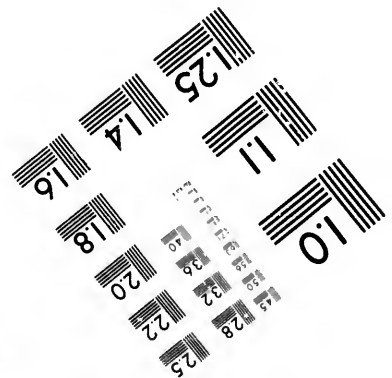
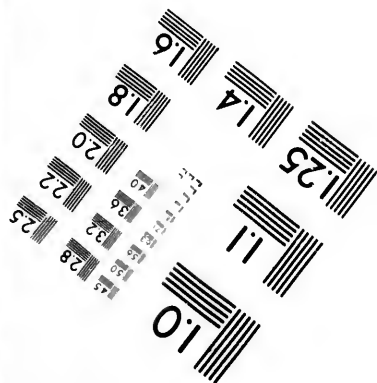
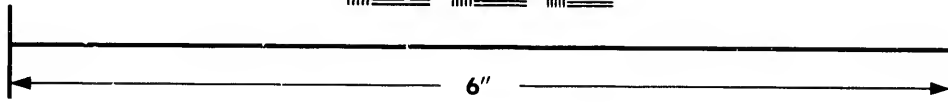
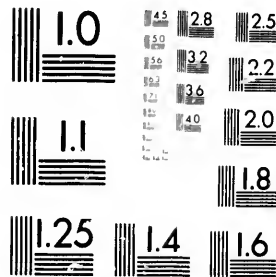


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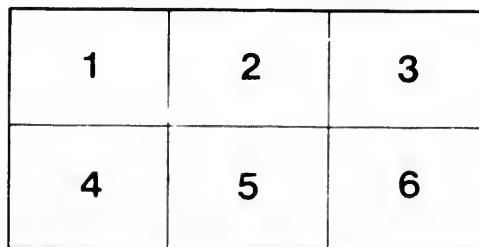
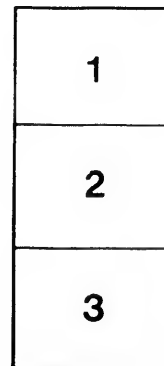
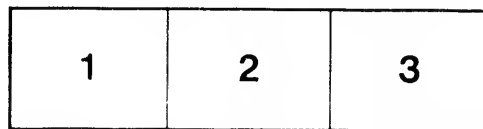
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CITY OF HALIFAX.

THE

MAYOR'S ADDRESS,

AND

GENERAL REVIEW OF AFFAIRS
OF THE CITY GOVERNMENT.

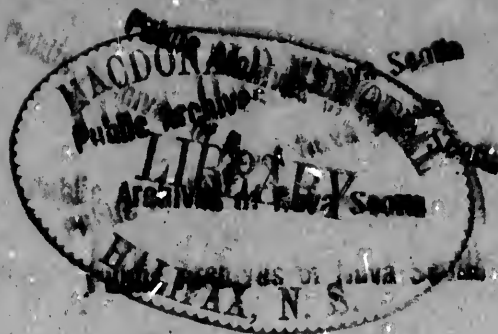
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THE MAYOR'S ADDRESS.

To the members of the City Council :

GENTLEMEN,—

Last year it was my privilege to enter pretty freely into the affairs of this corporation, reviewing the occurrences of the previous decade, elaborating the then position of civic affairs, pointing out omissions and defects, and offering such suggestions for the future as the experiences of the past showed to be desirable.

I might almost be excused from again addressing you, and the citizens of Halifax, through you, were it not that events seem to multiply so rapidly that an annual review seems a necessity, in order to note progress, and to provide a permanent record of a year's work.

The departmental reports are based upon the general civic year, which runs from May to May, and all the statements and returns made, conform to these dates, but as the period of issue of these reports is six months later than the close of the Corporation year, my remarks will be made to embrace more recent occurrences, thus making a connecting link with the succeeding year.

It cannot be amiss, in so far as it comes within the scope of a mayor's duties and observations, to have an annual stock taking, shewing the advancement of our city in its financial, industrial and legislative interests. That there has been a substantial and permanent gain since my last review is very evident. The hope expressed by me in concluding the address of 1885, "that the current year will enable us to bring to a successful ending some of the important subjects which have for years been before this and previous councils" has been to

a considerable extent justified. Some of the matters discussed last year have been carried to a successful termination, others are in process of development, others again have yet to be advanced from the positions of agitation and speculation to a more permanent place in the public mind.

Of the subjects referred to last year which have since been carried out, I may enumerate: electric lighting of streets, etc.; pounds for stray cattle; additional police protection in suburbs; Catholic Reformatory for boys to be sent from the Police Court; increased number of fire escapes on hotels and public buildings; a general vaccination of school children and the public; repairs and renewals at Rockhead Prison; enclosing and beautifying square fronting the Exhibition building; new road and handsome gates at Point Pleasant Park; improvements and extensions of water works and sewerage; partial renewals of sidewalks, etc.

The Board of Works have also given special attention to the Grand Parade, and though hampered for want of funds have effected considerable permanent repairs on the streets, and are now widening that important thoroughfare, Bell's Lane, so much used by vehicles passing to and from the Depot. The Commissioners of the Public Gardens and Commons have increased the attractions of the former, and greatly improved the latter.

Of the subjects in process of development, the principal are the Graving Dock, now well under way; the new City Hall; the Street Railway, which is in partial operation, and which is to be further extended north, west and south; and the construction of three new school houses in the northern and western suburbs.

The important question of providing a market place is in the hands of a committee of the City Council, and with good prospects of success; the safe storage of inflammable oils is

being attended to by another committee, and a building selected as a permanent depot; other minor matters are receiving attention from the regular and special committees of the Council.

I will as far as possible within reasonable limits, discuss these and kindred subjects further on, but before doing so will refer shortly to the legislation of the last session of our Local Parliament, in so far as it relates to the interests of the City of Halifax. In addition to the several acts specially mentioned herein, there are others which indirectly affect interests within the city, but not to any great extent.

The City Council and citizens in general, should keep track of legislation on civic affairs, and affecting civic rights and privileges, the more especially as it is only by legislative enactments that additional taxation can be imposed on the rate payers.

It not infrequently happens that important city interests are largely interfered with by Acts of Parliament, passed in apparent disregard of the wishes of the citizens, or their legally constituted representatives. Many instances of this could be cited, but it would serve no good purpose, especially as public opinion is divided upon some of the laws in question.

LEGISLATION OF 1886.

The last session of the Provincial Legislature was a very prolific one in enactments, and the City of Halifax came in for its full share. Among the 168 chapters which were the result of the session's work, some ten or twelve directly affected the interests of the Corporation of Halifax. These I will specially note, indicating some of the most prominent features.

Chapter 1.—“An Act to authorize certain grants in aid of Railways, and to provide for the completion and consolidation of the Railway between Halifax and Yarmouth,” if carried into operation will be of immense benefit to the trade of Halifax.

Chapter 2.—“An Act to Incorporate the Halifax and Great Western Railway Company,” grew out of the first chapter, and forms a company to carry out the proposed operations contemplated therein.

Chapter 3.—“An Act respecting the sale of intoxicating liquors,” and chapter 4. “An Act to amend the Liquor License Act, 1886,” make a complete change in the licensing system hitherto in force in the City of Halifax. Saloon and tavern licenses will be abolished, and hotel bars closed to the general public. Under this Act there are three classes of licenses legalized, viz.:—Hotel, shop and wholesale, the duties being \$150, \$100 and \$300. Petitions for licenses must be filed with the Inspector on or before the 15th day of December. In the City of Halifax petitions for shop and hotel licenses must be accompanied with a certificate of three-fifths of the rate payers of the district, and for a wholesale license the certificate must have a majority of the rate payers. As respects wholesale licenses the law does not come into operation until 1st January, 1888; all licenses now in force expire on 16th March, 1887. The regulations and prohibitions of this Act are stringent, and the penalties for infringements are very heavy. A number of saloon and tavern keepers whose petitions were not perfected on the day this law went into operation, were unable to obtain licenses from the City, and have consequently been closed up. The Inspector has been vigilant in enforcing the law, and a number of convictions have resulted in heavy fines being imposed.

Chapter 5.—“An Act respecting Public Charities” abolished the Board of Public Charities, on which the Mayor sat as a member, representing the Corporation of Halifax. All the rights, powers and duties of this Board, so far as they concern the Hospital for the Insane, are vested in the Commissioners of Works and Mines. With respect to the Poors’ Asylum and Provincial and City Hospital, the former is vested in the City of Halifax; the control of the latter was left.

optional with the City. Under a clause in the Act the City made an agreement with the Provincial Government, by which the latter resumed the management of the Provincial and City Hospital, the City reserving all its rights as to compensation for the cost of the building, which was erected and paid for by the City; also for the value of the grounds and the disposition of the Murdoch bequest. The City is held by the Act to be indebted to the Province in the sum of \$33,333 on account of the Poor Asylum, in addition to any other sum that may be found to be due; but this is to be off-setted by any amount found to be due to the City by the Province. The liability of the Province is limited, but the liability of the City to the Province is unlimited. Arbitrators, one to be appointed by the Province, a second by the City, and an umpire to be chosen by the two Arbitrators, failing their agreement, by the Chief Justice, are to settle the accounts between the Province and City as to construction and maintenance.

Chapter 59 allows the leasing of the block of land on the Common, bounded by Sackville street on south, Summer street on the west, and Bell road on the north and east, also legalizing the closing of the street leading from the Citadel to Jubilee road. It authorises the borrowing of \$1500 to improve and fence the square fronting the Exhibition building. It also authorises the borrowing of \$10,000 for extension of water service, 6,500 for repairs on the City Prison, \$2,100 in payment of flour weighers for lost fees, \$2,732.21 for certain overdue accounts, \$2,500 to purchase broken stone from the Association for Relief of the Poor. The same Act authorises an assessment, not to exceed \$1,200 per annum, for boys committed to the Roman Catholic Reformatory from the Police Court. It amends the water assessment Act of 1885 by limiting the water tax on buildings beyond one thousand feet from any hydrant, it increases the time allowed for valuations for assessment to 150 days, and authorises the commencement of the valuations in September instead of October, and it provides

that neither the Chief Assessor nor assistant assessors shall engage in any business on their private account.

Chapter 60 amends the Halifax City Assessment Act of 1883 by facilitating the measurements of properties to be sold under the Lien, and it otherwise improves the provisions of the said Act in enforcing the collection of the taxes levied.

Chapter 61 conveys a portion of the South Common to the Ladies of the Sacred Heart, to be used solely for educational purposes.

Chapter 62 enables the Governors of Dalhousie College to sell the college building on the Grand Parade to the City of Halifax, and the same to be vested in the corporation, the site to be used for the erection of a City Hall. It conveys that portion of the Common bounded by Morris, Robie, College and Carleton streets to the Governors of Dalhousie College for a site for university buildings, and to be used solely for university purposes.

Chapter 63 vacates the office of Stipendiary Magistrate of the City of Halifax, allows the retiring official (Henry Pryor) an annual pension of \$1,200, and limits the salary of his successor to \$1000 per annum until the death of the former, when the salary is to be increased to \$2000 as heretofore.

Chapter 66 defines the liability of the City of Halifax, the Town of Dartmouth, and the County of Halifax as to the support of pauper lunatics in the Hospital for the Insane, and provides that each municipality shall pay directly to the Provincial Treasury the cost of its own patients.

Chapter 121 confers certain powers upon the Halifax Graving Dock Company, enabling it to expropriate any lands required for a site and surroundings, arbitrators to be appointed to appraise the lands required, and on confirmation of the award the company to have possession of the lands so expropriated.

Chapter 122 enables the Halifax Graving Dock Company to treat with the City of Halifax for a portion of Young Street and the Magazine lot; and it legalizes the closing of Young Street below Victoria Street, also the diverting of the Sewer around the head of the Dock.

Chapter 123 amends the Acts of 1884, incorporating the Halifax Railway Company, Limited, and Chapter 124 incorporates the Halifax Street Railway Company, Limited, with a capital of \$100,000, and fixing the time for constructing and operating the line.

Chapter 125 amends the Act to Incorporate the Halifax and Dartmouth Steam Ferry Company.

FINANCIAL.

The legal obligations of the year 1885-6, with the exception of the disputed accounts of the Charity Board and County of Halifax, were met with ease and promptness. The same can be said of legal demands for the current year 1886-7. A few overdue accounts in excess of last year's estimates were provided for by Act of Parliament, and the amount \$2732.21 will be paid by five annual instalments. With respect to financial affairs generally, I would refer to the lengthy explanations, statements and comparisons in my address of 1885, which it is unnecessary here to recapitulate.

Some uncertainty exists as to the cause of unpaid balances claimed from the City by the Province, the County and the School Board for the years 1882-3-4. Leaving out of the question the fact that the City did not estimate nor assess for the full amount claimed by either the Charity Board or the County of Halifax, (and these short estimates are to some extent responsible for the balances alleged to be due) the main cause can be seen elsewhere in the losses in collection of the taxes before the Lien law came into operation. For instance, in 1882 \$14,000 was not recovered in addition to the allowance-

of \$18,156; in 1883 \$22,200 in addition to the allowance of \$21,849, and in 1884 \$4,873 in addition to the allowance of \$11,507. In these three years, in addition to the allowances of \$51,512 there still remains uncollected \$41,073, and this latter amount represents balances due the Board of Charities, the County of Halifax and the School Commissioners. The first year of the Lien law shows the City in funds to discharge every obligation of the estimates, and in addition there remains a handsome surplus.

For the first time in the history of the Corporation of Halifax *surplus revenues* will require to be dealt with. As elsewhere stated, the operation of the new assessment Act is, under the energetic management of the City Collector, resulting so favorably that from year to year the Treasury will shew surpluses of from \$5000 to \$10,000, and legislative authority should be asked the coming session as to the disposition of these monies. I would suggest two courses, one or other of which might be adopted: 1st, such surpluses to be used in reduction of the tax levy, or 2nd, to be applied as a *Sinking Fund* for the extinction of the funded debt of the City. It might be said that the five per cent. allowance for estimated losses in collection should be reduced, but it is essential that the present rate should stand as a margin for delays in collection. Some \$17,000 of last year's taxes, beyond the estimated loss, is as yet uncollected, but this will eventually all come in, a large portion with the two previous years' arrears, when the Lien for 1884-5 is realised. But were it not that pending settlements with the Local Government full payment has not been made, the non-payment of these arrears would cause trouble.

With respect to the enforcement of the Lien on real estate in default for City taxes, and which will be brought to an issue in a few weeks, I would state that some of the properties to be sold have never contributed one cent to the City Treasury within the memory of man. Others of those properties

have been abandoned years ago to the mortgagees, and they are to be allowed to go under the hammer to save usual costs of foreclosure. And others belong to estates of deceased persons with no living representatives, or the estates are in litigation. After I made the statement in May last that from 300 to 400 properties were under the operation of the Lien, and would be sold if the taxes were not paid, there was quite a rush to pay up, so much so, that it was thought by the Collector that very few houses or lots would eventually be sold for taxes. When it is considered that the first sales comprise the accumulations of 40 years of defective assessment laws, the number to be sold will not be excessive. After the first year the number of properties to be realised on for taxes will be limited.

The additions to the funded debt in 1886 are \$25,000 for completion of the new Poor Asylum, \$25,000 for purchase of site for new City Hall, \$6,500 for repairs on Rockhead Prison, and \$1,500 for fencing and improving the South Common. \$10,000 has also been borrowed for water extensions, and \$5,000 for sewerage purposes. The Auditor's and Treasurer's statements as appended will show the receipts and disbursements for the year ending 30th April last.

A general balance sheet of the financial affairs of the corporation should be made, and an extended statement of the liabilities and assets prepared and permanently recorded. This becomes all the more necessary as the funded debt increases, for capitalists will consider it only a business precaution to look more closely into the capacity of the City for carrying its debt and interest charges. Enquiries have already been made by intending investors in City securities living outside the Province as to the extent of the Municipal debt, value of corporation property, capacity of the community for bearing its burden of debt and taxes, and kindred subjects. To answer those questions intelligently and successfully authenticated data should be available. But apart from this, it is only

businesslike and eminently proper that the whole financial affairs of the City of Halifax should be collocated and presented in a succinct shape, and I would advise that this important matter should be undertaken by the Committee of Public Accounts or by a special Committee of Council.

As a preparatory step all the real estate owned by the City might be tabulated and valued, care being taken to see that plans are on file in the Crown Land office and proper deeds recorded at the Registry office. Very much land and water property of considerable pecuniary and economic value has been lost in the past, so that there is all the more reason to make sure of what remains, some of which is even now in jeopardy.

The most important financial topic arising out of the recently dissolved partnership between the City of Halifax and the Province of Nova Scotia, is the one now about to be arbitrated on under Chapter 5, Acts of 1886, entitled an Act respecting Public Charities. By this Act the City is held to be indebted to the Province \$33,333, and other sums for the cost of the new Poor Asylum, also \$23,491.95 and other sums, for maintenance of City paupers. On the other hand the City intends to claim the cost and value of the City Hospital and grounds, and the Poor Asylum site, as against the \$33,333 share of cost of the new building, paid for by the Province; and for interest on the Hospital debentures, and on the Murdoch bequest, as against the \$23,491.95 alleged claim for maintenance. The result of the arbitration will be looked for with much interest, as the justice of the City's claim for the cost of the Hospital, (and which now to the amount of \$38,500 forms part of the funded debt,) cannot be disputed, nor can there be any doubt as to the claim for interest on Hospital debentures, since the building was conducted on joint account; nor for interest on the bequest of the late William Murdoch, during the same period.

Another proposed arbitration is that between the County of Halifax and the City, for amounts alleged to be due by latter to the former. Up to the close of 1885 the County claims balances of several years to a total of \$26,764. Part of this is disputed by the City as an arbitration held several years ago threw out some items in the County estimates, which entered into the balances claimed from the City. For some years the City declined to estimate the sum asked for by the County, but the latter carry the total amount estimated into their accounts. An arbitration is proposed to enter into and adjust the matters in dispute, and this will probably be eventually agreed to. This arbitration should have power also to arrive at a proper basis of valuation of property in the County, as at present these valuations are grossly unfair to the City. One great injustice between the City and County disappears in the direct responsibility of the City to the Hospital for the Insane for pauper patients.

Citizens complain that they do not know where the large amounts annually levied and collected go to, or how the amounts are expended and the civic estimates appear rather involved to those who do not understand the principles upon which they are based. I give the current year estimates in a somewhat clearer form than they appear in this annual report.

ESTIMATE FOR 1886-7.

Salaries and allowances.....	\$ 23974 00
Police Department.....	22880 00
Fire Department.....	6975 00
do. Special and half cost horses....	3370 00
Prison and Reformatory.....	6100 00
Streets and cleaning, and half cost horses.....	33050 00
Lighting streets and City Building.....	10921 00
Repairs to City property.....	4000 00
Interest on City debt.....	42521 33
Public schools and education.....	69400 00

County of Halifax, including pauper lunatics....	25392 68
Poor Asylum and Hospital.....	22000 00
Sanitary and Board of Health.....	1650 00
Printing and stationery.....	1500 00
Contingent account.....	2991 89
Gardens and park.....	3000 00
Public Library.....	1200 00
Fuel, insurance, telephones and clock.....	1300 00
Annuity Mrs. Tobin.....	101 28
Walker judgment.....	1383 00
Allowance of 5 per cent. for lost taxes.....	13024 00
	\$ 296734 18

ESTIMATED REVENUE.

From Liquor licenses.....	\$ 11000 00
“ Fees, fines, &c.....	7630 00
“ Rents of City property.....	2750 00
“ Cabs, trucks, expresses.....	1250 00
	\$ 22630 00

The nett amount deducting estimated revenue being \$274,104.18 But of this amount, \$13,024 is the allowance for lost taxes; deducting this sum from the gross estimate leaves the nett expenditure \$283,710.18, of which \$22630 comes from revenue and \$261,080.18 from taxes. The auditor explains why the taxes of 1886 are higher than those of 1885, and my last address explains the cause of the increase of taxation from 1881 when it stood at \$244,532, to 1885, which latter year showed the total to be \$268,919. The City Council cannot be held responsible for these increases which are almost entirely beyond their control.

Additional safeguards to person and property; additional improvements in public education; the creation of gardens, parks and squares cost money and must be paid for by an

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increase in the annual tax levy. Fifteen years ago the total tax was \$183,000 or nearly \$100,000 less than that of to-day. Over one-fifth of this increase is for interest on the funded debt, and more than two-fifths is the increase of schools, charity and county demands, so that three-fifths of the increase of the past fifteen years is caused by these four appropriations. The balance is made up of increase in Police, Fire Department, Street lighting, internal health and allowances for short collections. There was a greater expenditure on streets fifteen years ago than now, but there was no park, no gardens, no library, no Board of fire escapes, no telephones nor other luxuries which the citizen of to-day consider indispensable to life and comfort and which he is willing to pay for.

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A small balance, some \$2,000, remains of the amount borrowed from the Merchants' Bank of Halifax in 1882 to pay off floating debts. Among the securities set apart to be realised on to repay the whole loan of \$60,000, were the lots of land at Freshwater and which still remain unsold. I would recommend that these lots be disposed of and the account with the Bank closed.

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Now that the City's finances are in a sound and healthy condition I think we should be able to arrange that our business be done on the very best terms.

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It is certain that our estimated revenue from Liquor Licenses will fall short this year owing to the operations of the Act respecting the sale of intoxicating liquors which reduced the number of saloon and tavern licenses considerably below the average of former years.

VALUATIONS FOR ASSESSMENT.

It may not be uninteresting here to give the valuations of two or three years, also the real and personal property by wards, the progressive valuations from 1850 to 1886-87, which will be found on page 170, showing the various fluctuations between those years.

The total valuations of 1884-5 was :

Real Estate	\$14,976,540	
Personals	4,999,430	
Banks and Companies	1,469,272	
		21,445,242

1885-6.

Real Estate	\$15,134,130	
Personals	4,607,645	
Banks and Companies	1,469,275	
		\$21,211,050

1886-7.

Real Estate	\$14,577,930	
Personals	5,044,885	
Banks and Companies	1,469,225	
		\$21,092,040

WARDS.

No.	Real Estate.	Personals.	Total.
1.	\$3,451,650	\$1,149,350	\$4,601,000
2.	1,931,750	590,965	2,522,715
3.	2,475,080	1,585,520	4,060,600
4.	1,548,000	999,750	2,547,750
5.	3,537,850	561,700	4,099,550
6.	1,633,600	157,600	1,791,200
Totals,	\$14,577,930	\$5,044,885	\$19,622,815
Balance			1,469,225
			\$21,092,040

RESULT OF THE ACT OF 1883.

The provisions of this Act with respect to real estate on which there is a lien for City taxes, are so lenient that the tax payer in default has nearly three years within which to pay up before sale, and another year in addition, in which to redeem, by paying ten per cent. additional, in all nearly four years before the property is finally sold out.

So much has been said with respect to the success of this Act, that it is only fair to give a statement of its final result, which is a complete justification for its enactment.

First, to shew the necessity for the enactment, the following table gives the losses for four years previous to inauguration of the new law.

Year.	Amount Levied.	Allowed for Losses.	Additional Loss.	Total Loss.	Per Cent.
1879-80	\$236,526	\$10,113	\$21,200	\$31,313	13½
1880-81	210,340	12,000	21,000	33,000	16
1881-82	232,961	18,156	14,000	32,156	14
1882-83	244,532	21,849	22,200	44,049	18
Totals,	\$924,359	\$62,118	\$78,400	\$140,518	15½

In 1883 a change in the mode of collection was adopted, but without the operation of the Lien, and with the following result:—

	Assessed.	Allowed.	Additional Loss.	Total Loss.	Per Cent.
1883-84	\$244,845	\$11,507	\$4,873	\$16,360	6¾

In 1884 the full law, including the Lien clauses, began to operate, and though no property has yet been sold, the account for that year made up to 1st November, 1886, stands thus:—

	Assessed.	Allowed.	Gain.	Uncollected.	Per cent.
1884-85	\$247,847	\$11,991	\$6,170	\$5,421	2¼

When the Lien clauses are finally enforced by sales of property, or payment before sale, the following will be the probable result:—

	Assessed.	Allowed for Losses.	Gain on Allowance.	Loss.	Per cent. of total assessed.
1884-85	\$247,847	\$11,991	8,170	\$3,821	1½

Average annual loss from 1879 to 1883.....\$ 35,129
 Estimated loss on 1884-85..... 3,821

Annual net gain in favor of new law \$31,308

Or take the last year of the old law.

Total uncollected taxes of 1882-83	\$44,049
" " " 1884-85.	3,821
	<hr/>
In favor of new law	\$40,228
Average of four last years of old law, per cent	15 $\frac{1}{4}$
Percentage of loss, 1884-85	1 $\frac{1}{2}$
	<hr/>
In favor of new law	13 $\frac{3}{4}$
Percentage of last year under old law	18
" first year of new law	1 $\frac{1}{2}$
	<hr/>
In favor of new law	16 $\frac{1}{2}$

The adage that "desperate diseases require desperate remedies," has been verified in the case of the City taxes. Had the old law continued in operation it would not have been difficult to predict the ultimate result, in fact the outcome of the collections of 1882-83, showed that the machinery had completely broken down, and the only financial salvation of the City Treasury was a righteous but stringent law which would subordinate all private interests to the interest of the general public. However the interests of individuals may be affected, and the ancient privileges of mortgagees and real estate owners interfered with, the beneficial result to the citizens at large is undeniable. No sane man will propose a return to the old system of valuation and assessment, which in a term of years added a quarter of a million dollars to the City debt.

BOARD OF CITY WORKS.

Reference to the reports, statements, tables, &c., of the City Engineer and Clerk of works, show the amount and variety of work done under the supervision of the Board of City Works. Besides the regular operations of the Board on the streets, sewers and water works, it has had responsibilities and

labor connected with the construction of the Graving Dock, and the maturing of plans, &c., for a new City Hall.

STREETS.

In the street department over \$19,000 was expended on repairs and renewals, and \$11,724.00 on internal health operations. About 21000 feet of roadway received repairs, and additional 20675 feet were macadamised with upwards of 75000 bushels of broken stone. 4000 feet of gutters have been laid down or reset, 24000 feet of sidewalk graded, repaired and gravelled, there being over 14000 bushels of gravel used.

During the past summer other operations were carried out and it is a safe statement to make that the road beds of our principal streets were never in better condition than at present, neither were they better cleaned or more plentifully sprinkled with water. Some of the stone and brick sidewalks in the business part of the city have been relaid. There are still some defective brick and stone pavements requiring attention.

The only new street opened is the avenue leading into Point Pleasant Park, now called "Young Avenue." Bell's Lane, that great thoroughfare from Barrington street to Granville, Hollis and Water streets is now being widened and thus made effective in facilitating and rendering safe the heavy traffic passing over it.

A Street Railway authorized by the Acts of 1886, chapter 124, has recently been constructed and is in partial operation. This Railway will entail additional labor on the Board of Works in connection with the state of the streets through which the line passes.

SEWERS.

Nearly 2500 feet of new brick sewers were constructed in 1886-87 in Ward 1. Improvements effected in the sewers in other parts of the City have resulted favourably to the health

and comfort of the localities served. The projected sewerage construction in Gottingen and Water streets to be carried out at the joint cost of the Imperial, Dominion and Civic authorities, must exercise a very beneficial effect on the general health of the residents on these important streets, as well as those persons who live and work in the Dockyard.

WATER WORKS.

The City Engineer's report for the year ending 30th April last, speaks of needed undertakings, some of which have since been carried out. A new conduit between Long Lake and the Upper Chain Lake, is now in operation, increasing the store of water in those Lakes to upwards of eight hundred millions of gallons. Other much needed works are in process or are contemplated for next season, tending to an increased supply for domestic and fire purposes. The low and high service mains are free from incrustations, as the mechanical scrapers were recently passed through them. Nearly 3000 feet of 6 inch pipe has had like attention. 1200 yards of new pipe were laid. Increased supply of water has been afforded to streets and houses where the head was weak and intermittent. 77 additional houses were supplied with water. No effective method of stopping the great waste of water, especially during frosty weather, has as yet been adopted or proposed. This subject is one of the highest importance.

The official report on the water works and other branches of the department will be found on page 55, and is as usual instructive and interesting. All the operations of the Board of City Works are carried out with intelligence and vigor. In connection with the important interests vested in the Board of City Works, there are suggestions in former reports of the City Engineer which should not be lost sight of. For instance, changing the present system of expending money for repairs of streets, abolition of the ward expenditures with its petty patronage, and handing the care of the streets over to the City

Engineer and Foremen without interference from Aldermen. Acquisition of a proper place for landing and storing materials for sewers, street and water works. Checking the almost criminal waste of water from hundreds of taps, hydrants, &c., by stringent ordinances rigidly enforced. General regulations respecting protection of water pipes in houses and exposed localities. A large steam roller for use on the streets after macadamising. Supervision of street obstructions such as awnings, swinging signs, cellar hatches, telegraph and telephone posts. Providing public latrines and urinals about the market place, the common, and other much frequented parts of the City. These conveniences are a very pressing want, and their absence from several localities is productive of much complaint from property owners and residents.

THE GRAVING DOCK.

Such an undertaking as that of a first class, modern Graving Dock, involving the outlay of nearly a million of dollars, is certainly worthy of special notice. Last year the result of the correspondence of the City Council's committee with interested parties enabled me to say, "it is too soon to talk of this great enterprise as assured, but unless something unforeseen interposes, the long talked of establishment of a dry dock will soon be added to the equipment of the port of Halifax." By the active assistance of Admiral Commerell some obstacles to progress were removed, and the agreement between the City and the Halifax Graving Dock Company was signed. The first deposit of \$2000 was duly paid, and on 30th March the additional sum of \$23000, making a total of \$25000 caution money was deposited in the Merchants' Bank of Halifax. On 30th April the site was selected and on 1st May a formal commencement made. Active operations have since gone on and will be continued through the winter, giving employment to a large number of men during a season when work is scarce. Under the agreement the dock must be completed in four years from the date of beginning work. Other interesting particulars will be found in the City Engineer's report on page 60.

STREET LIGHTING.

Within the past twelve months somewhat of a change has taken place in lighting the City streets and squares. The number of gas lamps in use which was 342 in 1885, has been reduced to 187, electric lights to the number of 48 taking the places of the abolished gas lamps. Though it might be expected some defects would be experienced in the inception of the electric lighting, the change gives general satisfaction, especially to the police, and more lights are asked for in various parts of the City. The total cost of lighting the streets and public squares is as follows:—47 electric lights, \$100 each, and 1 at \$20, \$4,720. 187 gas lamps, \$22.25 each, \$4160.75; and 125 oil lamps, \$9 each, \$1,125. The total cost including rent of 323 lamps and posts being \$10,010.

In addition to the lights furnished by the Corporation, there are a number of private electric lights and gas lamps in the business parts of the City. A reasonable increase in lighting the City would meet with the approbation of the public, and the small comparative cost not be objected to. The better the City and suburbs are lighted the more security for the citizens. Every electric light is equal to an additional policeman. The Common is now as safe for pedestrians as the streets of the City. In this connection I would repeat, "for several nights each month the moon is depended on to provide the necessary light, but it frequently happens that in stormy weather, dense darkness prevails. Arrangements should be made to the effect that the street lamps should be lighted when the moon is obscured. This could easily be done by notice from the Board of Works office, an hour or two before nightfall."

FIRE DEPARTMENT.

This branch of the Civic service keeps up to its accustomed efficiency, and though fortunately the occasions for its services have been limited, the citizens enjoy the assurance of complete protection at the hands of a thoroughly

disciplined fire department. The chairman's report gives the number of alarms for the last annual period, as 45, actual fires 42, none of them serious. Yet when it is realized that delays or accidents might develop an incipient fire into an uncontrollable conflagration the importance of having the "personnel" and "materiel" in first-class order and condition, becomes very apparent. The experiment of keeping the horses for drawing the engines, in the engine houses works well both as regards effectiveness and economy. Additional hose is needed and is to be provided by the City Council. A first-class steam fire engine has been asked for for several years and must be forthcoming in due time. It is to be hoped it will be furnished before its services will have been found by experience to be indispensable. Defects reported by the Superintendent of the Fire Alarm Telegraph is receiving the needed attention. Time lost from imperfect strikings may have a disastrous result, and it is no economy to allow either this branch of the department, or any other, to run down.

Too much praise cannot be awarded to the Chairman and Board of Firewards for their supervision and direction. But more especially to the officers and members of the Union Engine Company, Union Protection Company and Union Axe and Ladder Company, the grateful thanks of the citizens of Halifax are due. Such labors as are performed by the united fire department of Halifax, deserve the unstinted praise of their fellow citizens. It is very satisfactory to know that the condition of the Fire Department, coupled with the abundant supply of water has borne fruit in reduced insurance rates.

The Firemen's Tournament, alluded to as projected, in my last report, which came off in August, was a complete success, and reflected credit on the members of the Union Engine Company, who with commendable enterprise inaugurated and carried out the undertaking. Our citizens cordially embraced the opportunity of testifying their appreciation of the services of the Company by liberal subscriptions and other material

support, all of which contributed to the gratifying result of the Tournament.

By the operations of the Board of Fire Escapes, owners and occupants of hotels, factories, public halls, tenement houses, churches and schools, have been induced to provide exit for inmates in case of fires. Storage of inflammable oils is now receiving attention from the City Council. The present mode of ringing church bells is one fraught with danger, in case of an alarm being struck while all the church steeples resound with the noise of their chimes.

POLICE.

The Police Department has been strengthened by the addition of two extra constables, and the western suburbs have thus enjoyed a measure of police supervision and protection. Occasional inspections of the whole force were held during the year, when the men were reminded of their duties, and encouraged in the strict performance of them. The City Marshal reports the conduct of the men as excellent, and it is certainly a subject of congratulation that on all occasions, extraordinary as well every day routine, the force has earned for itself the respect of our own citizens and visitors. But few cases of serious crime have been perpetrated in the City. Every reported case was investigated, and if substantiated the offenders, if within reach, were arrested, and brought before the courts. During the year the number of prisoners brought before the Police Court was 1552. For the past five years the numbers stand.

1882.	1883.	1884.	1885.	1886.
1878.	1876.	1330.	1491.	1552.

I have to express my entire satisfaction with the manner in which City Marshal Cotter discharges the important and trying office of Chief of Police, and especially in the sagacity and foresight he has displayed in preventing breaches of the

peace, by judicious arrangements, carefully planned and admirably worked out. The Deputy Marshal, the Detective officer and sergeants of divisions have performed their several duties to my complete satisfaction, while the constables showed commendable zeal and attention in carrying out their instructions. Some of the veterans on the force should have their long and faithful services recognized by being transferred to less onerous positions in the City employ.

I would again point out the necessity for temporary lock-up stations at the extremities of the City, also for the patrol waggon now more needed than ever.

THE CITY PRISON.

Under the effective, economical, and businesslike management of Governor Murray, the City Prison arrangements continue to merit the confidence of the City Council. During 1884-5 the number of prisoners was 254 with a total imprisonment of 12355 days and an expenditure of \$5436, while in 1885-6, the number of prisoners increased to 361, the days to 17830, but the expenditure remained the same, or \$5447, the difference being only \$11. This gratifying economical result is due largely to the vigilance of the Governor and Matron, also to the increased yield of the farm, which a few years ago showed a plentiful crop of rocks, but by the incessant labor of the prisoners, directed by the superintendent, now yields a sufficient crop of vegetables to diet the inmates. 40000 bushels of stone for the streets have been broken to the value of \$2000, and the total value of the prisoners labor is nearly \$5000. The average cost of the prisoners is \$56.70 for males, and \$42.80 for females. In 1875-6 the cost of the prison with 415 prisoners was \$8918, in 1885-6, with 361 prisoners \$5447, a saving of \$3471.00.

St. Patrick's Reformatory now relieves the prison of youthful delinquents, and does for Roman Catholic boys the same good

work that is done by the Industrial School for Protestant boys. This not only frees the City from a great reproach but gradually decreases the number of criminals by cutting off the source of supply. The boys in both institutions are taught useful occupations, and thus enabled, after serving their time, to make their way in the world by honest industry.

Extensive repairs and improvements to the prison and outbuildings long needed and long deferred, have at length been effected (at least to considerable extent), but more remains to be done when the requisite funds are supplied. The Governor complains of the obstacle caused by the branch railway from Richmond to the Cotton Factory, and which decreases his manure supply. This obstacle is one of easy removal and should be represented to the railway authorities, who are bound to keep the street crossings in good order and passable condition. Now that the City has control of the Poor Asylum, there will be no difficulty in disposing of the aged and sick vagrants, who were formerly sent to the Prison.

PARK, COMMON AND GARDENS.

The only work of any moment undertaken within Point Pleasant Park has been the clearing away of underbrush and the setting out of a number of young trees. At the main entrance where the new avenue joins the Park a handsome set of wrought iron gates hung on granite pillars, the gift of Sir William Young, greatly increases the beauty of the surroundings and imparts a finished appearance to this very creditable suburban resort. In acknowledgment of Sir William Young's services to the City on very many occasions, and especially in connection with Point Pleasant Park, the new entrance way leading from Inglis Street and in continuation of South Park Street, has been named Young Avenue. Next year the carriage drives will require considerable attention to keep them in good order and safe condition.

The Commissioners of the Common and Public Gardens ask for an additional grant of \$1,000 per annum, as the present amount of \$2,000 is not sufficient, in addition to the other revenues, to keep the Gardens up to their present high standard of excellence. Notwithstanding the limited sum at the disposal of the Commissioners the beauty of this enchanting spot does not deteriorate in any way, on the contrary it never showed such perfection of beauty as during the past season. Some new horticultural effects have been introduced, adding greatly to the former attractions. Strangers visiting our City never fail to pay frequent visits to the Public Gardens, which competent authorities pronounce second to none on this continent.

That portion of the South Common to which I called attention to last year is now enclosed, and being improved by Mr. Power, the Superintendent of the Public Gardens, whose tastes in such matters is unquestioned. Thus another eyesore is removed and a permanent improvement effected.

A large portion of the North Common called the Exercising Ground is being raised, graded and drained. The enclosed square north of Sackville Street is now ready for the contemplated improvements to be put upon it by the Wanderers' Amateur Athletic Club, which Association has leased it for 15 years at an annual rental of \$100. North of this block and east of Summer Street another large plot of boggy and low-lying ground is being filled in and graded. Camp Hill remains in a rough condition and needs attention, for it is the only portion of the Common which has not shared in the general improvement. The slopes of the south and west sides of the Grand Parade have been sodded and the surface levelled. Pending operations in the erection of the New City Hall, further operations will be suspended.

SANITARY.

Special attention is now given to this very important department, and with good results. Our death rate makes a favorable comparison with other cities in the United States and Dominion of Canada. Sanitary orders and regulations of the Board of Health are systematically enforced all over the City, and a vast improvement effected in all that pertains to public health and cleanliness. The Health Inspectors are very assiduous in their inspections, and the result flowing from their persistent efforts is very marked. During the pendency of the small-pox excitement a very large number of persons were vaccinated by the City Medical Officer and his assistants, and also by the physicians at the Halifax Visiting Dispensary under arrangement with the City Board of Health. It is probable that a still greater number were vaccinated by the physicians in their regular practice. Notwithstanding all this, statistics taken by Dispensary officials shewed a large percentage of unvaccinated persons in the thickly peopled parts of the City. An effort was made to compel all school children to be vaccinated before admission to the public schools, but though it was not persistently carried out, owing to the providential escape of our City from a visitation of small-pox, a large majority of the children are known to be protected by vaccination. The sanitary condition of the City is good, and as the new system of sewerage becomes more developed and the water supply becomes purer, Halifax will take front rank as an extremely healthy city. Fewer cases of diphtheria were reported this summer than last, and nothing approaching an epidemic of any kind has been experienced. The City Medical Officer is very vigilant and pains-taking in attending to all matters pertaining to the health of the City and such of its institutions as are under his professional care.

PUBLIC CHARITIES.

Though our good city is studded over its length and breadth with charitable and philanthropic institutions, the corporation,

does not, and cannot, legally contribute to any except to the Asylum for the Poor, the Hospital for the Insane and the Provincial and City Hospital. It may not be amiss, however, to enumerate the several institutions supported mostly by the free gifts of the public. There are two homes for aged ladies, one Protestant, the other Roman Catholic; two Orphans' Homes, one Protestant, one Roman Catholic; Protestant Industrial School for boys; St. Patrick's Home for Roman Catholic boys. St. Paul's Episcopal Alms House for girls, Halifax Visiting Dispensary for sick poor. Infants Home for infants and their mothers, Home for Friendless women, School and workshops for the Blind; Deaf and Dumb Institution, Sailors' Home and Rest, Association for the Relief of the Poor, St. Vincent de Paul Society, Society for the Prevention of Cruelty, also many church organizations, national societies and benevolent institutions of various kinds, so that no sick, helpless or poor person need go without assistance, if deserving. The great danger is from imposture, owing to the lack of communication between the various societies.

The only charitable institution controlled by the City Council is the Poor Asylum, which was passed over from the Provincial Board of Charities when this Board was extinguished by law. The other institutions wholly controlled by the Board of Public Charities were the Mount Hope Hospital for the Insane, and the Provincial and City Hospital. These are now under the management of the Local Government, through the Commissioner of Mines and Works.

Until the 1st July, 1887, the City has the right to have its sick and injured patients, being fit cases for a public hospital, treated free of cost. After that date another arrangement will be made between the City and Province for the care of the City patients. Under the provisions of Chapter 66, Acts of 1886, the City of Halifax becomes directly chargeable with the cost of insane paupers in the hospital at Mount Hope. As

explained in my last address, the payment was formerly made through the County, with great injustice to the City, which paid amounts out of all proportion to the number of insane persons properly chargeable to Halifax City.

On 1st July last the Committee of Charities was entrusted by the City Council with the management and control of the Poor Asylum, and also with all matters pertaining to the City insane and sick in Hospital. The new Poor Asylum in its unfinished and unfurnished condition was handed over by the Province. The care of between 200 and 300 paupers huddled together in the old Penitentiary devolved upon the Committee. On testing the furnaces of the boilers which were to supply the new Asylum with steam and hot water, a grave defect appeared, inasmuch as they could not generate steam nor heat water owing to defective drafts. The opinions of experts were taken and it was decided to demolish and rebuild the large chimney, which was accordingly done with entirely satisfactory results, the chimney, furnaces and boilers now doing their work.

Contracts were given for iron bedsteads, chairs, blinds, screens, clothing, and necessaries of various kinds; tables and benches were manufactured. The inmates were transferred about the last of October, to the new building, without mishap, and all are now comfortably settled.

This Asylum is a combination of Refuge for the Poor, Night refuge, hospital for chronic diseases, insane asylum, and lying in Hospital. There are very many imbecile and lunatic paupers in the insane wards sent from Mount Hope, where they have been crowded out by more pressing cases. The hospital wards are tenanted by incurables of every age and condition, the lying in ward is generally occupied by women and girls waiting childbirth, while in the ordinary wards there are pauper men, women, and children of all ages from the centenarian down to the infant of a few days. A great relief to

the Asylum is afforded by the Infants' Home, to which many of the infants and their mothers are sent. These transfers effect a large saving to the City as the civic treasury does not pay the cost after the inmates leave the Asylum. But whether it is just to the Managers of the Infants' Home, which is supported by the subscriptions of the charitable, I will not now discuss. This seeming injustice is in a fair way of being remedied by legislation at the instance of the City Council.

There are three general classes of paupers within the Institution, viz : City paupers, Transient or Provincial paupers and paupers chargeable to various poor districts within the Province. City paupers are those having a legal settlement in Halifax, Provincial paupers are those who have no legal settlement in any poor district within the Province, and the third class embraces those who have legal settlement in Nova Scotia, outside the City. It is from this latter class that injustice accrues to the City, and no end of trouble to the committee. Poor districts in the country persistently shirk and dodge their responsibility and repudiate liability so that it is almost impossible to collect from them. The committee will have all they can do to reduce this barefaced imposition to moderate limits. And there are cases of persons sent to the Asylum whose relatives and friends should not allow them to become paupers, but the words in the Act "Inability to support" is made to cover a great deal of shameful filial, paternal and fraternal ingratitude. No greater responsibility devolves on any civic committee than the care of this multitude of halt, lame, blind, sick, insane and unfortunate congregation of humanity, and it is imperative that more skilled and paid attendants be provided in order that the dreadful occurrences of the former Asylum may not again be possible. The committee intends operating a stone shed so that able-bodied paupers may be subjected to a labor test and in addition be compelled to contribute to their own support.

OUR CITY SCHOOLS.

This annual review would scarcely be complete without reference to the work of our City Schools. No other service in the annual civic estimates calls for so large a sum of money, and no other expenditure can exercise such an influence on the future of our City as that for Educational purposes. It is a subject of extreme gratification to know that our City Schools are improving year by year, and are gradually attaining to a respectable position as compared with the schools of other cities in Canada.

By favor of the Supervisor of Schools for the City I am able to present the data for the coming report of the year ending 31st Oct., 1885, and to compare the figures with those of previous years. With respect to the Province at large it can be noted that the number of pupils registered in the schools has risen from 71,059 in 1866, to 103,287 in 1885, an increase of 44 per cent, in 19 years. The attendance for the Province during 1885 was one in every 4.2 of the population against 1 in 4.3 in 1884, and 1 in 4.4 in 1883. The exhibit of our Provincial Educational System at the great Colonial and Indian Exhibition, held in London this year, has attracted considerable attention, and the work done by our City Schools is by no means the least prominent feature of the exceedingly interesting display made by the schools of Nova Scotia.

With respect to the Halifax common schools the total number of pupils enrolled was as follows :

	WINTER TERM.		
	1884.	1885.	1886.
Boys,	2411	2722	2697
Girls,	2487	2487	2659
	<hr/>	<hr/>	<hr/>
	4898	5209	5356

	SUMMER TERM.		
	1884.	1885.	1886.
Boys	2575	2658	2817
Girls,	2813	2834	2800
Total,	5388.	5492.	5617.

The total number of different pupils attending the common schools during some portions of the year :

	1884.	1885.	1886.
	5828	6747	6415

Grand total days attendance was :

	1884.	1885.	1886.
	760,980	763,449	780,724

The number of days the schools were open in the two terms :

	1884.	1885.	1886.
Winter,	115	114	115
Summer,	100	97	98
Year,	215	211	213

The foregoing comparative statements shew a solid increase. No less than 458 more pupils were registered in the winter term of 1886 than in that of 1884, and 229 more than in the summer term of that year. The total number of different pupils attending school in 1886 is 587 over that of 1884 or above 10 per cent. increase. Grand total days attendance gives 19,744 more in 1886 than in 1884 with two less school days, allowance for which would make the increase to about 28,500 days, say four per cent. The per centage of attendance was about the same as last year. The proportion of population at school which was 1 in 6.2 in 1884, was 1 in 5.7 in 1885 and 1 in 5.65 in 1886, a very gratifying improvement in the two years. Owing to the fact that several new teachers have been employed this year, entering at the first year's rate, the average salaries are a fraction below those of last year.

From the reports of the Commissioners and especially those of the Supervisor an increase of efficiency in almost every department is quite apparent. The various schools differ considerably in efficiency, mainly owing to different degrees of skill and tact among the teachers, but it can be said emphatically that nearly every teacher, if not every one, is using his or her very best endeavors for the improvement of the schools. Many of the teachers devote their whole energies, both in and out of school, to the benefit of their pupils. Taking them as a whole, the common school teachers of our City are faithful and conscientious to a marked degree, and are worthy the confidence reposed in them by the Commissioners and parents who entrust their children to them for training.

Just one year ago on 1st November, 1885, the Halifax High School became the Halifax Academy. Under the Act of 1885, chapter 51, the privileges of the Halifax High School which had been confined to boys domiciled within the City of Halifax, were extended to children of both sexes domiciled in the County of Halifax, and the School became governed by such regulations as might from time to time be made by the Council of Public Instruction in relation to County Academies under the law of the Province relating to Public Instruction. All fees, except in the case of pupils from outside the County, were abolished, and pupils are admitted only under regulations and examinations prescribed by the Council of Public Instruction. Under chapter 11 of the Acts of 1885 the Halifax Academy is entitled to receive the sum of \$1720 from the Provincial chest, the balance, less some special revenues, is supplied by the City Treasury.

The last report of the High School gave the number of pupils as 101 for 1st term and 107 for 2nd term. The total cost was \$91 per pupil.

From the data furnished I glean that the number of pupils

under the new order of things has more than doubled, the following being the corrected returns :

No. of pupils enrolled 1st term Halifax Academy 223
 No. of pupils enrolled 2nd term Halifax Academy 206
 Total number of different pupils enrolled during the year . . 246
 as against the 101 and 107 of the 1st and 2nd terms of the High School of 1885. The number of boys is 127, girls 119, total 246, and the total number of days attendance was 32,482 or more than twice the attendance of last year.

Gratifying as the increased attendance is, the cost per pupil shews an even more satisfactory result. The average cost to the City Treasury of each pupil has been reduced to \$35.00, the Provincial Government contributing about \$7.00 per pupil. The nett cost of the pupils of the High School to the City was about \$75.00 per head. And it is pleasing to know that the comparative reduction of cost has not in any way impaired the efficiency of the school. On the contrary, the Halifax Academy imparts an education even superior to that which was given in the Halifax High School, as the following will shew :

	Chemistry.	Algebra.	Geometry.	Navigation.	Practical Mathematics.	Physis.	French.	Physiology.	Greek.	Latin.	German.	Botany.	English Literature.
Academy.—	80	223	223	14	14	115	161	48	18	83	19	138	35
High School.—	32	87	87		4	56	87		18	102	11		

Both at the same time imparting instruction in the ordinary studies in reading, spelling, geography, writing, arithmetic, grammar, history, etc., etc.

In addition to the High School work of the Academy there are seventy pupils pursuing the same course in St. Patrick's School, excepting the study of Greek, French and German.

Three new common school houses are in course of erection.

One of two departments on Lemarchant Street ; one of four departments on Compton Avenue ; and one of four departments on Agricola and Bloomfield Streets. These buildings though plain and unpretentious on the outside, are nevertheless better adapted for school purposes than any school houses in the Province. This additional accommodation has been provided to supply most pressing needs of the several localities in which they are placed.

The school estimate 1884-1885 was	\$78,020
Less Provincial Grant, fees, etc	11,200
	<u>66,820</u>
Assessed on Citizens	66,820

The total estimate of 1885-1886 was	\$79,400
Less grant, fees, etc	11,700
	<u>67,700</u>
Assessed on Citizens	67,700

The total estimate of 1886-1887 is	\$80,000
Less grants, etc	11,400
	<u>68,600</u>
Assessed on Citizens	68,600

The proposed estimate of 1887-8	\$82,000
Less grants, etc	11,400
	<u>70,600</u>
Assessed on Citizens	70,600

Total expenditure of 1883-4	\$77,739.47
“ “ “ 1884-5	78,601.82
“ “ “ 1885-6	<u>80,026.25</u>

Though the annual expenditure is growing slowly, the percentage is not proportionate to the increased attendance of children, for instance, the increased cost of 1885-6 over 1883-4 is under 3 per cent., while the gross attendance of children makes fully ten per cent. gain between the two periods. It is impossible to give the subject full justice in this report, but enough has been stated to assure the City Council and the citizens in general, that our Public Schools are thoroughly and economically worked. The Board of School Commissioners are to be congratulated on the exhibit of the year, and I feel sure very much of the good result is to be attributed to the unwearied exertions of the Supervisor, Mr. Mackay, whose soul is certainly in his work, and the enthusiasm he brings to his profession is being imparted to the teachers, inciting them to greater efforts in living up to their responsibilities. The business and financial operations of the Board are conducted with energy and faithfulness by the Secretary, Mr. Wilson, who enjoys the confidence of the Commissioners.

Now that there is more school accommodation, the City Council should, when the proper time arrives, vote "yea" for carrying into operation the compulsory clauses in the school law. The percentage of attendance, about 58, is below what it should be, and the Board of Commissioners might with advantage, ascertain the cause for the absence of so large a number as 42 per cent. of the pupils. A circular to parents calling attention to the desirability of their taking greater interest in seeing that their children attend regularly, might have good results. In some cities, officers are employed to enforce attendance and to hunt up truants. A system of attendance cards might be carried out, shewing to parents the number of days per week their children were at school, and in this way unauthorized absenteeism would be detected and stopped. By some such means the percentage of attendance might be raised to at least 75 per cent., which rate would be a gratification to all good citizens.

And should the carrying out of the compulsory clause increase the enrolled number of school children to 1 in 5 of our population, it would appear more creditable in the printed statistics of the Province.

Technical education should be looked forward to as something to be aimed at as an advance on our present school system.

CITIZENS' FREE LIBRARY.

While other Libraries within the City have been extended and improved, the Citizens' Free Library has barely held its own. The number of books taken from the shelves during 12 months past has been about 11,000, or about 40 per day. Taking the population of the City at 40,000 and the number of persons using the Library at 500 it will be seen that only $1\frac{1}{4}$ per cent. of our citizens avail themselves of its privileges. This is not to be wondered at seeing that the Librarian reports no additions of new books since the Library occupied its present location, and that no less than 1400 of the most readable books are laid aside for repairs. More than half the volumes issued are magazines, and only one-fourth of this class bound up are available for use, there being 557 volumes out of a total of 743 put aside. The Librarian points out that the books of the Halifax Library were sold to the City at one-fifth the price offered by Dalhousie College on condition that the united collection would be put in an efficient condition. The amount placed in the City estimates, \$1200 per annum, is altogether insufficient to pay the ordinary working expenses, and the statement of Mr. Creed that "a more economically worked Library is not in existence" is no doubt as correct as it is to be regretted, for in this case "economy" is another word for starvation. There is one gleam of hope for the Citizens' Free Library in the fact that it is to occupy a permanent resting place in the new City Hall where it will be more under the eye of the whole City Council than at present and its condition become and continue to be better known.

Until this event occurs it is not likely any change for the better will take place, but I know of no institution in the City more worthy of the attention of those desirous of educating the poorer classes of our people and supplying them with wholesome reading matter to counteract the masses of pernicious literature so eagerly devoured by the young of both sexes. The sum of one hundred dollars to repair books would replace 1500 of the most readable volumes, now useless because out of repair.

THE CITY CHARTER.

No progress has been made for a year past in the revision of the City Charter. I would repeat what was said on the subject in my former address, "a complete and thorough revision of our City laws and ordinances is a subject of paramount necessity, and cannot longer be delayed without great danger to City interests. Unless a vigorous, determined, and continuous effort be made this autumn and coming winter, the necessary amendments cannot be effected in time to secure legislation from the coming session of the Legislature." Nothing was done, so the revision or reconstruction remains *in statu quo*. Another years legislation has swept away the whole system of licensing the sale of intoxicating liquors. The changes of the past ten years have so affected our compilation that the edition of laws and ordinances now in use, is more remarkable for what of its contents is not in force, than for what is in force.

In trying to enforce such ordinances as those against light bread, obstructions to streets, defacing public and private property, Sabbath desecration, registration of dogs, profane language on the streets, minors smoking, dangerous buildings, nuisances, &c., &c., &c., many difficulties are met with, and in some cases convictions are almost impossible under the present code. There is no other subject before the City Council approaching in importance the purging and reconstructing of the laws and ordinances.

Should the council succeed with the proposed revision "in getting the Legislative sanction to the varied changes in the laws and ordinances, some latitude should be provided for in case of new enactments, which might with advantage be left to the City Council. Of late the Legislature has been too much given to interference with City affairs, and the corporation has become almost hide bound by reason of repressive legislation in matters which should be controlled by the City authorities. When civic legislation is before the House of Assembly and Legislative Council, too much deference is paid to views of individual citizens who appear before these bodies in opposition to change in civic administration, which the experience of the City Council find to be necessary."

It is to be hoped that a clear and concise edition of the statutes and bye-laws governing our City, will before another year elapses, be in the hands of the citizens and be productive of a greater measure of law abiding public conduct than now exists. The authorities, whose duties embrace the enforcement of measures for the protection, safety, and comfort of the community, do not experience a very great measure of support from the average citizen. Not many individuals care for anything that does not touch their special interests. A proper knowledge of the regulations governing the community should have a beneficial effect on all classes of our people.

PROPOSED NEW MARKET.

Negotiations for the acquisition of the Imperial Government property, known as the Military Fuel Yard, for the purposes of a market place, are progressing favorably, and with ultimate chances of success. The absence of a proper market place with shelter for the market people in stormy weather, has long been felt. And not only is the health and comfort of the market people at stake, but the whole business community frequenting George, Hollis, Prince, and Water streets, Bedford Row and Cheapside are greatly impeded and discommoded in

carrying on operations of trade. The small market building owned by the City, would not hold a tithe of the people who might be expected to occupy it. No other site exists near the Ferry, over which nine-tenths of the market people with their produce, cross to the City. The nearest possible site is the Parade, but owing to the steep hill it is almost unapproachable to market people with their loaded carts. So the only available locality and certainly the most convenient and suitable one for a market is the Fuel Yard. As the Council has taken up the subject with energy and determination, and and as the whole business population is more than favorable, nothing will be left undone that may be considered reasonable, to effect the acquisition of the property. General Lord Russell, with his usual good will to the community, will without doubt go as far as will be consistent with the interests of the Garrison in meeting the views of the City Council. Plans and estimates are being prepared by the military authorities with a view to placing their ideas of a "quid pro quo," in a tangible shape for the consideration of the City Council.

THE NEW CITY HALL.

It is a matter for congratulation that the project of providing a new City Hall has passed from the stage of uncertainty and agitation to that of certainty and action. And it is satisfactory to notice that there is an universal concensus of favorable opinions as to the desirability or rather positive necessity of the Corporation having a respectable building in which to carry on the multifarious work of City government. The selected site is all that could be desired, it being in the geographical centre of the City, facing what will be a handsome square, in close proximity to the principal business streets and touching the great thoroughfare which reaches from Point Pleasant to Richmond. All the officers of the City will be under the one roof and the several departments depending on each other properly grouped together on the various floors and so located that citizens having business with the officers will be

able to transact it with economy of time and labor. Creditors of the City who wish to get their payments will not be obliged to hunt out the City Clerk, Auditor and Treasurer in little dens in out of the way corners as in the present building, nor those who have police business to transact be compelled to inhale poisonous odors and foul emanations from bad sewers and filthy basements. Moreover the Public Records will be safely stored in proper vaults and safes instead of being continually liable to destruction. A full description with cuts of the proposed building appears in this report to which I beg to refer, only stating that the front elevation will probably be somewhat changed and rendered more sightly than it appears in the cut.

Elsewhere I make the suggestion that the square on which the City Hall fronts should be re-named "Queen Square" or "Victoria Square" in honor of the Jubilee year of Her Majesty the Queen. And this is the more desirable from the fact that the present designation "Grand Parade" is a name of the past and is associated with remembrances of ruined walls and a condition of decay now happily succeeded by a creditable stone and iron structure which will eventually enclose a beautiful garden at the Head of which will stand an imposing City Hall.

THE DARTMOUTH FERRY.

As the ferry wharf is the property of the City, and so much of the traffic of the City passes over the harbour by this ferry, it will not be out of the way to refer to the effected and proposed changes. The lease of the old steamboat company having terminated in May last, the use of the landing was put up for tender, and after some negociations the Halifax and Dartmouth Steam Ferry Company obtained the lease for five years at \$1000 per annum, or \$400 above the former letting. This new company is getting plans and specifications for one new steamboat, and intend improving the three boats they own so that the service will be much more satisfactorily

performed than before. The approaches to the landings have had attention, new platforms and crossings laid down, an electric light provided, and with new arrangements for later and earlier trips the transfer from the old company to the new one has been productive of good results in ministering to the conveniences and business advantages of the citizens of Halifax, as well as to the citizens of Dartmouth. Should the proposed new market place be obtained, the travel over the ferry will be greatly increased. Even now the traffic is growing considerably year by year, and on market days the three steamers are kept busily engaged in serving the public.

PUBLIC CEMETERY.

I trust my remarks of last year respecting the rapid filling up of Camp Hill Cemetery will not be lost sight of. A large number of lots were sold this summer, and a very few years will exhaust the remainder. It will be short sighted policy to allow the subject to lay dormant until the necessities of the case will compel hasty action. The cemetery of Holy Cross is also rapidly filling, and the Roman Catholic body will also be soon compelled to open a new burial place. Camp Hill Cemetery has had considerable attention this year, but it will require the expenditure of a large sum of money to put this "city of the dead" in the condition it should be.

BEAUTIFYING OUR CITY.

To all citizens of Halifax who take an interest in the welfare of our City, I would repeat what I said in my last year's review: "Our City would be greatly improved in appearance if every citizen would take a pride in the surroundings of his dwelling and vicinity. Shabby fences, rickety picketings, broken tree boxes might be fixed up, and enclosures open to the street planted with a few flowers and kept clean and tidy. A liberal use of paint, lime and whitewash would effect a revolution, and after a beginning is made by some public

spirited citizen, the desire to improve surroundings would grow. The example of the few would spread to the many and in a short time a total change in some localities would be manifest. In the centre of the City especially, every citizen is bound to keep the sidewalk clean and free from obstructions. Tufts of grass should be cleared from all paved sidewalks and anything offensive removed. City employees clean the streets from gutter to gutter, let the citizens do the rest and we shall have a cleaner, tidier City. Any person defacing fences and walls by affixing placards, bills or posters without the consent of the owners, is liable to fine and imprisonment. The defacement of fences, &c., in this way should be resisted by property owners as it is a disfigurement and an injury."

Our City would be raised greatly in the estimation, not only of strangers who are visiting it in increased numbers every year, but also in the estimation of our own young people who are growing up around us, and being educated in habits of neatness and order, or of slovenliness and disorder by what they see in the streets, as well as in their homes, if some of the eye sores which abound were removed, and defects in our surroundings were remedied.

The suburbs of Halifax are considered beautiful by strangers, very many citizens take a pride in doing all they can by art to improve the natural beauties of the peninsula; the City authorities have inclosed and improved a number of public squares, the Common, Public Gardens, and Point Pleasant Park are becoming more beautiful every year, and all that is needed to make Halifax one of the handsomest cities in Canada is that each citizen should apply himself to do his duty by his own property, and by keeping it neat and tidy, thus do his share in elevating the whole tone of the community.

CONCLUSION.

In bringing this address and review to a conclusion I would refer to the efforts being made to improve and extend the railway and steamship connections between our city and port and other ports in the Province, the Dominion of Canada, Great Britain and the Continent, the West Indies, and South America, and the United States of America. Freight and passage traffic inwards and outwards over the Intercolonial Railway is largely increasing, the shipping facilities at the Deep Water Terminus are being more appreciated and used, grain shipments are growing. Though there is a difference of opinion respecting the Short Line Railway now being constructed between Montreal and Halifax, it is only fair to state that its projectors promise to greatly reduce distance and time between the two cities. Complaints are made that the Windsor & Annapolis Railway time tables, freight and passenger rates operate to the detriment of the trade of Halifax with our Western Counties. This is to be regretted, and it is to be hoped that the representations made to the manager of this line may bring about some improvement.

Good results are expected to accrue to Halifax from the agitation over the ocean mail contract and it seems to be the universal desire that Canadian government subsidies shall only be used to build up our own ports.

Better steam connection on our coasts, east and west, is promised next season and our merchants are waking up to the fact that greater exertions are necessary if our city is to improve its position and to extend its trade.

Owing to the exceptionally fine summer and fall, mechanics and laborers have had more work than usual, and the outlook for the winter and coming spring is favorable. Operations on the Dry Dock will be continued through the winter, stone cutting and other preparations for the new City Hall and Dalhousie College will also be carried on, giving employment at a season when such work is usually suspended. Other

large buildings are projected in the spring of next year, and judging from recent sales there will certainly be an increased demand for household property.

It is a subject of congratulation that such industries as that of the Sugar Refinery, the Cotton Factory, Starr Manufacturing Company, Dartmouth Rope Works and other enterprises on both sides of the harbor, mainly owned and operated by our citizens, are presently enjoying a fair measure of success, and are giving steady employment to so many of our working people. While some branches of trade continue in a depressed condition, others are improving, and on the whole there is much to be thankful for.

Halifax during this year has been signally favored with exemptions from great storms and conflagrations, from pestilences and earthquakes, from strikes and labor troubles, from riots and outbreaks, from famines and droughts, all of which calamities have visited so many other cities in the United States and our own Dominion. There is not a community of people on this wide earth that has so much to be thankful for as the citizens of Halifax. We can all heartily join in the statements of one of our newspapers on Thanksgiving Day that "If ever there was a year in the history of this country that the people have reason to thank the Lord for, this is the one. In a most especial manner He has poured out his bounties." Also in the words of another newspaper: "If there is a country in the world that has great cause for thankfulness, that country is certainly this, Canada of ours."

Next year is the Jubilee Year of the coronation of our beloved Sovereign, Queen Victoria, and in common with every other City in that vast Empire which owns her benign sway our citizens will join with enthusiasm in the world wide demonstration in honor of the event. Would it not be a fitting time to lay the corner stone of our new City Hall? And I would further offer the suggestion that the square in front of the City Hall be named "Queen Square" or "Victoria Square"

in order to perpetuate the remembrances of the Jubilee year of our beloved Queen. Our usual civic holiday on the 21st June might be held one day earlier and combine the two celebrations on the 20th June, the Jubilee of the Queen's accession to the Throne.

I would consider myself thoughtless and ungrateful, both as an individual, and in my official capacity, representing the Citizens of Halifax, did I not bear testimony to the unwearied labors of the gentlemen who have this year surrounded the Council Board, and who have faithfully conserved the interests committed to their charge.

And to all the officials who have labored honestly and diligently in their several positions, and have been instrumental in carrying out the laws, ordinances and regulations of that complex and involved organization, the City Government of the City of Halifax, my thanks are due.

As my third and last term of office draws to a close I feel extremely desirous of having the laws and ordinances of the City thoroughly revised and compiled, so that my successor may not experience the same difficulties in administering the duties of the office that have to a considerable extent beset my path, and which difficulties are my excuse and apology for omissions and derelictions while striving to fulfil the obligations imposed upon me when assuming the responsible position of Chief Magistrate of Halifax.

All of the foregoing is commended to the thoughtful consideration of the members of the City Council and citizens generally.

I am, gentlemen,
Your obedient servant.

J. C. MACKINTOSH,
Mayor.

November, 1886.

