreation, Housing and Child Welfare to culminate in a Child Welfare Exhibit, estimating the cost of a general survey in Halifax to be about \$4,000.00, the idea of the Conference being that such funds might be raised in Halifax as follows:—

\$1,000.00 by the Dominion Government,
1,000.00 by the Nova Scotia Government,
1,000.00 by the City Council, and
the balance by public subscription.

The Subject matter being in the opinion of the Board of Control largely relating to health, the communication was referred to the City Health Board, and the City Health Board has referred it back to the Board of Control with their sympathy and approval. The Board is of opinion that such general survey should be held, and recommend that the City Solicitor be instructed to prepare legislation authorizing the City to contribute the sum of \$1,000.00 toward the expenses thereof.

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

Halifax, N. S., July 21st, 1913.

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

Gentlemen:—A number of surveys have lately been proposed, notably Recreation, Housing and Child Welfare, and by the coming together of the various agencies interested through the medium of the Greater Halifax Central Conference, it had been thought advisable to weld these, so as to prevent overlapping and unnecessary covering of the same ground by different investigators.

A committee was appointed for the purpose of considering this matter, and at a meeting held on Friday evening, the 18th inst., it was decided that a general social survey should be held, assuming that financial arrangements can be made, and that it should culminate in a Child Welfare Exhibit such as was held in Montreal recently. The proposal was that in carrying out the survey special emphasis should be laid on housing conditions and on other features that may appear in the investigation to claim particular attention.

The Committee is in possession of information relative to the cost of surveys, notably from the Russell Sage Foundation, and a letter from the Director of the Department of Surveys and Exhibits, together with the programme to be carried out in Plavia, Ill., (a city of about the same size as Halifax), and suggest that the sum of four thousand dollars would be sufficient.

In Montreal the cost was about twenty-three thousand dollars, of which five thousand was provided by the Dominion Government; \$5,000 by the Quebec Provincial Government, five thousand by the Montreal City Council, and the balance by public subscription.

After the plan of financing adopted in Montreal, the necessary funds might be raised in Halifax thus: One thousand by the Dominion Government, one thousand by the Nova Scotia Government, one thousand by the City Council, and the balance by public subscription.

It was decided at the meeting on Friday evening that the different governments mentioned should be approached to ascertain whether the sum mentioned would be available from those sources, and as the first two would naturally wish to know whether the movement had the support of the City Council, it was decided by the Financial Committee that your honorable body should first be approached, and the present writing is to lay the matter before you. We trust that it will receive your favorable consideration and that we may early be made acquainted with the decision of your honorable body. The task is a very complicated and extensive one and we are desirous of commencing active preparations as soon as possible if the work is to be undertaken.

Greater Halifax Central Conference,

Per R. M. Hattie, Secretary.

Office of City Health Board, August 22nd, 1913.

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

Gentlemen:—A letter from Mr. R. M. Hattie, Secretary Greater Halifax Central Conference, relating to proposed survey, respecting housing and Child Welfare Exhibit, was referred to this Board by the Board of Control and fully considered by them.

The Board heard a representation from the Conference consisting of Mr. L. H. Crowell, Mr. Dennis and Prof. E. MacKay, who fully explained the object and aims of the exhibit and proposed survey. After a general discussion the matter was referred back to the Board of Control, with the sympathy and approval of this Board in the object desired.

JOHN A. WATTERS, Secretary.

Deferred until next meeting.

Read report Board of Control covering reports City Engineer and Engineer A. R. MacCleave re Garbage Incinerator.

GARBAGE INCINERATOR.

City Hall, August 22nd, 1913.

The City Council.

Gentlemen:—Since the last meeting of the City Council the Board of Control has continued to devote considerable attention to the operation of the Garbage Incinerator in view of the complaints against it. A. R. MacCleave, of the City Engineer's Department, has been instructed to take the Incinerator plant especially in charge and to make weekly reports to the Board, the first of which is submitted herewith. For the information of the Council a report from the City Engineer is also attached.

At a meeting of the Board held to-day the City Engineer was given a free hand in the operation of the Incinerator plant within the lines of his report and directed to communicate with experts with the view to the employment of a proper person for one month to instruct the employees in its operation and report the cost thereof to the Board.

F. P. BLIGH, Mayor and Chairman.

City Engineer's Office, August 21st, 1913.

His Worship the Mayor.

Sir:—In accordance with the resolution of the Board of Control I beg to submit a report on the operation of the plant for the week ending August 20th, 1913. The garbage and offal consumed during the several days was as follows:—

Day	Garbage Teams	Offal
Thursday, Aug. 14	12 (2 double)	4
Friday 15	7	3
Saturday 16	9	4
Monday 18	7	
Tuesday 19	10	4
Wednesday 20	9	2

The plant was operated at full capacity during the night shifts and No. 3 cell has been run continuously during the entire period (except Sunday). This latter has been effected by the burning of old wood received from the City shops and other sources, together with clean refuse collected by private teams and brought to the plant during the day hours.

A minimum temperature of 800 degrees was by this means maintained in the combustion chamber for almost the entire period, with a resulting effect of destroying any possible odor arising from matter dumped in the combustion chamber which had not been burned during night operations. The maximum hourly combustion chamber heat recorded during the day shift was 1160 degrees, the minimum, 450 degrees, the latter being before arrangements had been made for continuous firing.

The maximum for night operations was 1850 degrees and the minimum 600 degrees (Saturday night). The combustion chamber minimum register was 3 per cent. of carbon dioxide and a maximum of 16 per cent., the former being in a day shift. These minimum results can be bettered in the course of experience.

Regulations for the delivery and disposal of the several classes of refuse have been posted for the information of the parties concerned. I have several recommendations to make for the betterment of the plant.

First, that a shed be erected around the crusher engine, utilizing trestle bents for frame work. At present this engine is exposed to the weather.

Second, that additional boarding be built up on three bents to the north of the building, giving two sheds for the dumping of tin cans and for the storing of dry wood necessary for No. 3 cell. This recommendation is made both for utility and appearance.

Third, that the engine room now open at the boiler head be closed and isolated by means of a brick or metal lath and plaster partition from the rest of the plant. At present the dust nuisance renders it impossible to keep this section clean, and the dynamo, fan engine and recording instruments will certainly not be improved by grit entering into the parts.

I have received no complaints during the period, neither personal nor from the employees of the plant. The method of continuous firing in No. 3 cell is, I believe, satisfactory. I would ask, however, that the officials of the various departments be notified to advise me from time to time of any condemned timber or other wood which could be collected and secured for firing in this cell.

A. R. MacCLEAVE.

City Engineer's Office, August 21st, 1913.

His Worship the Mayor.

Sir:—I beg to report on the accompanying suggestions made by Controller Harris in connection with the Incinerator:—

First.—To prohibit the burning of fish offal, carcasses of animals and night soil, disposing of them as before the erection of the Incinerator or by some other method.

In consequence of the limited quantity of garbage available, the Incinerator fires cannot be kept up during the whole 24 hours and the evaporation of night soil cannot be satisfactorily accomplished until the heat in the combustion chamber can be maintained continuously. Before next season I propose to make a special report on this matter, when I hope to recommend a method of disposal which will be more satisfactory until the Incinerator is operated at least eighteen hours a day. If it is decided that night soil is not to be disposed of in the Incinerator, and I am inclined to think that the disposal of night soil is at the bottom of all complaints, it does not seem necessary to remove and burn the garbage at night. The only advantage is, that the receptacles in which the ashes and garbage are placed on the street, are not so much in evidence when the work is done at night. On the other hand, fish offal, carcasses of animals and night soil are delivered at the Incinerator during the day. If the furnaces were hot when this material is delivered, it would soon be disposed of and without nuisance. It has been the custom to remove the ashes and garbage during the day time from the first of November to the first of June. The only satisfactory method of disposal of fish offal and similar garbage is by burning and I would recommend that the collection be made during the day, beginning not later than the first of October.

Second.—Reduce the size of the furnace by closing up one or two of the three cells of the furnace with fire brick. By restricting the size of the fire it could be kept going for 24 hours at the proper temperature to avoid nuisance from vapours.

The destructor is designed to work with the three furnaces going at the same time, and while the heat from one furnace might keep up steam enough in the boilers to run the plant, I do not believe that the destruction of refuse in the combustion chamber would be satisfactory and therefore there would be greater liability of nuisance from odors than under the present system.

Third.—The supply of garbage not sufficient for 24 hours—Ashes might be mixed with garbage as done in Westmount, to increase the heat units and prolong the burning period to 24 hours.

The ashes as collected in Halifax contain a large proportion of incombustible material that is fuel which has been burned already. In Westmount the unburned fuel is screened from the ashes before it is put in the furnaces. I do not believe that is necessary in our Incinerator if night soil is not to be disposed of.

Fourth.—Sort out the non-combustible garbage, glass, metal, liquids and other heat reducing materials.

When Mr. Simon's plant is in operation this work will be largely covered by his employees.

Fifth.—Start fires with coke in first cell.

Experiments might be made in this direction, but I believe that if greater care were taken in the selection of material for banking fires, that it would be unnecessary.

Sixth.—Instal smoke consumer or purifier.

The plant is designed to be a smoke consumer and purifier and when working properly should do what it is designed to do.

Seventh.—If feasible, asphalt roadway to make it as free from noise as possible or make earthen roadway or instal elevator for hoisting garbage to hopper floor.

The grade is too steep for asphalt. It would be impossible to haul a load up the approach on an asphalt pavement. It has been the intention to fill in the approach with ashes as they were available, especially in winter, which will remove the noise as the work proceeds.

Eighth.—Discharge outside steam jet into water or into chimney.

When the ground is filled in, I think a pond might be constructed, which would add to the appearance of the grounds and in which steam might be discharged.

Ninth.—Put a high board fence about the plant.

It might perhaps be advisable to put a board fence around the plant until the grounds can be graded and grass grown on it. The fence would hide the unsightly features of the premises and it could be removed when the grading and development of the grounds is completed.

Tenth.—Engage expert from manufacturers from one to three months to instruct operators.

I think it would be money well spent to have the employees instructed by an expert, but they should be able to learn in a month or perhaps less, all that they are capable of learning.

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

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

Read report delegates to the annual convention at Bridgewater of the Union of Nova Scotia Municipalities.

N. S. MUNICIPALITIES CONVENTION.

Halifax, N. S., Sept. 3rd, 1913.

To His Wirship the Mayor and Members of the City Council.

Gentlemen:—The delegates appointed to represent the City of Halifax at the Eighth Annual Convention of the Union of Nova Scotia Municipalities at Bridgewater, beg to submit the following report:—

The convention was one of the most successful ever held by the Union; the attendance was the largest on record, the number of delegates registering being about eighty. It is claimed by those who are familiar with the work of the Union that the work done this year compared favourably with that of other years.

Mr. W. D. Lighthall, Hon. Secretary of the Union of Canadian Municipalities, was present, and reviewed the work of Provincial Unions. His remarks were very complimentary to the Nova Scotia organization.