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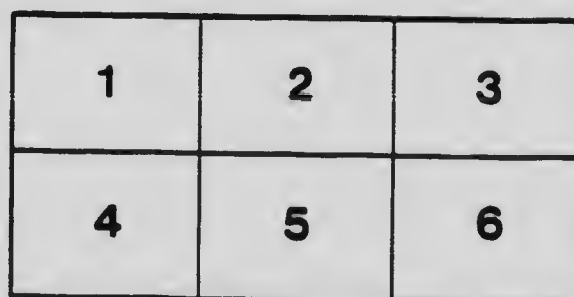
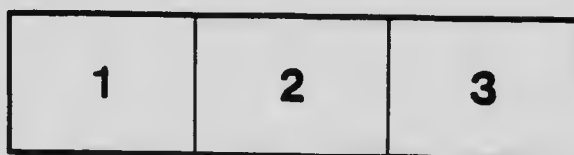
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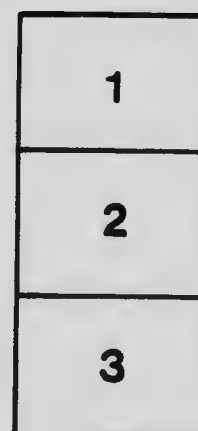
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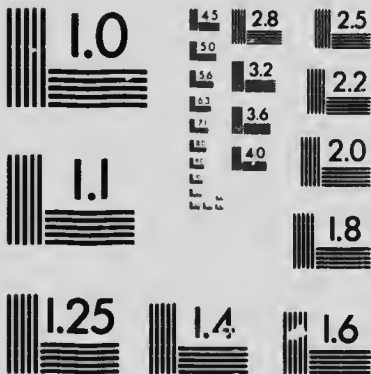
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**SIX YEARS OF
ADMINISTRATION**

His Honor Napoleon Drouin

Mayor of Quebec

1st MARCH 1910 — 1st MARCH 1916



QUEBEC

1916

3.5.

**SIX YEARS OF
ADMINISTRATION**

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QUEBEC

1916

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SIX YEARS OF ADMINISTRATION

HIS HONOR NAPOLEON DROUIN
MAYOR OF QUEBEC

1st of March 1910—1st March 1916

I.—GENERAL ADMINISTRATION

On the eve of closing an administration which has lasted for six years, it seems opportune to sum up the work done and the progress which has marked its development.

On the 1st of March 1910, the Council was composed of 23 aldermen : 2 aldermen for each ward, except St. Malo, which is represented by one single alderman. This figure has been increased since by two additional aldermen by the annexation of ville Montcalm, now Belvédère ward.

It is interesting to note that the annexation of St. Malo, Limoilou and Belvédère wards has more than doubled the extent of the territory comprised within the city limits.

This extension of the territory of the city has compelled the administration to develop a great activity, as may be judged by the number of meetings of the Council and Committees, the number of reports presented to the Council, and also by the number of new by-laws, which it has become necessary to adopt and to put in force.

1st OF MARCH 1910 TO 1st OF MARCH 1916

	<i>Number of meetings</i>	<i>Reports presented</i>
Standing Committees :		
Number of meetings of the Council	195	
Finance	147	437
Roads	108	109
Water Works	59	51
Fire	99	68
Police and By-laws	59	27
Markets	48	40
Health	38	24
Ferry	30	14
Special Committees	44	
New By-laws		80
Total : Meetings of the Council	195	
Meetings of the Committees	632	
Reports to Council	849	
New By-laws		80

II.—FINANCE COMMITTEE

1st March 1910 to 1st March 1916.

Number of meetings : 147. — Reports to Council : 437.

As the Finance Committee is in reality the Executive Commission of the Council, it is proper to begin this general summary by a rapid analysis of the work done by that Committee.

The first question which arises in our mind is : What is the financial position of the city ?

Here is the form of tabulated statements.

**VALUE OF ASSESSABLE IMMOVEABLE PROPERTY.—VALUE OF PROPERTY EXEMPTED FROM TAXES.
INCREASE WITH REAL VALUE.—INCREASE OF REVENUE.**

<i>Fiscal Year</i>	<i>Assesed Value of assessable property</i>	<i>Value of property exempted from taxes</i>	<i>Increase of the products of assessment on preceding year</i>	<i>Annual increase of revenue from assessment</i>	<i>Surplus of receipts on expenditure</i>
1909-10.....	\$ 33,333,385	\$ 8,837,260	\$ 6,627,308	\$ 23,229	\$ 27,887
1910-11.....	40,348,773	9,990,960	8,169,088	48,779	55,202
1911-12.....	53,172,434	12,133,860	14,966,561	100,488	56,519
1912-13.....	58,391,556	13,188,760	6,274,022	130,678	18,298
1913-14.....	62,552,381	16,433,060	7,405,125	89,586	1,987
1914-15.....	63,899,174	16,958,825	6,472,714	64,735	7,121
Belvédère.....	3,945,156	655,000	.....	.....	.....
1915-16.....	70,557,085	18,000,000	3,098,930	.....	.....

N. B.—The rate of assessment has not varied.

AMOUNT OF APPROPRIATIONS VOTED EACH YEAR,—AMOUNT OF DISBURSEMENTS,
AND OF THE SURPLUS.

Year	Assessed value of assessable property	Amount of appropri- ations	Receipts	Disburse- ments	Interest on civic debt	Surplus of receipts over expenditure
1909-10.....	\$ 33,333,385	\$ 866,000	\$ 884,281	\$ 856,393	355,618	\$ 27,887
1910-11.....	40,348,773	916,000	945,528	890,326	359,027	55,202
1911-12.....	53,172,434	1,000,000	1,049,829	993,310	378,516	56,519
1912-13.....	58,391,556	1,142,000	1,189,169	1,170,871	394,321	12,298
1913-14.....	62,552,381	1,200,000	1,289,764	1,287,777	470,807	1,987
1914-15.....	67,844,330	1,350,000	1,354,946	1,347,825	527,628	7,121
1915-16.....	70,557,085	1,450,000	.....	.....	569,904	.....

Amount of civic debt, 1 December 1915..... \$ 13,194,184.24
Interest and sinking fund each year upon debt..... 632,900.00
Average annual increase of revenue (5 years) about..... 96,000.00

During the five years running from 1st March 1910 to 30th November 1915, the following sums have been spent by the city for salaries, wages and works—

Comparative statement of the expenditure for salaries, wages, works, etc. in the different departments during the years 1910-1911 ET 1914-16.

	Salaries and wages		Works, etc.		Appropriations 1915-16	
	1910-11	1914-15	1910-11	1914-15	Salaries and Wages	Works
Salaries of permanent officers and employees . . .	\$ 73,548	\$ 128,881	\$ 49,871	\$ 60,182	\$ 80,351	\$ 57,900
Roads	43,580	83,861	10,207	11,578	39,000	14,200
Water works	27,177	37,378	19,239	32,708	106,000	24,000
Fire	48,837	108,573	9,592	15,194	72,000	11,500
Police	49,905	66,810	4,003	2,408	7,620	8,380
Markets	6,583	6,871	3,007	5,006	4,600	7,400
Public halth	2,140	4,400	4,690	5,587	1,750	5,150
Ferry	1,671	1,568				

Roads.....	\$1,301,488.00
Waterworks, New main-pipe, etc.....	1,038,062.00
Fire, new Stations and equipment.....	287,443.00
Markets, new market Crown street.....	158,223.00
Dufferin Terrace, reconstruction.....	63,473.00
Drouin Bridge.....	170,227.00
Dorchester ".....	222,931.00
Bickell ".....	53,574.00
Exhibition, buildings and grounds.....	305,701.27
New Civic Hospital.....	115,875.00
Limoilou (annexed 1st. March 1910).....	
Assumed debt by the City.....	210,000.00
Amount of promised improvements (5 years)	200,000.00
Works done up to the 31st. Dec. 1915.....	369,361.00
Revenue 1910.....	8,000.00
Revenue 1915-1916.....	92,000.00
Valuation 1910.....	1,025,000.00
" 1915-1916.....	5,897,418.00
Belvedere (annexed 13th December 1913)...	
Assumed debt by the City.....	333,010.91
Currant accounts paid by the City.....	65,060.00
Amount of promised improvements (5 years)	250,000.00
Works done up to the 31st. Dec. 1915.....	438,269.00
Revenue 1913.....	31,000.00
" 1915.....	49,792.94
Valuation 1913.....	2,250,000.00
" 1915-1916 (assessable).....	4,297,378.00
" 1915-1916 (exempted from taxes)	870,800.00

COMPARATIVE STATEMENT 1914-1915, 1915-1916
OF THE INCREASE OF REVENUE DERIVED FROM THE
ASSESMENT

<i>Ward</i>	1914-1915	1915-1916	<i>Increase over preceeding year</i>
St-Peter.....	\$261,438.41	\$272,824.57	\$ 11,386.26
St-Louis.....	161,587.35	135,959.82	2,352.47
Champlain....	20,905.34	20,215.12	déficit 690.22
St-John.....	105,855.12	110,434.00	4,560.85
Montcalm....	163,634.93	175,061.95	11,427.02
Palace	68,842.31	72,018.33	3,175.92
Jac.-Cartier..	180,065.23	185,853.02	5,567.79
St-Roch.....	166,933.67	161,609.44	défic. 5,324.23
St-Sauveur...	78,704.57	79,202.93	2,098.36
St-Vallier....	93,709.03	98,970.83	5,261.80
St-Malo.....	10,333.01	10,973.97	640.96
Limoilou.....	58,424.99	92,214.71	33,792.78
Belvédère....	49,573.71	49,798.94	219.19
Total.....	\$1,390,007.71	\$1,463,681.63	\$73,673.92

Quebec, December 31st., 1915.

RÉCAPITULATION 1915-1916

CIVIC TAXES — WATER RATES — SCHOOL TAXES

Real value.....	\$70,557,085.00
Assesment.....	648,436.68
Business taxes 12½%.....	103,794.94
Personal taxes.....	112,942.50
Horses and vehicles.....	4,992.18
1-8 de 1%.....	13,240.35
½ de 1%.....	332,510.84
Water closets \$2.00 each.....	39,189.00
Animals \$1.00 each.....	3,197.50
Schools—neutral.....	42,308.44
“ catholic.....	140,266.32
“ protestant.....	22,802.88
	\$1,463,681.63

This constant increase in the assessable value of the property and the civic revenue has been also exemplified in another manner by the annual increase of receipts between the first October and the first of December of each year, during which period most of the collection of taxes and other reveques are paid in. This year, notwithstanding the hard times and the vicissitudes of war, which we have also felt to a certain extent, the receipts in November have exceeded one million of dollars, a figure which has never been reached in the preceeding years, and it is pleasant to remark that, notwithstanding the increase in the city charges, the tax payers have shown a disposition to pay in a better spirit and with less complaints, and also that much less complaints have been laid against the valuation roll than in the preceeding years.

This fact is sufficiently demonstrated by the following figures :

*Number of complaints against the valuation roll, each year,
since the organization of the Board of Estimators :*

1910-11.. .. .	119	<i>complaints</i>
1911-12.. .. .	266	"
1912-13.. .. .	348	"
1913-14.. .. .	168	"
1914-15.. .. .	183	"
1915-16.. .. .	124	"

And still in a great many cases, after exchange of views between the interested parties, the estimators have willingly accepted the complaints. So that, one may venture to say that the present mode of valuation is now practically admitted.

It is generally admitted everywhere that the City of Quebec has suffered much less than any other part of the country from the monetary crisis and the consequences of the great European war. A fact which clearly shows the correctness of this statement and which, in the same time, proves the progress achieved and the confidence which capitalists entertain of the solidity of our financial position and their faith in the future of Quebec, is the considerable movement which has taken place in building operation of Quebec since 1912 :

<i>Year</i>	<i>Building permits</i>	<i>Value</i>
1912.. .. .	252	\$933,002.00
1913.. .. .	340	1,939,881.00
1914.. .. .	571	2,759,573.00
1915 (31 Dec.)..	1112	2,576,362.00

MOVEMENT OF CONSTRUCTION OF BUILDINGS IN THE
DIFFERENT WARDS DURING THE YEAR EXPIR-
ING 31ST DECEMBER 1015

1. — Limoilou.....	\$707,989.00
2. — St. Peter.....	369,247.00
3. — St-Roch.....	351,485.00
4. — Montcalm.....	277,888.00
5. — Belvédère.....	342,003.00
6. — St-Vallier.....	119,237.00
7. — Jacques-Cartier.....	109,768.00
8. — St-Malo.....	104,975.00
9. — St-Louis.....	100,125.00
10. — St-John.....	81,477.00
11. — St-Sauveur.....	63,268.00
12. — Palace.....	40,525.00
13. — Champlain.....	8,355.00
Total.....	<u>\$2,576,342.00</u>

1915. — Total value of registered building permits :

New buildings.....	\$2,332,567.00
Buildings repaired.....	243,775.00
	<u>\$2,576,362.00</u>

1914. — Total value of building
permits registered..... \$2,759,573.00

These figures do not include the amounts expended by the Governments of Ottawa and Quebec for new constructions or for repairs to old buildings.

Since the fall of 1912, in the Road Department, a register is kept of all the building permits for new buildings or repairs.

The considerable movement of construction of buildings of all kinds has rendered necessary a complete revision of the

by-laws of construction and has brought the establishment of an official control on materials employed and all precautions required by the law of public health and also for the protection against fires.

The Council has appointed an experienced architect and an expert in construction, who have the superintendence of all works of construction and repairs which are executed in the City.

Those two officers have set to work and have obtained remarkable results in the quality of new buildings and of the materials employed. The new by-law on construction, although not so complete as those of the largest cities of the world, is however a great improvement on the whole system and contributes to enlighten the views of those who invest their money in immoveable property.

WAR EXPENSES

One of the consequences of the present war has been to carry the city into extraordinary expenditure which must be explained.

First, the city has been compelled to subscribe \$20,000.00 to the Patriotic Funds, to help the families of officers and soldiers who have left for the battle-fields of Europe, and a new appeal for funds is now made. And the city has to pay an insurance premium, for one year, to insure the lives of the Quebec officers and soldiers who have left for the war. (\$1,000.00 for married men, \$500.00 for single). At the end of the year, the city has renewed the policy and paid the premium for another year. The city has thus far insured the lives of 283 officers and soldiers, 92 at \$1,000.00 and 191 at \$500.00. Out of that number, 16 deaths have been registered, 7 married men and 9 single.

AMOUNTS OF INSURANCE POLICIES TAKEN BY THE CITY FOR
ONE YEAR ON THE LIVES OF THE OFFICERS AND
SOLDIERS OF QUEBEC WHO HAVE LEFT FOR
THE WAR

1st contingent (married men)...	63	\$63,000.00	
2nd contingent (married men)...	29	29,000.00	
			— ————— \$92,000.00

1st contingent (single).....	111	55,500.00	
2nd contingent (single).....	80	40,000.00	
			————— 95,500.00

Premiums paid :

1st contingent.....	5,461.68	
2nd contingent.....	3,078.69	
		————— 8,540.37

Policies renewed :

1st contingent (married).....	56	56,000.00	
of whom seven killed amt. paid..		7,000.00	
Single	102	51,000.00	
of whom nine killed, amt. paid.....		4,500.00	
2nd contingent (married).....	28	28,000.00	
of whom one killed, amt. paid.....		1,000.00	
Single).....	78	39,000.00	
of whom two killed, amt. paid.....		1,000.00	
Premiums paid on renewal of policies :			
1st contingent.....			4,943.58
2nd contingent.....			2,992.36

These policies expire in October, December and January each year.

The city has also contributed a sum of \$5,000.00 to the fund organized by the Committee « France-Amérique. »

\$750.00 to pay for five beds in the Canadian Hospital, in Paris, and \$500.00 to the Quebec Home Guard.

To comply with the desire of the military authorities, the city has paid, for eighteen months, the food and board of the soldiers who guard the most important parts of our water works system.

Standing of city credit. — It is pleasant to note that the city continues to hold its good financial standing not only in Canada but even outside of Canada. On the London market, our debentures have been sold at comparatively advantageous conditions, if we compare the results obtained with those of loans made by much greater cities, and even by Provincial Governments.

We have even succeeded on the New York market for a loan at short term.

CHARTER AND BY-LAWS

The first important question which the Committee decided was the printing of a compilation of the statutes of the City Charter up to 1910, including all the amendments now in force and striking out all clauses repealed. The City Charter has been greatly improved during the past years, especially since the introduction therein of a great many dispositions taken from the Act of the cities and towns, which Act shall, in the future, apply to all municipalities seeking incorporation. This general statute includes dispositions of a uniform and comprehensive nature so arranged as to meet all the requirements of modern progress. This compilation of our City Charter has been translated in English and printed in both official languages of the Dominion. A similar compilation has also been published in French and in English of all Quebec city by-laws in force up to 1910.

As in the past, the Finance Committee has had to deal with the annual budgets, with the loans and all that appertains to them, and all the operations of the Committee are published in detail in the report of the City Treasurer.

REAL VALUE INSTEAD OF ANNUAL VALUE

The most important question settled by the Committee is, without any doubt, the complete change effected in the basis of the valuation or assessable immoveable property, which is now made upon the real merchantable, and commercial value of the said property. By this innovation, the City of Quebec is placed upon the same footing as mostly all the towns of North America, and hopes are entertained that the future will demonstrate that the result of this change is a more equitable distribution of taxes among all classes of citizens, and experience will show that the change has been most favourable to smaller immoveable property.

This new system of valuation has been put in force in May 1912, and from present appearance has not raised among the tax payers so much protest as was expected. The best proof of this is the phenomenal receipt of over one million dollars which was paid into the civic treasury during the month of November 1915, when only 134 complaints were lodged against the valuation roll, all of which complaints are for trifling reasons.

The following tabulated statement may give an idea of the increased revenue which this system gives on large immoveable property and shows the difference of revenue realized.

	1910-1911	1913-1914
Canadian Pacific Ry. Co.....	\$25,819.62	\$61,247.08
Allan Co.....	1,689.87	4,214.50
Richelieu Co.....	3,228.94	8,327.75
Canadian North. Ry.....	4,980.65	11,305.50
Quebec Ry, Light & Power ..	9,070.66	17,104.00
Estate Renaud (2 lots, Saint-L.)	247.07	1,864.05
Estate Baby (1 lot, Saint-Roch)..	634.97	3,488.80
La Cie Paquet, Ltée.....		
Hunt Estate.....	3,308.04	5,947.00
P.-T. Legaré, Ltd	539.50	2,346.00
Dominion Fish & Fruit Ltd. Co.	1,049.40	3,520.00
National Breweries, Ltd Co.....	4,328.98	7,486.50

COMPLAINTS AGAINST VALUATION ROLL

A radical reform has also been introduced in the method of instruction of complaints filed against the valuation roll. The jurisdiction of the Recorder's Court on first hearing has been transferred to the Board of valuers, created by the Statute I George the Fifth, chapter 47, article 18, which is composed of all the valuers or assessors sitting together. The assessor who has valued the property in dispute abstaining from sitting to hear the complaint. Any tax payer who believes that the judgment of the Board is unfair to him may, within eight days, lodge an appeal from the board to the Recorder's Court. At the request of one of the parties, the evidence heard may be taken in writing in stenography. The party condemned by the decision of the Recorder on such appeal may lodge a second appeal to the Superior Court, whose judgment shall be final and without any further appeal.

To improve and make better the work of the valuers, a system has been organized of registration of all sales of properties entered either in the Sheriff's office or in the Registry Office, so that all the valuers are from day to day appraised of all transactions on immoveable property, and thus it has been possible to ascertain that, in most cases, the municipal valuation was justified and supported by the prices obtained in the sale of immoveable property.

The present administration has carefully studied the ways and means of increasing the civic revenue. Great care has been taken to value properly all immoveable property, and the perception of taxes has been carefully looked after, in order to bring in more revenue in view of the inevitable increase of expenditure.

In order to obtain this result, certain reforms have been carried, especially in the Treasurer's department, where the number of officers and employees has to be increased, especially in the department of valuers.

EXEMPTION OF TAXES

The present Council has continued to encourage the opening of new industries or commercial enterprises and the development of those already established, by granting five or ten years exemption of certain taxes, according to the merits of each case. The water rates and school taxes always being excluded from the said exemption.

Here is a list of those exemptions :

The Grain Elevator, Ignace Bilodeau, Parisian Corset Co., Champlain Brewery Co., Maranda, Labrecque & Al., Tourigny & Marois, Gagnon & Garant, L'Hon. G. E. Amyot, A. Grenier, The Ritchie Co., H. H. Ferland, L'Arena, The Rock City Tobacco Co., Morency, Transcontinental workshops, E. T. Nesbitt, Geo. A. Vandry, The Arctic Co., T. O. Bisson, Saillant & Lessard.

PUBLIC BENEVOLENCE—GRANTS— OFFICIAL RECEPTIONS

To continue the traditions of public benevolence in great calamities, the City has voted the following grants :

To the victims of the fire in Campbelton.....	\$1,000.00
To the victims of the fire in Jacques-Cartier..	1,000.00
To the victims of the fire in Chicoutimi.....	2,000.00
To the victims of the cyclone in Regina.....	500.00
To the victims of the shipwreck of the <i>Empress of Ireland</i>	1,000.00

Special grants have been voted to the following institutions :

Here are first the monies voted annually and continued from year to year :

Servants' refuge.....	\$200.00
« Œuvre de la Crèche ».....	600.00
Catholic Seamen's Institute.....	200.00
Antituberculosis League.....	1,000.00
Hospital for tuberculosis patients.....	3,500.00
Lake Edward Sanatorium for tuberculosis patients.....	1,000.00
Trades and Labour Congress.....	100.00
« La Goutte de Lait ».....	1,500.00
Ancient civic hospital, now attributed to tuberculosis patients.....	3,500.00
« Hospice St. Antoine ».....	
Civic employment bureau (1909-10.....	150.00
Civic employment bureau (1910-11.....	300.00
(Now replaced by the Provincial Bureau).	
Subscriptions for one year :	
Quebec Transportation Club.....	100.00
Hospital for tuberculosis patients.....	25,000.00
Women's Christian Temperance Union.....	300.00
Reception to the Knights of Columbus.....	1,300.00

Temperance Congress	500.00
« Congrès de la Langue Française »	5,000.00
Congress of Newspaper men	200.00
Hockey Club	100.00
Congress of Trades and Labour	100.00
Labour Day	300.00
Congress of the Royal Arcanum	
Congress of Geology	

Official receptions have been tendered to :

His Excellency Mgr Stagni, Apostolic Delegate.

His Excellency Lord Grey (farewell).

H. R. Highness the Duke of Connaught (welcome).

His Eminence Cardinal Vannutelli.

The Right Honourable R. L. Borden, Prime Minister of Canada (on his return from Europe).

H. R. H. the Duke of Connaught (visit to Quebec).

Sir Samuel Hughes, upon his elevation to knighthood.

Hon. M. Samuel, Postmaster General, England.

Demonstration to His Eminence Cardinal Bégin, on his departure for Europe, and popular reception on his return from Rome.

MONUMENTS

Grants have been voted to help the erection of monuments which contribute to embellish the City :

Monument to Montcalm	\$1,500.00
“ to Rev. Father Durocher	500.00
“ to Sir George Etienne Cartier (Montreal)	1,000.00
“ to 3rd centenary of the establish- ment of the faith in Canada	3,000.00

The Council has granted permission to erect, on the grounds of the City Hall, a monument to Louis Hébert, which stands in history as the pioneer of agriculture in Canada.

And to encourage the erection of other commemorative monuments, the City has accepted the ownership and the maintenance of the monuments to Montcalm and Father Durocher.

Grants have been also continued as in the past for open air concerts in parks and public places to the bands of the Citadel, of the Queen's Own Canadian Hussars, of L'Union Lambillotte, of the Cadets of St. Damase and of Limoilou.

BANK OF MONTREAL

In 1911, we have appointed the Bank of Montreal our agents for the sale of our debentures, and this decision has been prompted to us by the urgent necessity of placing our city on better footing in our transactions on the London market, or elsewhere. So that when the crisis came, even before the opening of the actual war, we have once felt the influence resulting from the world wide reputation of the Bank of Montreal, which greatly facilitated our operations.

The contract for five years between the City and « La Caisse d'Économie Notre-Dame de Québec » and several times renewed, expired on the 31st of December, 1915 « La Caisse d'Économie » having notified the City that they did not intend to renew the contract, the Bank of Montreal proposed to the City an agreement which facilitates our monetary transactions, and on the 26th of November 1915, the Council adopted the proposition of the Bank of Montreal, the main points of which are as follows, to wit :

1° The City shall transact all its banking business in the Bank of Montreal.

2° The city may overdraw on its general account, in anticipation of its revenue up to fifty per cent of the city revenues for the current year.

3° The city shall purchase from the said Bank all its exchange for remittances abroad, at the current rate of other banks.

4° The Bank shall charge to the city interest at four and a half per cent a year on the amount overdrawn and shall pay semi-annually three per cent on the daily balance of all deposits except on the sinking fund, said interest payable semi-annually.

5° The city shall deposit all its sinking funds with the Bank of Montreal and shall receive upon said deposits of sinking funds $3\frac{1}{2}$ per cent per annum.

6° The city reserves the right to withdraw all its sinking funds at anytime, either wholly or in part to redeem its own obligations.

7° This contract is for five years to be computed from the first of January 1916, but each party shall be at liberty to cancel it after a period of two and a half years (30th June 1918) by giving the other party a notice in writing of six months. At the expiration of the above mentioned period of five years, the present agreement shall continue from year to year by tacite re-conduction, under the same terms and conditions, or at such others that may be added in the interval unless one of the parties shall give to the other, three months before the expiration of each of the said years, a notice in writing of its intention to put an end to the agreement.

The contract with La Caisse d'Économie was only for \$250,000.00 whilst with the Bank of Montreal it is for one half of the total revenue and no securities are required to be given.

QUEBEC EXHIBITION

Let us now refer to the important financial operation by which the city has acquired the ownership of the lands and buildings heretofore belonging to a private company, and which has brought under civic management the holding of annual Provincial Exhibitions within the limits of the city of Quebec.

In 1911, the city purchased at the price of 4½ cents a square foot all the lands belonging to the private Exhibition company, and this price includes all the buildings, improvements, etc.

Here follows more ample information supplied by Mr. Geo. Morisset, Managing Director of the Quebec Provincial Exhibition.

The Provincial Exhibition of Quebec, if one bears in mind the difficulties of its inception, may be computed as originating about forty years ago. It was in 1877 that the first effort was made towards the holding in Quebec of a provincial exhibition. And in fact an exhibition was held in that year.

It is only ten years after, in 1887, that a second exhibition was held in Quebec.

Those two first exhibitions were organized by a Committee composed of members of the Council of Agriculture, of the Board of Arts and Manufactures of the Province of Quebec, to whom were associated some members of the City Council of Quebec.

The permanent or executive Committee was composed of members drawn from those organized bodies.

It is only seven years after, in 1894, that the third exhibition was held, the first to be organized by a company which afterwards during a period of seventeen years, held at different intervals, five exhibitions, viz : in 1898, 1899, 1901, 1904 and 1911.

In 1912, the city of Quebec purchased the lands, the buildings, the plant, etc., of that company for the sum of \$197,290.00.

Since the time the city municipalized that organization, there have been regularly held annual exhibitions, viz : in 1912, 1913, 1914 and 1915. And the Quebec Exhibition has at once benefitted of this regular continuity.

The price paid \$197,290.00 was as follows :

Purchase of land	\$154,318.28
“ of buildings	36,921.36
“ of rolling stock, insurance, etc....	6,050.65
	\$197,290.29

Since the purchase the following expenditure has been incurred :

Improvement of land	\$39,642.36
Buildings erected	70,200.53
Rolling stock, after taking in account rolling stock depreciation, etc	4,568.65
	1\$08,411.54

So that in September 1915 the total value of lands, buildings, including purchase price, improvements since executed was	\$305,701.27
The total receipts of the four exhibitions held annually in 1912-13-14-15 have been	\$243,978.88
With an average of yearly expenditure of...	60,994.72

The total expenditure of the four annual exhibitions 1912-13-14-15 has been	\$211,063.00
being an average for each year of	52,765.77
Out of the ordinary receipts of the exhibition, there has been spent in the city of Quebec, during those four years in ordinary disbursements, permanent improvements, an approximate sum of	\$164,769.65
an average, for each of the four years, of...	41,192.41
It appears thus that the last amounts represent 37%, or more than $\frac{1}{3}$ of the regular	

disbursements of the exhibition which have been spent in Quebec in the form of prizes, in works, or salaries, or merchandize.	
In improvements of a permanent nature, there has been spent during the four years the sum of.....	108,411.19\$
part of which, about $\frac{1}{3}$ out of the ordinary receipts of the four exhibitions and the balance out of the credits of the city.	
Taking into account the purchase price of of the lands and buildings and the money spent on permanent improvements during the four years, the average revenue of....	\$41,192.41
Which has been spent each year, out of the ordinary receipts of the exhibition, and for the direct benefit of the tax-payers of Quebec, represents an interest of $13\frac{1}{2}\%$ on the capital of.....	\$305,708.42
Now if the \$10,000.00 subscribed each year by the city are deducted from the ordinary receipts, the interest upon the disbursements of the exhibition out of the ordinary receipts amounts to about 10%.	
In other terms the capital sum which the provincial exhibition now represents, viz :	\$305,701.29
has produced in receipts, during 4 years....	\$243,977.88
If the annual subscription of \$10,000.00 by the city during 4 years.....	40,000.00
the capital sum of \$305,701.29, excluding the civic \$10,000.00 annual grant.....	\$203,978.88
a portion of which has been spent in Quebec. viz.....	\$124,769.65
and the balance outside the city, viz.....	79,209.23

Thus, considered strictly in the light of a purely financial operation, here is how stands the Provincial Exhibition of Quebec. The above mentioned figures show clearly in what favorable light this business transaction of the present administration should be judged, viz : the municipalization of the Quebec Provincial Exhibition. This organization, although quite recent, already shows beneficent results. Notwithstanding the difficulties of its commencements, it demonstrates its strength by its constant progress.

It is now admitted that the critical period is passed and the trade of Quebec has already benefitted by it.

To this must be the advantage resulting from wide publicity and advertizement and which ought to inspire confidence in its future.

In a near future, the Quebec Exhibition will become a beneficent institution not only for the city, but even for the province if one may judge from the vigorous efforts of this enlightened and progressive organization.

The Provincial Exhibition is certainly in a position to help in developing the City of Quebec as well as the Province in many ways.

Quebec, which is the political capital of the Province, is also the capital of its agricultural territory, and it is admitted that the agricultural population of the province is at least one million, which increases every year.

Here you have those who compose the natural customers of the Provincial Exhibition who are also the best customers of manufacturing industries and of the trade of Quebec.

Quite a number of farmers come each year to the provincial exhibition, either to expose the produce of their farms or to gather information or as simple visitors. But in order to promote the expansion of the agricultural and manufacturing industries, as well as the general trade and also to increase it, it is reasonable to conclude that the number of visitors to the exhibition must increase as well as the improvements already commenced and it is also urgent to employ the most energetic measures.

Now-a-days, the most powerful agency is publicity. It is by publicity that Quebec will become known to Quebecers themselves, that they will become more confident in their future and that Quebec will be made known to the district, to the province of Quebec, to Canada and abroad.

One of the best means of organizing such publicity would be to promote the creation of a municipal gazette published either monthly or weekly, which would combine together the requirements of exhibition and the official advertizements of the City. Such municipal gazettes are in existence in a great many large cities and give entire satisfaction.

The solicitude of the Exhibition Commisison being first to administer its affairs with a minimum of expenditure corresponding to a maximum of the receipts, also to boast the claims of Quebec, to the consideration of public powers, it is evident that the Provincial Exhibition Commission is sure to promote the vital interests of Quebec when it shall have been properly organized. And such organization shall be complete only when there will exist a publicity bureau controled by the Commission.

The Exhibition Commission has already on hand invaluable and indispensable elements to promote this movement. One must bear in mind that the cost of publicity is not an expenditure, but an investment, which, as all investments, should produce its maximum of beneficial results on condition that such publicity be handled with intelligence.

It is a business proposition, a science and an art. Therefore, in order to obtain from publicity the maximum results, those three elements must be considered.

A great many people among those who understand progress also understand the usefulness of publicity. But the obstacle has been in the absence of coordination of those three elements. Publicity works in many ways, † it is the reason why science and art, as well as experience and practical common sense will come to its help. In view of

the interest of Quebec, the Provincial Exhibition Commission is not complete without a publicity bureau: One will help the other and both will promote the progress of Quebec.

The constant object which the Provincial Exhibition Commission must have in view is foresight, and the Commission must always be on the alert as a sentry in duty, always looking forward to bring to Quebec all possible advantages.

The Commission really plays an important roll, and its annual fairs are not simply to amuse the public. It is those fairs which stimulate business and give birth to new enterprises. They are the barometers which clearly show the progress realized and the road to more success.

The Toronto Exhibition which has been such a success, is in its 38th. year of existence, and its establishment, as well as the improvement executed, represents very large sums of outlay. The Quebec Provincial Exhibition property when all improvement shall have been completed, will not only be an ornament to the City, but will be a source of profit and we may be proud of what has been done for the Provincial exhibition and to day amply justify confidence in the future.

WINTER EXHIBITIONS

It is a mistake to believe that an exhibition is simply an enterprise which lasts one week in the year. In order to keep up the attention of the public, winter exhibitions should be held as well as exhibitions of varied nature at different times of the year. Quebec being the capital of the agricultural resources of the province must obtain the benefit of holding a winter exhibition.

In the province of Ontario, for instance, two great winter agricultural exhibitions are held, one at Guelph, for the western portion of the province, and the other, in Ottawa, for the east. The holding of these winter exhibitions is quite a profitable job for the populations of those cities, as well as the farmers of Ontario, and they can see considerable activity as well as they bring in fair revenue.

When the Quebec bridge is opened to the traffic, the Quebec winter exhibition of agricultural produce will prove of great benefit to the City of Quebec.

Museums should be established on the exhibition grounds and be held opened in permanence to occupy and enlighten the attention of the public and would contribute to make the exhibition grounds a park of amusement. The sedentary population of cities and towns are in great need of recreation and amusements, and especially those who cannot leave for country places. For the benefit of those, public parks must be of easy access to all who can dispose of a few leisure hours and who can enjoy pure air, especially for young children. The exhibition park is well situated in that respect, and it should be provided with games and pastimes of all kinds.

It is admitted that wherever great parks have been opened, they are considered as an excellent investment even as revenue producers, the revenues collected therefrom helping in a great advantage which result to public health.

LEGAL ADVISERS OF THE CITY

The present administration has had to reorganize the office of the legal advisers of the city, following upon the death of the late Mr. Mathias Chouinard, who had been the leading spirit of the department for nearly forty years.

The Council appointed the honorable L. A. Taschereau, K. C. as consulting advocate, and Messrs. J. E. Chapleau and Oscar Morin were appointed advocates under the firm and style of Chapleau & Morin for all proceedings before the courts.

The following notaries are also in the employ of the city: Mr. Jos. Allaire, for a number of years, acting as such for the old wards of the city ; Mr. Jos. Savard, for all transactions arising in St. Sauveur and St. Valier wards, Mr. de la Chevrotière, in Limoilou ward, and Mr. J. E. Boily, in Belvédère ward.

PENSION FUNDS

At the request of the permanent officers and employees of the internal civic service, the Council has sanctioned the establishment of a pension fund which is supported by contributions of the officers and employees, the Council contributing an annual sum equal to the amount of the contributions of the officers and employees.

The present administration has materially improved the salaries of the officers and employees of all grades.

Through a generous private initiative the officers and men of the Fire Brigade have organized between themselves a benevolent fund which has done already a great deal of good, and which is supported entirely by the voluntary contributions of the officers and men to which are added from time to time generous gifts from persons or institutions who appreciate the services of the Brigade in cases of fire, and monies collected for the benefit of the fund.

ANNEXATION OF MUNICIPALITIES

The present administration has had to organize the new wards of Limoilou and Belvédère.

The annexation of Limoilou was completed on the 1st March 1910 and that of Belvédère on the 13th of December 1913, on which dates the newly elected aldermen for said wards took their seats in the City Council.

The decision taken by the Government of Canada to build in or near St. Malo ward the Work shops of the Trans-continental rendered it necessary to annex the neighbouring territory. A scheme was at once started to annex to the city the whole municipality of the Little River. Interviews were arranged between the city aldermen and the Mayor and Council of the Little River. Both parties agreed upon a By-law which was passed by the Quebec City Council, but was rejected by the vote of the electors of the Little River.

Later on, the Legislature, of its own authority, annexed to the city that portion of territory neighbouring the Trans-continental Workshops.

Another movement is now started to bring the annexation to the city of another portion of the municipality of the Little River.

A movement was also organized to bring the annexation to the city of a portion of St. Colomba of Sillery. But at the present moment there is only a scheme for obtaining for St. Colomba a water and drainage service.

THE CANADIAN NORTHERN R. R. COMPANY

The Council has undertaken to settle the questions pending between the city and the Canadian Northern R. R. Co., and to compel the Company to fulfil the obligations which the Company had assumed in return for the city subscription of \$200,000.00

Great difficulties had delayed the settlement of this question. After long discussions and voluminous correspondence, the city had to take proceedings before the courts of justice and considerable delays were experienced.

At last a final settlement was arrived at. Expensive workshops have been erected in Limoilou ward, upon vast grounds purchased by the company, and a great many taxpayers of Quebec have find employment there.

In the final settlement between the city and the Great Northern, important stipulations have been made so that when the present Quebec and Lake St. John R. R. which has become insufficient shall be rebuilt, it shall be rebuilt in connection with the works actually proceeding to dam the river St-Charles, and so as to accommodate not only railway trains, but also electric tramway lines, vehicles and foot passengers.

ROSS RIFLE FACTORY

At the beginning of the great European war, the Ross Rifle Factory was approached and offered important contracts for arms and munitions, etc. — The management of the factory appealed to the Council and citizens in order to secure sufficient lodgings, flats, rooms, etc. to accommodate the expert working men who intended to come at Quebec to work in the factory.

A public meeting of citizens was called, which was attended by a large number of tax payers. Capitalists and contractors seriously took up the question: The Council opened an information bureau held by a special officer, who, during several months, gathered information which was daily reported to the authorities of the Ross factory. This work was continued for several nonths and was atopped only when the civic authorities ascertained that it was no more o any use.

Certain critics have expressed the opinion that if movement started by the friends and supporters of Ross Rifle factory has not been more succesful it is due to the indifference of the City Council and to the lack of enterprise of citizens of Quebec. —

This is manifestly unjust for the Council and for the citizens and the best answer is to simply recall what happened then. When the Council was asked to take in hand that question of lidgings, the principal argument used was that the Ross factory was on the eve of obtaining from several european governments immense contracts which would give employment to 5,000 working men, — that the Ross factory was importing from Belgium experienced working men who were expected soon, and that the whole question was urgent. The Council did all that was asked. The Belgian working men did not come because, as it was reported, the Belgian government stopped their immigration, because they were wanted at home.

Very few working men availed themselves of the services of the Special Committee and of the information gathered by this special bureau. The Ross factory brought in a certain number of working men who, of their own movement, found themselves their own lodgings.

Such is the question in a nut shell. At the present moment, the City Council of Quebec have openly declared that they are quite willing to begin over again the same work which had already been accomplished and are quite disposed to help the Ross factory in any efforts which they may attempt to increase the number of the working men.

THE RETIREMENT OF MR. C. J. L. LAFRANCE CITY TREASURER

It is with the deepest regret that the Council has been persuaded to accept the resignation of Mr. C. J. L. Lafrance, after thirty five years of loyal and faithful service.

The Council yielding to his pressing request and considering the invaluable services rendered by him, appointed him consulting treasurer, and it is with pleasure that they testify to the esteem and respect in which he is held not only by the past mayors and aldermen but also by the citizens who have appreciated his courtesy, and faithfulness to duty as well as the conscientious scrupule with which he has discharged his duties.

Mr. Eugene Blais, who has been a superior officer in the department, replaces Mr. Lafrance.

III.—DEPARTEMENT OF PUBLIC WORKS

ROADS—WATER WORKS

In virtue of a resolution of the Council, dated the 4th of April, 1913, a department of public works has been organized, under the general direction of the City Engineer, « as special technical officer for all works of civic engineering », which department unites under a unique control all operations concerning roads, water works, markets, ferry, municipal buildings, etc.

But the old standing Committee in charge of works remained the same as before, so that the Road, Water Works, Markets and Ferry Committees continue to have their separate sittings and deliberations.

1910-1916 Road Committee.—Meetings: 108. Reports : 109.

1st March 1910 to 1st March 1916

President : MR. F. X. O. POULIOT, 1910-1914.

MR. H. E. LAVIGUEUR, 1914-1916.

The Road Committee in charge of the streets and public places, municipal buildings, lighting and works of all kinds, has displayed extraordinary activity. Its numerous meetings (108), have been well occupied by the study and solution of all the problems submitted. Its principal work has been the opening, extension or widening of streets, street paving in stone, asphalt or macadam, the building of sidewalks of a permanent nature and the building of iron bridges, which have absorbed the most part of the latest loans. The maintenance and repairs of municipal buildings and the

construction of additional ones have also taken up a large portion of borrowed capital and of revenue, as may be judged by the accompanying tabulated statements.

The City, as it existed before the annexation of the three new wards, was provided with streets extending on a length of sixty-eight miles and a fraction. This figure has been increased since to about ninety miles, out of which about 22 miles are paved in permanent materials, viz. asphalt in layers, asphalt blocks, Hassam blocks, scories or granite blocks, besides macadam.

Tenders have been called in 1910-11, and contracts executed since for a superficies of 47,000 square yards of paving of a permanent nature, and sidewalks of materials of a permanent nature have been built covering a superficies of 18,000 yards. To these figures must be added the works done on streets and sidewalks in the years 1913, 1914, 1915

Here follows the list of streets paved in permanent materials (1910-1915).

Those streets, the names of which are repeated, have been paved successively by sections, or in different kinds of materials, according to the inclination of their surface.

Dalhousie	(portion)	St. Famille	(portion)
St. Andrew	"	D'Youville	"
St. Vallier	"	St. Augustin	"
Massue	"	St. Marie	"
St. Augustin	"	De la Canoterie	"
St. François	"	Crown	"
Church	"	Lachevrotière	"
Laliberté	"	St. Eustache	"
St. Geneviève Hill	"	Scott	"
St. Claire Hill	"	St. Vallier	"
St. Ann	"	St. Nicolas	"
Déligny	"	Champlain wharf	
Cook		St. Ursule	
Mont Carmel	(portion)	D'Auteuil	
D'Auteuil	"	St. Ann	(portion)
D'Aiguillon	"	Dauphine	

Notre-Dame		Conillard	
Sauit-au-Matelot		Charlevoix	
St. Antoine		Lachevrotière	
St. Thomas		Scott	
St. Paul		D'Aiguillon	
St. Nicolas	(portion)	St. Vallier	(portion)
Crown		St. François	
Gignac		Dorchester	
St. Vallier	(portion)	St. Vallier	(portion)
Grande Allée	"	Dorchester	"
Haldimand		Ferland	"
St. Angèle	(portion)	St. Flavien	"
St. Ursule	"	Dorchester	"
St. Famille	(portion)	Caron	(portion)
McMahon	"	Du Pont	"
D'Artigny	"	Dorchester	"
D'Youville	"	St. Eustache	"
Dalhousie	"	St. Vallier	"
Déligny	"	De la Fabrique	"
St. Geneviève	"	Sous-le-Fort	"
St. Claire	"	Gardens	"
Sutherland	"	Ferland	"
Racine	"	St. Flavien	"
Lacroix	"	Christie	"
St. Geneviève	"	St. Stanislas	"
D'Auteuil		Richelieu	"
Côte de la Négresse	(portion)	St. Paul	"
Artillery	"	Hamel	
Salaberry		Hermine	(portion)
St. Louis Boulev.	(portion)	Grande Allée	"
St. Foy Road	"	De Salaberry	
Hermine	"	St. Louis Boulev.	(portion)
Grande Allée	"	St. Foy Road.	

Several new streets have been opened in the old wards of the City, but it is especially in the new wards of St. Malo, Limoilou and Belvédère that becomes manifest the progress

accomplished. In Belvédère ward, the avenues Cartier, Murray and Bougainville have been opened and macadamized, as well as St. Cyrille street, between de Salaberry street and Belvédère ward. In Limoilou ward, St. Anthony, and Royal-Roussillon streets have been opened.

Many streets have also been widened or extended, portions of St. Paul, Bell, Montmagny, St. Cyrille and de Salaberry streets.

The streets bordering on the River St. Charles on both sides, and which form the approaches of the three new bridges Drouin, Dorchester and Bickell, have also been widened.

On a larger scale, it has become necessary to widen La Canardière Road and Charlesbourg Road, in order to obtain now at cheaper rates the lots bordering on the said roads, so as to widen the said roads to 60 and 66 feet.

The same may be said of Commissioner's Road in the portion fronting on the exhibition grounds.

In the centre of the old Quebec, we have succeeded in widening Palace street on a certain distance, beginning on St. John street. This spot had become dangerous for circulation, and it had become necessary to widen the street in order to allow the laying out of a second electric tramway track, to accommodate a new line of passenger cars which runs without transferring from the Champlain Market to Maple Avenue.

BATTLEFIELDS PARK — ST. LOUIS BOULEVARD

Thanks to the liberality of the Government of Canada, the length of avenues in the City is being considerably increased by the splendid roads begun in the National Battlefields Park. The beautiful « Avenue des Braves », with its central point, near the « Monument des Braves » is an admirable sample of road making. True it is that the City does not contribute anything to these improvements. Yet, the works being executed in the National Battlefields Park have given birth to a beautiful plan to the execution of which the City is invited to participate financially, viz. : to transform St. Louis Road, from Maple Avenue to the vice-regal residence of Spencer Wood into a boulevard of grand aspect, 100 feet wide, with large asphalt sidewalks, two carriage roadways paved in asphalt blocks, and separated by a central terrace beautified with plantations of trees and lighted by numerous ornamental posts, carrying an abundance of electric lamps.

The City is invited to contribute its share, viz. : one half of the cost, in that portion extending from Maple Avenue to the City limits of the western line of division of the Merici property.

The Provincial Government seems well disposed to carry out the portions of the Boulevard outside of the City limits. The City has already done its share, viz. : one half of the work on that portion extending from Maple Avenue to Merici, and also on the front line of Merici. That is to say about 10,787 square yards of asphalt pavement, costing \$15,000.00.

The Battlefields Commission has not yet adhered to this plan, as to the portion fronting the National Park on St. Louis Road, but hopes are entertained that all difficulties will be settled, and that this great improvement shall be successfully brought to completion.

To complete what has to be said of works on the roads and avenues, it must be added that, during the last six years, the City has, out of its ordinary revenue, spent considerable

sums for the maintenance, repair and cleaning of streets and public squares. As to the cleaning of streets and public squares, it is pleasant to register the unanimous flattering compliments made of the cleanliness of our streets and public squares.

SIDEWALKS

Let us now consider the striking improvement of our sidewalks system : thousands of yards of sidewalks in superficies have been built in different materials of a permanent nature, the City contributing, in most cases, one half of the cost of construction. Let us also note the progressive spirit which has prompted the abandonment of building or repairing wooden sidewalks, the cost of which now almost equals the cost of sidewalks in materials of a permanent nature.

Besides the sidewalks built in materials of a permanent nature, the City contributing thereto fifty per cent of the cost, we must add the considerable superficies of sidewalks built by proprietors at their own expense, without any help from the City, either because the appropriations voted for that purpose were exhausted, or because they could or would not wait until the following year to build their sidewalks.

This year, we ask the Legislature authority to borrow \$50,000.00, which would be affected to help the construction of sidewalks. That contribution of the City of \$50,000.00 will secure the construction of sidewalks of the value of \$200,000.00.

LIST OF STREETS PAVED IN ASPHALT, ETC., 1910-1915
IN THE DIFFERENT CITY WARDS
(IN SQUARE YARDS)

<i>Wards</i>	<i>Asphalt</i>	<i>asphalt Blocks</i>	<i>Granite Blocks</i>	<i>Beton con- primé</i>	<i>scories Blocks</i>	<i>Iron Bricks</i>	<i>asphalter Cement</i>	<i>Total</i>
St-Louis.....	10,370	3,166	5,152	.....	2,083	.....	.....	20,771
St-Peter.....	3,048	.....	3,598	.....	34,007	.....	.....	40,653
Palace.....	7,185	2,349	2,161	.....	2,101	42	237	14,075
St-John.....	13,140	.....	8,767	.....	2,613	228	.....	24,748
Montcalm.....	9,239	528	9,817	4,250	658	256	5,464	30,212
St-Roch.....	18,861	.....	.....	.....	19,561	.....	.....	38,422
Jacques-Cartier.....	3,910	.....	3,923	.....	13,585	.....	.....	21,418
St-Val. and St-Malo..	24,489	.....	.....	.....	18,622	.....	538	38,649
Belvédère.....	11,066	.....	.....	.....	3,652	.....	.....	14,718
Total.....	101,308	6,043	33,418	4,250	91,882	526	6,239	283,665

PAID PERMANENT SIDE WALKS

(1910-1915)

		<i>Square Yards</i>
Ward	St. Louis	3,529
"	Montcalm	7,156
"	St. John	5,095
"	Jacques-Cartier	7,501
"	St-Roch	4,259
"	Palace	3,272
"	St-Pierre	3,795
"	St-Sauveur	6,053
"	Limoilou	2,328
"	Belvédère	2,596
"	St-Malo	582
Total square yards . . .		46,166

BRIDGES BUILT

One of the most important measures realized by the present administration has been the building of three bridges to connect the north side of River St. Charles and Limoilou ward with the old wards of the City.

DROUIN BRIDGE

The first bridge built had become necessary by the establishment of the new market at the foot of Crown Street. Public opinion insisted upon having that bridge built in a straight line following the central line of Crown Street. But a serious inspection made by Engineers of the shores of the river and of the different currents, as well as the objection raised by the Department of Public Works of Canada, have led to the adoption of the actual line, which

allows the building of a shorter bridge, and consequently less expensive, which offers no obstacle to a navigable river. The Government of Canada favouring the erection of bascule bridges, the bridge now known as the Drouin bridge has been built according to that system by « la Compagnie LeMoine & Fils », of Montreal, and has cost the sum of \$156,000.00. The bridge is now opened to circulation since some time past and gives entire satisfaction. The system of bascule consists in a moveable arm which is raised or lowered by means of a well balanced counterpoise worked by powerful machines moved by electricity.

DORCHESTER BRIDGE

The abolition of tolls on Dorchester Bridge as a consequence of the liberal policy of the Provincial Government, who has indemnified the holders of debentures on the North Shore Turnpike Trust, has wiped out an intolerable nuisance which was a barrier to public circulation and trade between neighbouring wards of the City. The result of this great measure has brought naturally the reconstruction of the Dorchester bridge on proportions and under conditions more in harmony with modern progress. The Council immediately ordered plans to be made, which were approved by the Provincial Government. Tenders were called and a contract was granted to « La Compagnie J. H. Gignac, Ltée. », for the sum of \$152,700.00, and the building of the new bridge was begun as soon as the Drouin bridge was opened to public circulation. Additional necessary expenses have raised the above figure to the sum of \$170,000.00. It is true that, in the case of the Dorchester bridge, the City was greatly disappointed as to the length of time taken for its construction. Serious difficulties occurred, first, as to the demolition of two towers which served to carry the electric light wires above the River St. Charles, as well as in the length of time occupied by the purchase of land required to improve the approaches of Dorchester bridge on both sides of the river.

BICKELL BRIDGE

As a consequence of the annexation of Limoilou, of the purchase by the City of the grounds of the Exhibition, and also of the establishment of the new market at the foot of Crown Street, the City has been compelled to undertake the construction of the third bridge on the River St. Charles, to replace the old structure known as Bickell's bridge. The City has kept up the old bridge as long as it could stand by repairing it at an expense of \$700.00. But when the bridge was condemned as unsafe by the Government inspectors, the City had to give out a contract for its reconstruction. The enterprise has been awarded to « the Sharpe Company », by a report of the Road Committee presented to the Council on the 9th of June 1915. The bridge is a bascule bridge, of the « Strauss Trunnion Bascule type », for the sum of \$113,333.00, plus a royalty of \$3,500.00 to the Strauss Co. to which must be added the cost of the approaches to the bridge, as well as the widening and the extension of certain streets and the demolition of certain buildings on both sides of the River St. Charles. This bridge is in course of construction and shall probably be opened to circulation in the beginning of 1916.

The City is now provided with three new bridges on the River St. Charles, connecting both shores. The three bridges are bascule bridges, of the most modern approved type, and so built that they may accommodate vehicles, foot passengers and tramway lines. The bascule is operated by means of electricity, and since the completion of the work, has been working satisfactorily, regularly and without any accident.

LAIRET BRIDGE

The next improvement in that direction with which the Council will have to deal is the construction of a small bridge over the River Lairet, near the Cartier-Brebeuf monument, which has become the property of the City.

This small bridge will establish a much shorter and more direct communication between the two extremities of Limoilou ward, heretofore known as St. Charles village and Stadacona village. This improvement is urgently needed to facilitate the running of the Fire Brigade apparatus in case of fire. And besides, the building of the bridge over the River Lairet will facilitate the establishment of a small ornamental park around Cartier-Brebeuf monument, which stands upon historical ground, — where Jacques-Cartier spent the winter of 1535, — where, later on, stood the first residence of the Jesuit Fathers, — and which was the spot chosen for the camping of a portion of the Levis and Montcalm armies on the eve of the assault upon Quebec, by the English, in 1759.

SCOTT BRIDGE — RAILWAY BRIDGE

There is still in contemplation, besides the Scott bridge, which will have some day to be rebuilt, another larger bridge, destined to replace the presently existing railway bridge, at the mouth of the River St. Charles, which has been used for many years, and is still used for the railway trains of the Quebec & Lake St. John Railway, now the Canadian Northern Railway, of which a special mention is made in the first portion of this document.

LIMOILLOU

Since the annexation of this ward to the City, it has developed so rapidly that this Council has deemed it its duty not only to spend each year the amounts promised for works of all kinds, but has found it more advantageous for the City to promote its development by spending immediately mostly all the amounts which had been spared on several years to come. Considerable work has been done in teads, water works, drainage, building of fire and police statiohe ; opening, extending and widening of streets, clearing the approaches of the Drouin, Dorchester and Bickell bridges, on both sides of the River St. Charles. The beneficent results of this policy are now visible, as this ward, which on the first year had a revenue of about \$8,000.00, has this year brought to the City a revenue of \$92,000.00.

Limoilou ward is now well provided as regards protection against fire. The extension of the fire alarm wires has been a considerable enterprise, Limoilou covering by itself a territory larger than all the City wards measured together. A sufficient number of alarm boxes has been placed for actual needs, and others shall be added when required.

Two fire stations are now organized and are now in operation in Limoilou and are connected together with the necessary fire alarm apparatus. Fire station No. 10 is in the old styled village St. Charles, whilst number 11 is in Stadacona village.

Two police stations are also in operation in Limoilou, in one of which is stationed the mounted police detachment, which looks after the farthest points of the City territory.

The Council has also almost solved the problem of the alignment of the Charlesbourg and Beauport Roads, by straightening and widening them at certain spots to give them a uniform width. Certain property owners, understanding their own interests, and with a generosity for which they deserve praise, have given gratuitously to the City the strips of land required. In other cases, the City has purchased in amicable settlement the necessary pieces

of land. As to those property owners who show themselves too exacting, the Council will have to consider the advisability of proceeding against them by way of expropriation.

BELVEDERE

Encouraged by the results obtained in Limoilou, the Council has adopted the same liberal policy for the new Belvédère ward, and the City has already expended there immediately even much more than what had been promised for a period of several years, and in Belvédère as in Limoilou, the immediate results have been most satisfactory.

ELECTRIC TRAMWAY

The present administration has repeatedly attempted to settle certain vexed questions with the Quebec Railway, Light & Power Company, but has not yet succeeded to compel the Company to fulfil certain of its obligations and certain improvements urgently needed in St. Malo and Limoilou wards. The Company has been compelled to accept a new by-law which describes the details of the lines of the electric tramway in different parts of the City, and particularly, in new wards. That Company had also obtained from the City permission to use a portion of Ramsay Street, in St. Peter's ward, for the embarkation and landing of its passengers on the line of St. Ann, and also to extend its track on St. Valier Street, St. Malo ward, subject to certain conditions and stipulations which the Company has always refused to fulfil, in consequence of which, the said Company has forfeited all the privileges granted to them by the City. Strong measures will have to be adopted to compel the Company to fulfil its contract.

ELECTRIC LIGHTING

The contract for the lighting of the City by electric lamps expiring in 1912, the Council has in advance considered the ways and means to secure a profitable contract for ten years. Tenders have been called in the newspapers of Quebec, Montreal and Toronto. One single tender has been received, that of the newly formed Dorchester Company. The Quebec Railway, Light & Power Company did not file in any proposition or tender, and in consequence, the Council awarded to the Dorchester Company a contract for ten years, at rates much lower and conditions much more advantageous than those of the expiring contract.

COMPARATIVE STATEMENT OF ELECTRIC LIGHTING

	Year 1910-15	Q. R. L. & P. Co	Dor- chester
Arc lamps.....	534 576	\$62.10	\$46.51
Lamps 75 C. P.....	98 357	24.00	12.70
“ 36 C. P.....	124....	10.00	9.50
“ 16 C. P.....	50....	.....	.....

On the 31st of December 1915, the streets, etc., of Quebec are lighted by :

576 arc lamps.

357 75 C. P. lamps.

641 ornamental posts, each carrying five lights.

The Dorchester Company undertook, besides the lighting of the City streets, to supply to the citizens electric light in their residences, stores or places of business, at \$0.07 1-4, instead of ten cents, the rate heretofore charged by the Quebec Railway, Light & Power Co. The Dorchester Company has fulfilled towards the City all its engagements

as to the giving of solid securities consisting in a cash deposit, and in addition thereto, a policy of warrentec, and the Company has thus given to the City the benefit of a sound competition as had been promised by Mayor Drouin and Alderman Cannon during the course of general elections of 1910.

ORNAMENTAL POSTS FOR STREET LIGHTING

The notable economy realized by the new contract of the Dorchester Company has put the City in a position to execute an improvement of the greatest importance, and which enhances the value of our principal streets. We refer to the erection, at closer distances, of ornamental posts of bronzed iron carrying each five lights of much greater brilliancy than the ordinary arc lamps. This system has the effect of decorating the streets wherever it is established, and thus Quebec has the same advantage as the largest and most progressive cities of Canada and the United States.

Through a Quebec firm, a contract has been granted for the laying underground of the wires which connect together the ornamental posts on the edge of the sidewalk. The lighting power is supplied by the Dorchester Company, at conditions well defined in the contract which is for ten years. The underground wires are laid in an excavation running along the cement, asphalt or stone sidewalk. This operation is executed by a special machine which does not deteriorate the sidewalks, and the excavation is then filled with materials of the same kind as that of the sidewalk.

A complete chain of ornamental posts carrying each five powerful lamps enclosed in large pure white globes, lights a circuit of the whole City, beginning :

Grande Allée (City limits), St Louis Street, Dufferin Terrace, Du Fort, Buade, de la Fabrique, St John Streets to the City limits.

Palace Street, Palace Hill, St Nicholas and St Paul Streets up to Parent square.

Mountain Hill, Dalhousie Streets (to the ferry wharf).

Des Glacis, D'Aiguillon Streets, d'Abraham Hill, St Vallier and Crown Streets to Gignac Streets.

St. Paul Street (to St. Nicholas Street).

St. Joseph, St. Vallier Streets to l'Avenue du Sacré-Cœur.

The ornamental posts first erected numbered 450 belonging to the City, but this figure has been increased from time to time when this improvement was extended to other streets. Moreover, several large business and industrial concerns, as well as important institutions, have, at their own expense, and for the sake of advertizement, erected a certain number of ornamental posts around their own properties and buildings. On the 31st of December 1915, there were, in the different streets, 641 ornamental posts, each carrying five lights and maintained by the City.

The Dorchester Company having become unable to fulfil its contract, the City undertook to find another Company powerful enough to take charge of the undertaking, and in the course of 1915, a contract has been entered into with the Public Service Corporation, a subsidiary branch of the powerful Shawinigan Company, which is in a position to take charge of the undertaking, in place of the Dorchester Company, with besides the advantage of a transfer of electric power coming direct from the immense reserves of Shawinigan, thus securing sufficient power not only for the present wants of the City, but also for the lighting of private residences, stores and sufficient power to develop all the presently existing industries and those which may come to this City.

OPENING AND WIDENING OF STREETS

RAMPART STREET

In 1910, the City availed itself of an agreement with the Quebec Séminary, which permitted to straighten the line of Rampart Street and to considerably widen said street. This undertaking entailed the rebuilding, at the City's expense, of the fencing wall of the Séminary, the paving in macadam of said street, and the building of sidewalks, thus providing a beautiful promenade along that part of the fortifications.

SACRED HEART AVENUE, ST. MALO

The City had many times insisted to obtain the consent of the Reverend Ladies of « L'Hôtel-Dieu du Sacré-Cœur » to persuade them to grant concession of lots to private parties on their vast piece of land along St. Vallier Street, in St. Malo ward, building lots becoming very scarce in that locality. In virtue of a previous agreement with the Reverend Ladies, the City was bound to maintain in winter that portion of St. Vallier Street, as well as the sidewalks, to build and keep up fences, etc., which constituted a heavy annual charge for the City. By conceding those lots to private parties, buildings would be erected which would increase the value of the property of « L'Hôtel-Dieu du Sacré-Cœur », increasing their revenue and bringing to the City a handsome revenue of annual municipal taxes. The City would thus be relieved of the obligation of keeping up fences, of keeping the roads and sidewalks in order in winter time, all of which entail a heavy expense to the City.

At last, the negotiations have been completed, a contract has been passed, by which the City undertakes to open, at its own expense, an avenue 60 feet wide, 830 feet long, running from St. Valier Street to the main entrance of L'Hôtel-Dieu, another transversal avenue 50 feet wide,

parallel to St. Vallier Street, with an intermediate lane for the benefit of the buildings of both ranges of buildings lots, one of which would face the Hôtel-Dieu. The City has undertaken to make these streets, to plant trees, etc., and this improvement is in a fair way of execution.

SALE OF CHAMPLAIN MARKET

The present administration, in its first year, had to face the important question already pending of the sale of the market hall, of the land and wharf of the Champlain market. Yielding to reasons and to considerations of a superior order, and in a virtue of a contract already passed, the City had to agree to sell to the Transcontinental Railway Commission this large lot of land, 131,000 feet in superficies, and wharves measuring 462 feet frontage on the River, valued in the valuation roll, at nearly one million of dollars, and all this, the City had to abandon for the nominal sum of \$100,000 (one hundred thousand dollars), receiving, in return, heavy obligations which the Commission undertook to fulfil and which were deemed a reasonable compensation to the City.

The conditions of the sale were as follows :

The construction on the Champlain market of a union station for all the railway Companies running into Quebec.

The construction of all workshops necessary, etc., to be built within the City limits, but not further outside than the limits of the banlieue.

The Commission undertook to spend upon these works at least two millions of dollars, exclusive of the cost of building the tracks, and the Commission undertook to replace by new streets such streets that would have to be closed or modified. The execution of these great works had been definitely arranged by the City, by Transcontinental Commission and the Federal Government. Tenders have been called, received and opened, and contracts had been awarded to Mr. Joseph Gosselin, contractor, of Levis, and nothing was wanting but the signatures of the contracting parties and an order-in-Council of the Government of

Canada. But in the month of September 1912, a change occurred on the political administration of Canada. The Laurier Cabinet was defeated and all those plans were upset. The new Ministry completely set aside the proposed Union station, on Champlain market, and substituted thereto a Union station at the Palais. The proposed workshops on the heights of Cap Rouge were abandoned, for the site in St. Malo ward, where the new workshops are already built and practically ready for operation. Moreover, the Government is opening a new street, 75 feet wide, running on the wharves of the river front, from the Louise Basin to Grant Street.

Then came a period of dilatoriness, changes in the lines, purchases and expropriations of land at different points, closing of streets, opening of new streets whilst others were widened or extended, abandonment by the City to the Transcontinental of a notable portion of Victoria Park, etc.

During that period, the Council was prevailed upon several times to change the terms and conditions of the arrangement already completed between the City and the Government of Canada.

At the present moment, the St. Malo workshops are not yet in operation, the Union station, at the Palais, is being constructed, and a station of more than modest appearance has, at last, been erected on the site of the Champlain market, around which several tracks have been laid. The Government has nearly completed, between Sillery church and the site of the old Champlain Market, the purchase or expropriation of the lands and wharves bordering on the river front. And the citizens of Quebec are awaiting with visible signs of impatience the moment when through Transcontinental trains, the entire completion of which has been publicly and officially announced, will begin to run and circulate to Quebec.

If we are to believe the latest rumors (December 1915), a large consignment of grain is being shipped to fill our great elevator, in view of a large export of grain from Quebec through the Atlantic next summer.

In connection with this so vexed and so hotly discussed transaction of the sale of the Champlain Market, of the building of the Union Station, of the workshops of the Transcontinental Railway, and of its entrance in Quebec, the present administration wishes to state publicly that in all the various phases through which these questions have developed, the Council has never raised any obstacle on the way of the so often modified plans which have been submitted to the Council by the several cabinets and ministers who have held the reins of administration in Ottawa.

Notwithstanding the annoyance felt by the citizens of Quebec on account of ever changing plans proposed, the delays, experiences, and the dilatoriness which characterized their execution, the Council always accepted the decisions taken in Ottawa. The Council never embarrassed the negotiations, and always agreed to the concessions and sacrifices demanded from the city, although most of the modifications insisted upon were in direct and open contradiction with the original contract of sale of the Champlain Market at a nominal price, and in violation of the lawfully acquired and incontestable rights of the City of Quebec.

And at the present moment, public opinion is far from being satisfied and confident as to the future benefits which the Transcontinental railway may confer upon our city, the city Council of Quebec is conscious of having done its duty and shown more than its share of good will, and they are exempt of all blame.

In connection with the everlasting negotiations occasioned by the sale of the Champlain Market, it is important to note that one of the compensations offered to the city by the Government is in course of execution. We refer to the deepening and damming of the river St. Charles, at its mouth, near the extensive wharves already built or in course of construction, to accommodate the largest ocean steamers. This deepening and damming of the river St. Charles will certainly revolutionize the front of Quebec,

by opening a vast space available for small craft, and by promoting the establishment of new industries on the banks of the river St. Charles.

These gigantic works seem to be in a fair way of execution and will cost millions of dollars.

But in order to secure their completion the city, at the request of the Government of Canada, had to assume the obligation to build at the city's expense two immense collecting drains to take in all the sewers which now flow in the St. Charles river and which will have to be carried out into deep water.

These great collecting drains will certainly cost to the city over one million of dollars.

RECONSTRUCTION OF DUFFERIN TERRACE

Let us now refer to the reconstruction of Dufferin Terrace almost totally destroyed by fire July 1914.

Notwithstanding the hard times, the Council thought it its duty to rebuild at once this magnificent promenade which is such a powerful attraction for tourists.

Tenders were called and received and the contract was awarded to the Sharpe Co., for the sum of \$63,733.00.

In order to minimize the danger of fire, solid concrete and stone foundations have been laid, iron pillars reinforced with stone and cement have been carefully built, and the upper wooden pavement has been laid upon a layer of concrete which prevents ignition through the carelessness or imprudence of smokers.

The rebuilding of the Terrace in almost its entire length has not cost more than the original contract.

WIDENING OF COTE D'ABRAHAM

Among the most important improvements proposed to the Council was the widening of Côte d'Abraham to an average width of 60 feet. The increase in the population of the city, and the traffic between the several wards,

particularly since the annexations of new territory, created a movement of progress which renders this improvement absolutely necessary in a near future. The increasing circulation of tramways cars and of heavy loaded vehicles is the main cause of the congestion which is manifest on Côte d'Abraham.

But the financial crises brought up by the present war compelled the postponement of this much needed improvement.

The proposed widening suggested two plans, one to widen on the right side, and the other to widen the left side of the hill, but the cost would sum up to half a million of dollars.

Meanwhile some alternative and less expensive plan may be found.

PARKS

The Department of Public Works has devoted much attention to the different public parks, and there is a real progress in all the parks of different sizes which adorn several of our City wards. Almost every small lot belonging to the City and which could possibly be ornamented by grass plots, trees and flowers, has been carefully utilized, and they contribute to the adornment to the City.

VICTORIA PARK

The damming of the River St. Charles will have the result of establishing a constant high level of water which will extend above Scott bridge, and as a consequence all that portion of the St. Charles River down to the dam in course of construction will be filled up to the edges of its banks with water. And when later on, wharves shall have been built on both sides, new industries will spring up as on the banks of the Lachine Canal, in Montreal. This vast cons-

tant sheet of high water will wonderfully embellish the outskirts of Victoria park. And thus will be realized the scheme planned by the late Mr. Charles Baillargé, City Engineer, who first proposed and designed the damming of the River St. Charles near Victoria Park. His foresight was confirmed later on by the testimony of Mr. Le Cardonnel, the talented parisian landscape architect, who, whilst Superintending in Quebec the erection of the Champlain monument, of which he had traced the beautiful architectural lines, so appreciated by connaisseurs, being invited by His Worship Mayor Parent to give his opinion as to the best means of embellishing Victoria Park, also advised the damming of the River St. Charles.

THE PLACE D'ARMES FOUNTAIN

The fount occupying the centre of the Place d'Armes square has not only been preserved but has been adorned with a fountain of gothic style, which will spread its sheets of water into cascades down to the lower basin. and at night, will be illuminated by coloured electric lamps. This monument is destined to commemorate the third centenary of the establishment of the faith in Canada by the arrival of the Récollets Fathers, who began to exercise the sacred functions of their ministry in June 1615.

A grand celebration will mark the inauguration of this monument.

IV.—WATER WORKS DEPARTMENT

WORKS EXECUTED BY THE DEPARTMENT, 1910-1916

PRESIDENT, H. E. LAVIGUEUR, 1910-1914.

“ M. MADDEN, 1914-1916.

Number of Committee meetings : 59 ; Reports presented to the Council : 52.

The Water Works department has done a great deal of work under the present administration.

First, the work of replacing two small pipes by larger ones was proceeded with. A great number of hydrants were added to these already existing. But the principal job of the department was the laying out of the 40 inches water main between Lorette and Mount Plaisant.

The following works were executed in the City, including Belvédère and Limoilou wards for the extension of water and drainage services, and to replace smaller pipes by larger ones.

IRON PIPES

4 inches.....	3,596 feet
6 “	41,963 “
8 “	64,791 “
14 “	32,790 “
18 “	5,589 “
24 “	2,100 “
160,390 “ (over 30 miles)	

DRAINAGE PIPES

9 inches	18,500 feet
12 "	19,263
15 "	11,314 "
18 "	9,220 "
20 "	4,585 "
22 "	4,175 "
24 "	3,125 "
27 "	1,000 "
Brick sewers	1,138 "
72,320 " (over 14 miles)	

1200 new water and drainage services.

256 additional hydrants, with all the accessory work, valves, man holes, wells, etc.

The above mentioned pipes are completely independent and above and over the new 40 inches main which extends on a length of 41,560 feet, viz.: about 8 miles.

The water supply of the City of Quebec is delivered through three main pipes, the oldest laid, 8 inches in diameter, was built in 1858 by Mr. Boswell, Engineer. The second, 30 inches in diameter, was built in 1884, by Mr. H. Beemer, contractor, and the third, 40 inches diameter, was completed in December 1913 and delivered to the City in June 1914, by Mr. Connolly, contractor. The ordinary pressure is from 70 to 100 pounds per square inch, and the daily consumption is about 12,000,000 of gallons. The total expenditure on water works up to date is \$3,200,000.00, and the annual expenditure for maintenance and repairs, is about \$35,000.00. The receipt from consumers is about \$340,000.00.

The sources of the water supply of the City are the Lake and the River St. Charles, at a distance of 8 miles of Quebec on a height which is 467 feet above the level line of Champlain Street.

There are actually 9,920 private services, through led pipes varying from one half inch to one inch diameter. There are 820 hydrants. The distribution pipes are laid out in iron pipes on a length of about 90 miles, varying in diameter from 4 inches to 30 inches.

LIMOILLOU WATER WORKS

The special water works of Limoilou, which is now included in the City, is independent from the Quebec water works and takes its supply through gravity in sources and streams at a distance of 3 miles from Limoilou. Those special water works are in operation since 1895. The distribution of water was through pipes from 3 to 8 inches in diameter on a line of pipe 5 miles long. There were 35 hydrants and 600 services, and the daily consumption was 400,000 gallons. The ordinary pressure was from 40 to 80 pounds, being 80 pounds in case of fire. Those water works cost \$50,000.00, with an annual expenditure for maintenance of \$3,000.00, and a revenue of \$3,000.00, with a uniform rate of \$6.00 taxation for each dwelling. The Water Works of Limoilou are now absorbed in the Water Works of Quebec.

BELVEDERE WATER WORKS

Source of supply : Lac des Roches, seven miles from Quebec, main pipe 10 inches, 2 miles in length of distribution pipe. The water works were sufficient for a population of 50,000 souls. There were 18 hydrants, and a daily consumption of 78,000 gallons. Value of the water works \$212,000.00. The right of way on a width of four feet had been purchased on a whole distance of seven miles.

Since the annexation of Belvedere ward, the City has extended the water and drainage services throughout the whole of Belvedere ward.

Montcalmville, now Belvedere ward, was the proprietor of a small water service in Charlesbourg, supplied from the surplus of the water from Lake des Roches, with 150 private services near the church of Charlesbourg. In December 1915, the City sold this little water works service to the municipality of Charlesbourg, for the sum of \$4,500.00.

The whole system of the water works of the City of Quebec is under the direction of Mr. T. J. A. Forrester, Water Works Engineer of the City of Quebec, who has replaced the late Jeremiah Gallagher, who was for forty years the Manager of our City Water Works.

THE NEW 40 INCHES WATER MAIN

The considerable increase of the City in territory and population during the past years has shown that the water mains of 18 inches and 30 inches, laid in 1854 and 1884, were insufficient to supply the wants of all the City wards in a sufficient quantity, with sufficient pressure for domestic services and to fight the fires. In order to obtain a sufficient pressure of water in case of fire, we had to resort to the unsatisfactory and even dangerous system of cutting off the water from the other wards in order to concentrate the supply in the ward affected by a fire. As a consequence, public and private property was no more sufficiently protected when several fires broke out at the same time in several wards and on different levels. On many occasions, when through accident or otherwise, one of the pipes was burst the City was left in a dangerous situation. First, in case of fire, and even on account of the danger resulting to public health through the insufficiency of the water service for domestic purposes. Besides, the serious inconvenient resulting to the water heating apparatus in winter. This dangerous situation became more apparent to the citizens and to the Council upon the lecture of the report on our City Water Works by Mr. T. A. Jardine Forrester, then in

the employ of « The Canadian Fire Underwriters' Association », in the month of October 1910. This report clearly showed that, unless a prompt and serious improvement in the organization of our water works be executed, the City would be exposed to most serious and almost inevitable accidents.

The most important improvement suggested by the said report was the establishment of an additional water main of larger dimensions than the two others upon a distance of 8 miles between the River St. Charles, at Lorette, and inside of the City limits, which would require the laying out of about 16,000 tons of iron pipes.

The disastrous fire which destroyed the Corset factory of Honourable G. E. Amyot, in June 1911, demonstrated, in a striking manner, that the fears expressed in said report were well founded. And the evidence brought at the enquiry confirmed those pronostics. It became evident to all that the quick concentration of the supply of water on one single point was no sufficient protection, and that the least error in the handling of stop cocks might carry the most disastrous consequences. It was then that the Mayor and Council decided, upon a complete reorganization and improvement of our water service.

Mr. T. A. J. Forrester was invited to accept the functions of Consulting Engineer, to proceed to the execution of those improvements. A complete and serious study was initiated and brought rapidly to a conclusion upon the value and expense of the sources of our water supply, and the Council, when sufficiently enlightened on the question, ordered to proceed immediately to have plans and specifications prepared and tenders called for the laying out of the new main pipe 44 inches and 40 inches in diameter from Lorette into the City. The first, 3,000 feet, beginning at Lorette, were to be laid in pipes of 44 inches in diameter, on account of the flat level of that portion, and also of the small head upon that distance. This disposition allows the maintenance of the 44 inches pipe fully filled of water which runs out less rapidly than in the 40 inches pipe.

The tenders called were either for iron pipes or for steel pipes. The iron pipe was to be tested at pressure of 150, 200, 300, 400, 500 pounds per each square inch, according to the point where the pipe was laid, and in the calculation of the thicknesses required, a sufficient margin was allowed to guarantee complete security. Each pipe had a reserve space of five inches to receive the melted lead where the two pipes enter into one another and a sufficiently raised rim corresponded at the other end of this pipe.

Those precautions were taken to prevent breakages resulting from badly laid joints which happened so often on the main pipe 30 inches diameter. The said 30 inches pipe not being provided with the rims above mentioned. Those pipes were to be dipped in a hot specific mixture to protect them against rust and corrosion.

No extraordinary guarantee was exacted as regards the iron pipe, the qualities of which as to durability and resistance are sufficiently known. But in the case of steel pipes, besides the test of resistance and hydrostatic pressure, additional security had to be supplied as to the length of time such steel pipes should last.

Several tenders were received, some for iron pipes, other for steel pipes. But among the latter, only one offered security that the pipes should last twenty years. A serious examination was made of those tenders, and the result was the selection of the tender of Mr. M. Connolly, contractor, asking the sum of \$716,499.00 for the entire construction of the main 40 inches pipe, from Lorette to Mount Plaisant.

The tender stipulated that the City would withhold twenty per cent of the price of the contract as security that the whole system would work satisfactorily for two years, ten per cent of the retainer to be reimbursed at the end of the first year, and the balance, at the end of the second year. The contractor was allowed two summer seasons to complete his work before the end of 1913.

The 40 inches main is provided in its whole length with air valves, safety valves, closing and cleaning doors, so that when the work is entirely finished, the City shall be

provided with a new supply of water by gravity which rank amongst the most perfect, if not the best, of the whole world. In addition to the contract of Mr. Connolly, another contract was given out by the City for the complete inspection and testing of all the pipes, etc., to the Canadian Inspection and Testing Laboratory Company, Limited, for the sum of \$0.12½ per ton, viz., a total sum of \$2,000.00, with a policy of warrantee for that amount. A certificate was exacted from the inspecting Company for each pipe, showing the results of the inspection as to the quality of the materials employed and as to the hydrostatic test stipulated in the specification, said test being 150 to 500 pounds per square inch, according to the spot where each pipe was to be laid. All those certificates have been filed in the records of the City Hall.

The capacity of the new main pipe being much greater than that of the two other existing mains put together, it is evident that if the two smaller mains became defective, the City would still be provided with a much greater supply of water than in the past.

The laying out of this new 40 inches main wipes out the system of concentration of water as there is now constantly on hand a superabundant supply of water. The Underwriters' Association has promised that when this improvement would be completed, the fire insurance rates would be revised for the City of Quebec, and that a considerable reduction of fire rates would be affected. And in fact, this promise has already been partly executed.

The contractor began his work in May 1912, and has been constantly pressed to execute his contract rapidly, without neglecting, in any manner, all the necessary precautions. Thus it is that nowhere the main pipe was allowed to be laid on the bare rock, or on the loose ground at the bottom of the trench. But the pipe was laid on two wooden blocks, one at each of its extremities, thus raising the main pipe three inches above the bottom of the trench. The filling in with earth has been effected by pressing and hammering the loose earth as much as found necessary, by

means of special machinery, and this hammering has been practised in such a manner as to reach half way of the height of the pipe, thus preventing from bending or being crushed.

The lead joints have been filled without any interruption, and when finished, each joint was inspected and caulked with the help of a special machine having a force of resistance of 100 pounds to each square inch, run by compressed air, which work all around the circumference of the pipe and hammer the lead with the same strength all around the joint, thus securing a solid joint. Each joint, when completed, was then submitted to a rigorous inspection.

On their arrival at Quebec, these pipes were again separately inspected when taken out from ship, and another inspection of the same pipes took place before they were lowered in the trench. So that nothing has been neglected in the way of laying the main water pipe which is as perfect as possible. Mr. Forrester has constantly been around the work to superintend the laying out of the pipe, he himself going into even the smallest details.

The 40 inches pipe runs a distance of 41,500 lineal feet between the Château d'Eau, at Lorette, and the heights of St. John Street. From the Château d'Eau, at Lorette, on a distance of about 3,000 feet, the main pipe is 44 inches in diameter, which allows to increase the initial pressure up to the point where the diameter of the pipe is only 40 inches.

The 40 inches main is composed of 4,000 lengths of iron pipe carrying about an equal number of joints. The construction of the main pipe has cost \$910,000.00 in round figures, and the works at the Château d'Eau have cost \$7,800.00.

The main 40 inches pipe was completed in December 1913.

The two years during which the contractor Counolly remains responsible of any break or other accident expires in June 1915. Up to that date, the contractor is bound to execute all the necessary repairs at his own expense.

A dissent of opinion has arisen between him and the City as to the date when his responsibility ceases, but the Court

has decided against Mr. Connolly, and he is fulfilling his obligation to the satisfaction of the Mayor and Water Works department.

Doubts having been expressed in the public as to the condition of the 40 inches main, the Council has ordered that the 40 inches would be alone utilized to supply all the City wards. In consequence, the two other mains of 18 inches and 30 inches, as well as the Limoilou and Belvedere water works have been closed, being kept, however, full of water. This trial has demonstrated the excellent condition of the 40 inches main and the Engineer of the Underwriters' Association has officially taken cognizance of the test which lasted four weeks, and which was found sufficient and satisfactory.

Not content with increasing the supply of water to the citizens, either for domestic consumption or to protect them against fire, the administration has gone thoroughly into the question of securing pure water and protecting the sources of supply against contamination.

Our municipal Laboratory, under the superintendence of Dr. Guimont, has greatly helped that work by means of bacteriological examination regularly made of the water supply, and the results of same have opened the eyes of the public to the urgency of having a thorough sanitary examination made of the region traversed by the water sheds which feed our water supply. All the water courses have been cleaned and cleared of all obstructions which embarrassed the flow of water. Considerable sums have been spent to clear the borders of those water courses of all constructions which were too close to them. A determined war has been carried against all those who, either through malice or negligence, or ill-will, polluted the water courses. This service has been conducted by two inspectors, who have been supplied with all that was necessary to facilitate their work. In order to accomplish this desirable end so urgent for the public health of the City, a regular fight has been engaged with the riparian owners of land, especially those of the River St. Charles, and more particularly those who

habitually visit « Jeune Lorette » who pollute the water of the river by canoeing above the intake of our water works.

Every succeeding year, the Council returns before the Legislature to obtain such legislation as is necessary to protect the health and the lives of the 100,000 citizens who inhabit Quebec. And every year, a sharp contest has been waged against the private interest of a few people.

The Council is quite determined to continue the struggle until complete justice shall have been granted to the City of Quebec.

V. — FIRE DEPARTMENT

Fire Committee, meetings : 99 ; Reports, 68.

PRESIDENT : A. CUMMINGS, 1910-1912.

C. J. LOCKWELL, 1912-1914.

J. CÔTÉ, 1914-1916.

The present administration has exercised its solicitude in the reorganization and improvement of the service of protection against fires. Several disastrous fires have induced the fire insurance Companies to send energetic and urgent protests, insisting upon a complete remodeling of our Fire Brigade, and the alarming increase of fire insurance rates has prompted the Council to yield to the unanimous desire of the citizens. Interviews and correspondence have taken place and been exchanged between the City Council and the authorized representatives of the Fire Insurance Companies. The Mayor and a few Aldermen went to visit several large cities to inquire into the progress made and examine the most modern apparatus employed for protection against fire.

The death of the then Fire Chief raised a long discussion as to the selection of his successor. At last, one of the sub-chiefs of the Brigade, having served for years and given evidence of bravery and activity, was appointed Chief. The number of firemen has been almost doubled. New fire stations have been built at large expense. Other existing stations have been enlarged and modernized, and all have been supplied with the most up-to-date apparatus.

In virtue of an amendment to the City Charter, imposed by the Legislature, a radical change has been wrought in

the discipline of the firemen, which has been freed from all outside influences and given in charge to a limited board having absolute powers, and whose decisions are without appeal.

COMPARATIVE STATEMENT OF THE EQUIPMENT OF THE FIRE STATIONS

1st MARCH 1910 TO 1st MARCH 1913

Station No. 1, in 1910

11 men, 7 horses, 1 Dorval ladder truck, 1 hose waggon (2 horses), 1 carriage (1 horse) for the deputy chief.

Station No. 1, in 1916

21 men, 1 automobile car for the Chief (Abbott, Détroit, 50 H. P.), having cost \$2,685.00 for the Chief of the Fire Brigade, 1 automobile car for the sub-chief (Abbott, Détroit, 50 H. P., having cost \$2,465).

1 automobile hose waggon 80 H. P., containing 2 chemical reservoir of 35 gallons each, with 1,000 feet of hose two and a half inches, and 250 feet of hose of 1½ inch for the reservoir, having cost \$7,280.00.

This waggon also carries 12 waterproof rubber blankets, to protect goods and furniture when a fire occurs.

1 waggon carrying an aerial ladder of 65 feet, drawn an automobile of 80 H. P. and carrying a net of the most improved type.

There are no more horses in station No. 1, except now and then when horse waggon is used whilst the automobiles are in repairs.

The fire station No. 1 has been completely repaired in 1914. The stable has been turned into a recreation room for the firemen, and the bad smell arising therefrom has completely disappeared from the City Hall.

Fire Station No. 2, in 1910. — (Richelieu Street).

12 men, 4 horses, 1 hose waggon, 1 ladder waggon built in Quebec, carrying Seagrave extension ladder and one waggon for the Chief.

Station No. 2, in 1916. — (Richelieu Street).

15 men, 6 horses, 1 hose waggon, carrying 50 feet hose of $2\frac{1}{2}$ inches and 2 chemical extinguishers of 3 gallons each, drawn by 1 horse; 1 ladder waggon carrying portable Seagrave ladder and containing a net, drawn by two horses and waggon for the Chief of the Brigade.

Station No. 3, in 1910. — (Dorchester Street).

11 men, 5 horses, 1 hose waggon, 1 Dorval ladder drawn by 3 horses, 1 waggon for the Deputy Chief.

Station No. 3, in 1916. — (Dorchester Street).

This station has been enlarged and entirely refitted inside. To enlarge the inside, the columns supporting the edifice have been suppressed, the contract price was \$17,500.00. Equipment: 19 men, Abbott automobile, Détroit, 50 H. P. for the Deputy Chief, carrying a portable chemical extinguisher, the whole having cost \$2,465.00.

1 hose waggon (1 horse) to answer alarm calls when the chemical pump fails, 1 hose automobile waggon of 80 H. P. carrying 3 chemical reservoirs, with 230 feet of hose, $2\frac{1}{2}$ inches, for the said reservoir, 1,000 feet of hose, $2\frac{1}{2}$ inches, and 25 waterproof rubber blankets. Cost of the apparatus: \$7,280.00; 1 waggon carrying aerial ladders of 75 feet carrying a net and having cost \$13,400.00.

1 steam engine Waterous of 800 gallons to the minute, drawn by a first class motor, having cost \$13,850.00.

This steam engine used to be at station No. 5.

Station No. 4, in 1910. — (St. Paul Street).

9 men, 3 horses, 1 hose waggon, 1 Seagrave extension ladder waggon, 1 chemical pump in reserve.

Station No. 4, in 1916. — (St. Paul Street).

12 men, 3 horses, 1 hose waggon, (1 horse,) with two chemical extinguishers of 3 gallons each, and 500 feet of hose, 2½ inches ; 1 portable Seagrave waggon ladder, 2 horses and 1 net. Behind this station, are the sheds for storage of vehicles in winter or in summer.

Station No. 5, in 1910. — (Louise Bassin).

8 men, 3 horses, 1 « Shand & Mason » steam engine, 1 « Seagrave » waggon ladder, 1 hose waggon. The steam engine Shand & Mason bought in 1872 is drawn by 2 horses. After the fire of the 3rd of October 1911, this steam engine, after a service of 44 years, has been thoroughly repaired and gives excellent service.

Station No. 5, in 1916. — (Dalhousie Street.)

(Burnt on the 3rd of October 1911).

The Louise Basin station has been transferred to Dalhousie Street in the modern building built in 1912, and which has cost \$46,823.00, besides the land (\$40,000.00). Equipment : 19 men, 6 horses, 1 hose waggon (2 horses), containing 1,000 feet of hose, 2½ inches, and 5 rubber blankets. One of the sub-chiefs is stationed here with a horse and waggon at his disposal; one chemical pump, with reservoir (140 gallons) and 250 feet of hose, 1½ inch ; 1 aerial ladder, 75 feet, drawn by a motor of 80 H. P. and carrying one net. The whole having cost \$13,450.00, the steam engine Shand & Mason above described is stationed here.

Station No. 6, in 1910. — (Champlain Street).

4 men, 1 horse, 1 reel for hose.

Station No. 6, in 1916. — (Champlain Street).

This station has been completely rebuilt in 1912, costing \$11,418.00. Equipment : 6 men, 3 horses, 1 hose waggon carrying 500 feet of hose and 2 chemical extinguishers ; 1 ladder waggon (1 horse), 1 new waggon built in Quebec, carrying a chemical reservoir of 40 gallons and 150 feet of hose of 1½ inch, having cost \$400.00.

Station No. 7, in 1910. — (Boisseau Street).

9 men, 3 horses, 2 hose waggons, 1 ladder waggon (1 horse).

Station No. 7, in 1916. — (Boisseau Street).

Equipment : 13 men, 4 horses, 2 hose waggons, carrying each 500 feet of hose and each drawn by one horse ; 1 Sea-grave ladder waggon (2 horses) carrying a net. This station has been repaired and painted anew at the cost of \$850.00.

Station No. 8, in 1910. — (Massue Street).

Equipment : 4 men, 1 horse, 1 hose waggon.

Station No. 8, in 1916. — (Massue Street).

This station has been enlarged by the construction of a wing, at the cost of \$25,575.00. Equipment : 12 men, 5 horses, 1 hose waggon, containing 500 feet of hose, 1½ inch, drawn by 1 horse, and one American Lafrance ladder waggon carrying portable ladder, drawn by 3 horses, carrying portable ladder, 1 net, 2 chemical extinguishers, 5 rubber blan-

kets, 1 waggon carrying a chemical reservoir of 40 gallons, with 150 feet of hose, $1\frac{1}{2}$ inch, drawn by 1 horse, and 1 horse and waggon for the Deputy Chief.

Station No. 9, in 1910. — (St. Amable Street).

10 men, 4 horses, 1 hose waggon, 1 steam engine Clapp & Jones, 350 gallons a minute, drawn by 2 horses.

Station No. 9, in 1916. — (St. Amable Street).

13 men, 7 horses, 1 hose waggon containing 500 feet of hose, $2\frac{1}{2}$ inches, 2 chemical extinguishers, 1 steam engine Clapp & Jones, 350 gallons a minute, drawn by 2 horses; 1 American Lafrance ladder waggon carrying portable ladders drawn by 2 horses, 2 chemical extinguishers and 1 net.

Station No. 10, in 1910. — (Limoilou).

Equipment : 4 men, 2 horses, 1 hose waggon, 1 ladder waggon.

Station No. 10, in 1916. — (Limoilou).

This station has been rebuilt in 1912. Equipment : 7 men, 4 horses, 1 hose waggon carrying 500 feet hose, $2\frac{1}{2}$ inches, and 2 chemical extinguishers, 1 ladder waggon drawn by 2 horses carrying a net, 1 waggon drawn by 1 horse carrying a chemical reservoir of 40 gallons and 150 feet of hose, $1\frac{1}{2}$ inch, having cost \$400.00.

Station No. 11, in 1911. — (Stadacona).

6 men, 3 horses, 1 hose waggon, 1 ladder waggon.

Station No. 11, in 1916. — (Stadacona).

Equipment : 6 men, 4 horses, 1 hose waggon, (1 horse), carrying 500 feet of hose, 2½ inches, 1 ladder waggon drawn by 1 horse carrying two chemical extinguishers, 1 waggon with reservoir of 40 gallons carrying 150 feet of hose, 1½ inch, having cost \$400.00.

Station No. 12, in 1915. — (Belvedere ward).

This station has been opened in 1915. Equipment : 12 men, 5 horses, 1 Seagrave aerial ladder waggon carrying 2 chemical extinguishers, 1 net and portable ladders, 1 hose waggon (2 horses), with 1,000 feet of hose and 2 chemical extinguishers, 1 hose waggon (1 horse) carrying 500 feet of hose, 2 chemical extinguishers, 1 hose waggon for winter with 500 feet of hose in reserve, 6 rubber blankets.

Station No. 13 (Stadacona).

Opened December 1915. Equipment : 4 men, 1 horse, 1 hose waggon with 500 feet hose and 2 chemical extinguishers.

GARAGE, DORCHESTER STREET

In order to better control the expense entailed by the maintenance and repairs of automobile waggons and apparatus of the Fire Brigade, under the immediate supervision of the City by the Fire Department, a garage has been established, with a workshop supplied with all the tools and accessories needed for repairs of all kinds, as well as for the painting. This garage is equipped as follows 6 men, 1 wheelright, 1 painter, 1 blacksmith, 1 assistant blacksmith and two machinists for the repairs of automobiles. One school car has been bought costing \$300.00 to facilitate the teaching of apprentice drivers who wish to become conductors of automobiles.

OFFICE OF THE CHIEF OF THE FIRE BRIGADE

An accountant has been appointed for correspondence, book keeping, etc., in the office of the Chief of the Fire Brigade. In order to better control the expenditure of the department, a system of written orders has been organized, by which an account in detail is kept of all the purchases and all the expenditures of the department.

In 1915, a second inspector of ladders has been appointed.

SUMMARY OF THE EQUIPMENT OF THE FIRE BRIGADE

	1910	1916
Chief of the Fire Brigade.....	1	1
Sub-chiefs of the Fire Brigade.....	1	4
Captains.....	0	11
Saddlers.....	1	2
Ladder inspector.....	1	2
Chimney sweeps.....	—	6
Purveyor.....	—	1
Secretary and accountant.....	1	1
Firemen.....	81	129
Horses.....	33	49
Ladder, waggons (horses).....	8	14
Hose waggons.....	11	14
Chemical pumps (horses).....	1	5
Ladder waggons (automobiles).....	—	3
Chemical pumps (automobiles).....	—	2
Steam engine (automobile).....	—	1
Steam engines (2 horses).....	2	2
Rubber blankets.....	—	53
Hose.....	20,000 feet	

FIRE ALARM TELEGRAPH

Superintendent and operator.....	1
Assistant do do	1
Operators.....	2
Foreman.....	1
Men on the line.....	4

GARAGE — FIRE DEPARTMENT

Blacksmith.....	1
Assistant blacksmith.. ..	1
Whelwright	1
Painter.....	1
Mechanic	1

The pay roll of the fire brigade contains 183 names of men employed including the following:

- 3 at the war front.
- 1 wounded returned from the front
- 1 enlisted lately.

The latter five continue to be paid by the city.

VI.—POLICE DEPARTMENT

POLICE AND BY-LAW COMMITTEE

Meetings : 59 ; Reports : 27

PRESIDENT : A. PAQUET, 1910-1912.

T. VERRET, 1912-1916.

RANK AND FILE OF THE MUNICIPAL FORCE, (1910)

Superior officers

Chief.....	1
Deputy Chief.....	1
Detectives.....	2
Total.....	4

Sergeants and constables

Sergeants.....	20
Constables.....	61
Accountant.....	1
	82
Total of the Force.....	86

POLICE FORCE, 1916

Superior officers.....	2
Detectives.....	3
Special detectives (morality).....	3
	8

Sergeants and constables

Sergeants.....	24
Constables.....	76
Special constables.....	6
Accountant.....	1
Total of the Force.....	— 107
	—
	115

· Increase since 1910 : 29 men.

Purchase of a station : St. Malo ; purchase of a station : Belvedere. Mounted police section : 6 men quartered in Limoilou. 2 for Limoilou. 2 for St-Malo. 2 for Belvédère. This detachment looks after the farthest points of the City. Patrol waggon drawn by 2 horses for the transfer of prisoners.

A patrol waggon (2horses) in also used for the transfer of prisoners.

A general inspection is made every week. The discipline is enforced and similar to military system.

Annual exercises are held during two months every year in the drill hall, under the direction of Captain Emile Trudel, Chief of Police.

Since the redistribution made of standing Committees, the By-law Committee has been combined with the Police Committee.

VII. — MARKET COMMITTEE

1st March, 1910 — 1st March, 1916

Chairman: Alderman MADDEN, 1910-1914; Alderman MARTIN, 1914-1916

The Market Committee has had several important matters under consideration.

The sale of the Champlain Market,—the abolition of the Finlay and Jacques-Cartier markets,—and the opening of private stalls have brought on many changes which took up the time of the Committee.

The sale of the Champlain market to the Transcontinental Railway Commission greatly reduced the space available on that market, in order to allow the building of a way station and the laying of railway track sidings. But the Government gave permission to the City to utilize for the purposes of a market all the space available left, as well as the wharves on the water front for the farmers who frequent them and for the boats which bring them to town with their produce.

The Finlay market, which had been abolished, had to be reopened to accommodate the farmers who did not find enough space on the Champlain market.

That portion of the Jacques-Cartier market lying between St. Joseph, Crown, Notre-Dame des Anges Streets and Place Jacques-Cartier had been already abolished as a public market, and the site was sold to the Quebec Railway, Light, Heat & Power Company, who built thereupon a large modern building.

That portion of the old Jacques-Cartier market lying between St. Francis, Crown and King Streets continues to be used as a market and will continue so until the new site, at the foot of Crown Street, is in condition, when the dammain, and

the deepening of the St. Charles River shall have been completed and when the steamboats bringing farm produce to town will be able to reach the new market.

The collector of revenues of the old Jacques-Cartier market is entrusted with the collection of dues on what remains of the old market, as well as on the new market, and the old market continues to bring of dues to the City a fair revenue, whilst the collection of dues on the new market is already quite satisfactory.

A certain number of the customers of the old Jacques-Cartier market now frequent the site of the new Jacques-Cartier market.

That portion of the old Jacques-Cartier market lying between St. Joseph, Crown, St. Francis Streets and Place Jacques-Cartier having been advertized to be sold at auction and tenders having been called therefor, was bought by a syndicate of capitalists, who intended to build thereupon large modern edifices.

But the financial crisis and the war have blocked that enterprise, and the City had to take back the land thus sold. A movement has been started to have that land turned into a public park, but nothing has yet been decided.

THE NEW MARKET AND THE DROUIN BRIDGE

By the sale of the Champlain market hall and wharves and of the market itself, which brought on the abolition practically of the Champlain market itself, coming so soon after the abolition of the Finlay market, the citizens of Quebec have been deprived of the facilities which they enjoyed from the influx of farmers bringing in their farm produce, and all kinds of food stuffs in sufficient abundance to keep down the prices.

On the other hand, the destruction by fire of the Jacques-Cartier market hall, which it was decided, would not be rebuilt, compelled the City Council to provide a new market site.

The Government having decided and having begun the work of deepening and damming the River St. Charles, in

order to increase the depth of water along its course and make it accessible at all times to larger craft, the Council resolved to establish a new market at the foot of Crown Street, behind l'Hospice St. Charles, formerly the Marine Hospital.

The City acquired at that spot, partly by purchase, partly by amicable settlement and partly by expropriation, a lot of land sufficient for the laying out of a market place not only for the present needs, but also for the wants of the future.

Once improved the River St. Charles will become accessible at all times for the class of steamboats which heretofore have brought the country farmers to the Champlain market, as well as to all the schooners and small river craft which up to now, have been customers of the Palais harbour, carrying fuel and timber of all kinds, food stuffs and other merchandise, etc. The land measures 300,000 feet in superficies and there are on the River St. Charles wharves bordering over 1,500 feet on the river front, the whole being amply sufficient for the farmers and the river craft when they will be able to reach them.

It is the establishment of this market which has brought on the building of the Drouin bridge, of which we have spoken in the chapter on Public Works. This bridge has been for some time past open to circulation.

The new market will be of easy access for the four great wards of Quebec East.

PRIVATE STALLS

The long talked off proposition to allow the sale of meats, etc., outside of the public market halls and markets has at least been adopted, and the Council passed a by-law allowing the opening of private market stalls, subject to certain restrictions, and later on another by-law has been passed for the sale on the streets and from house to house of certain food stuffs, on payment of specific licenses.

More than one hundred of these stalls are actually in operation in all parts of the City. A frequent and regular

inspection of all private stalls is made by the inspector of food stuffs, and apart from a few exceptions, this innovation gives satisfaction to the public.

There is already a visible improvement in the arrangements of a great many of those stalls. And no doubt that with time and when the public will less frequent the public market halls and markets of the City, private stalls will open selling all kinds of food stuffs, meats, fish, fruit, vegetables, etc., as well kept and as much in good style as they are in other cities more advanced in progress than Quebec.

The opening of those private stalls, as well as the coming to Quebec of agencies representing the great slaughter concerns existing in larger cities, have brought on the question of establishing in Quebec public abattoirs. But up to 1913, no serious attempt had been made to establish that kind of industry here. In 1911, Mr. Henri Robitaille submitted to the Market Committee a scheme which was never realized.

The Council has also considered the urgency of laying out a new cattle market, the one at the Palais becoming insufficient and having probably to disappear soon in the proposed railway transformations. Many years ago, the City had purchased land on the River St. Charles, which was destined for the new cattle market, at the extreme western limit of the City. The Market Committee had carefully studied that proposition. The City Engineer, the Mayor and several Aldermen had visited in Montreal the public abattoirs and the cattle markets, and the question was well under consideration when a serious Company headed by the Honourable Mr. Robitaille, Legislative Councillor, and Mr. Vien, advocate, and managing director, came before the Market Committee with a well organized proposition, and thus the Council was afforded the means of solving in the same time the question of the abattoirs and that of the cattle market.

In 1913, that Company asked the Council to grant them a privilege for fifteen years together with an exemption of taxes for ten years not including water rates and school taxes, in return for which, they, (the Company) undertake to build in

Limoilou ward, at the foot of the Charlesbourg hills, modern abattoirs, upon which, within five years, they will spend \$300,000.00 giving employment to 150 persons.

The Council accepted the proposals of the Company and authorized the Mayor to sign a deed of contract embodying all stipulations which the Council deemed necessary. The financial crisis and the war have delayed the execution of the plans. But they seem however in a fair way of being realized.

In the interval, the same Company submitted to the Council a proposal to undertake the laying out, on their property, of a suitable cattle market, provided the City would transfer to the Company all the dues and fees which the City collects from the cattle market.

The City Council accepted the proposal and prepared a tariff of charges, and it was agreed that the Palais cattle market would be transferred to the Company's property in Limoilou as soon as the Company would be in a position to open the new cattle market to the public.

On the 7th of January 1916, a petition and a report came before the City Council, asking that water and drainage be introduced in the 4th avenue, Limoilou, to accomodate several houses which are in construction, and also the buildings of "La Compagnie des Abattoirs", cattle market. The report again came up before the Council on the 21st January 1916 and was adopted, "La Compagnie des Abattoirs" having produced a notarial deed of contract passed between them and Mr. Gosselin, contractor, who undertakes to begin at once the construction of the buildings and laying out of the grounds for the cattle market.

PUBLIC WEIGHING SCALES

REORGANIZATION OF THE SERVICE

The Market Committee has reorganized the service of the public weighing scales in different parts of the City. There are actually 5 of those weighing scales, four of which are in operation during the whole year. The fifth, Limoilou, is in operation only during the summer time to weigh the stone required by the City. The location of those weighing scales is as follows: 1 at the Palais, for weighing hay, etc.; 1 at the Montcalm market, which has been thoroughly repaired; 1 at St. Peter's market; 1 at the new Jacques-Cartier market, near the Drouin bridge, and the fifth is in Limoilou.

A reform has been made in the operation of the weighing scales. Instead of selling the revenues therefrom by auction, the City has kept the control and has appointed guardians who must be put under oath and who collect the revenues according to a tariff. These guardians keep a daily account of the receipts and must file regular reports thereof to the Accountant of the Road Department.

A public weighing scale for the weighing of the heaviest loads, automobile trucks, etc., has been placed at the new Jacques-Cartier market, near the Drouin bridge.

At the Montcalm market, the weighing scales have been repaired and renovated. The keepers of all those weighing scales are paid by the City, except the one of St. Peter's market who receives from the City an annual salary of \$200. and is allowed to keep for himself the whole proceeds of the revenues of the weighing scales.

VIII.—HEALTH COMMITTEE (1910-1916)

DEPARTMENT OF PUBLIC HEALTH

38 Meetings, 24 Reports

Presidents: DR JOBIN, 1st March 1910 to 1st March 1913;
DR DUSSAULT, November 1913 to March 1916.

The increasing wants of the civic department of public health brought on by the extension of the City limits, and also by the rapid progress of the science of hygiene and of the medical science, have rendered necessary additional powers and improved organization of the sanitary administration.

Doctor Catellier, who acted as City Medical Adviser since 1891, has been long alone in charge of our Health Department. In 1908, in order to fight the increase of contagious diseases, Doctor Paquin was appointed Assistant to Doctor Catellier, and his functions were then the inspection and visit of all persons reported as suffering from contagious diseases; and also the inspection of teaching institutions and schools.

In 1913, Doctor Catellier having asked leave to retire on a pension, the Council acceded to his request, appointing him Consulting Medical Adviser of the City, and Doctor Paquin, Chief Medical Adviser of the City.

In 1913, Doctor Gosselin was appointed Assistant Medical Adviser.

In order to improve the usefulness of the sanitary inspections, an inspector has been appointed to look after all the bakeries and all establishments where food stuffs made from flour are manufactured, and the inspector appointed is a baker having more than thirty years experience in the trade.

A third inspector has been appointed to improve the general sanitary service.

The ambulance waggons have been put under the control of the Health Department and two doctors have been put in charge of this service. The ambulances were therefore run by men and horse belonging to the Fire Brigade, and the Police Department used to detach one constable whenever the ambulance waggons was called. The Fire Insurance Underwriters Association had filed many protests against that system, because it interfered with the efficiency of the Brigade in cases of fire, where all men and horses were required for the service.

The Health Department has now two ambulance waggons with two horses and a special driver to answer calls, either for the transfer of sick persons or for cases of accidents, and they are well supplied with blankets, sheets, pillows, etc.

The administration has several times approached the managing authorities of our hospitals, and tried to induce them to take charge of the ambulance waggon service, the City offering to pay all expenses, but they refused all proposals made. It had been suggested that some one of the undertakers of funerals might be induced to perform that service, with sufficient pecuniary assistance from the City. But all efforts have been in vain.

The Health Department has also on hand, in charge of the guardian of the Civic Hospital, at the Palais, a special waggon to transport persons suffering from contagious diseases, and another vehicle to carry all the bedding and household and personal wearing apparel which are brought to the Civic disinfecting apparatus for cleaning.

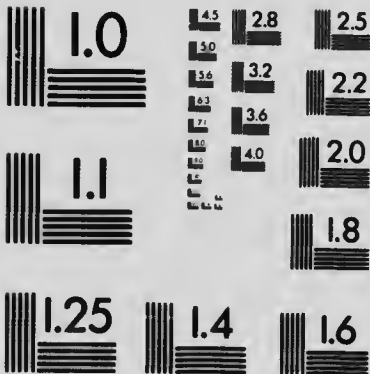
The sanitary inspectors perform the service of disinfection in houses when necessary, either with formaline or bichlorure of mercury.

Two veterinary surgeons are attached to the Health Department, and inspect all milch cows and dairies, one within the City limits, whilst the other is in charge outside of the City limits. All milch cows whose milk is distributed in the City are subjected to the tuberculine test which is administered by one of the veterinary surgeons.



MICROCOPY RESOLUTION TEST CHART

(ANSI and ISO TEST CHART No. 2)



APPLIED IMAGE Inc

1653 East Main Street
Rochester, New York 14609 USA
(716) 482-0300 - Phone
(716) 288-5989 - Fax

This tuberculine test is compulsory for all milch cows whose milk is distributed in Quebec. No milkman can obtain his license unless he has previously produced a certificate to the effect that his cows have all successfully passed through the tuberculine test and are in a healthy condition.

An inspector with an assistant are in charge of the inspection of all meats and food stuffs which are sold in the markets, in the market halls, in the private stalls, and in stores, and such inspection is made as stringent as possible.

The opening of private stalls has greatly increased the work of those inspectors, for there are now, as already said, over one hundred private stalls in operation, and those stalls are distributed all over the City, and enormous quantities of meats coming from the far west are therein sold daily, which require a severe inspection.

PROTECTION OF THE SOURCES OF OUR WATER SUPPLY

The solicitude of the Health Department is also extended to the supply of water coming to the City for domestic consumption. In former days, our water supply was reputed the purest in America. But since then, the encroachments of the lumber industry on all water courses, and the development of agriculture, in the neighbourhood of our City have exercised a most deleterious influence on the sources of our water supply.

Those water courses have been utilized to float down timber of all dimensions. Dwelling houses with stables, pig sties, etc., have been indiscriminately built along those rivers and streams, and the residents never troubled themselves to what extent they were polluting the waters.

The floating down and driving of timber carried into those water courses quantities of unsanitary deposits. The pieces of timber moved from the bottom sediments which increased the contamination of water. An extraordinary legislation became necessary and was asked by the City to obtain strong powers for which a fight had to be waged. A strict service of inspection had to be organized over the sources of

our water supply. Many delinquents had to be sued and brought before the Courts. We have since obtained legal prohibition of the floating and driving of timber. The riparian residents have learned to appreciate the rigors of justice, and also that the contamination of those water courses was injurious to themselves, and we now find that there is a marked improvement in the purity and salubrity of our water supply, as well as the corresponding diminution of cases of contagious diseases and in the percentage of the death rate. A short comparative statement will demonstrate the accuracy of the the above arguments. In 1891, the percentage was 41 for every 1,000. In 1910, it was 18.3 for every 1,000, and the percentage of births always remained level.

So that one may assert that, from the statistics of Province of Quebec, it can be shown that for each one death there are two births.

These important results have been obtained, as far as the water supply of the City is concerned, through the cleaning of the River St. Charles over seven miles of its course, above the dam, at Lorette, which has considerably diminished the proportion of harmful bacteriæ in the water supply. There still remain to be cleaned the "Rivière Jaune" and the river "des Grands Déserts", which flow into the River St. Charles.

Returning to the question of measures of precaution to be adopted for the sources of our water supply, the Council had considered the advisability of purchasing along those water courses strips of land which, becoming our property, could be more safely guarded against contamination.

A more extensive policy must be considered by the Council, and it must be ascertained whether it would not be possible for the City to acquire the ownership of a strip of land extending along the whole line of both banks of those water courses, even where the land is already under cultivation and inhabited, and a most effective system of inspection should also be organized on all points.

Presently, there are two inspectors who keep diligent watch over the territory through which flow the water courses of our City water supply.

Since 1906, the City is provided with a municipal laboratory in which the chemical analysis is made of samples of our City water supply, and even the bacteriological test.

These tests demonstrate that our water supply contains no germs of diseases, and the consequence is a diminution in the number of cases of typhoid fever which are fewer now in Quebec than everywhere else.

The quick removal by a garbage concern from our streets and public squares of all dead animals and offensive rubbish, also contributes to keep our city in a healthy condition and remove sources of contamination.

Several by-laws have been passed of great importance to public health: for instance, one which regulated the distribution of bread from house to house. No bread can be delivered unless presented in a basket, so as to minimize the contact with the hands. Another by-law is destined to enforce compulsory vaccination. It prescribes that vaccination must be applied to all persons who have not been vaccinated since seven years.

But by far the most important by-laws promoted by the Health Committee and adopted by the Council are those relating to the control by the City of the sale of cream and milk, the severe regulations imposed upon milkmen and all those who offer for sale milk and cream.

An important innovation which heralds the adoption of a more extensive measure is the establishment of a public bath in Victoria Park, and it is already well appreciated by the residents of that densely populated district.

Upon the recommendation of the Health Committee, prompted by our Medical Advisers, an annual grant of \$3,500.00 has been voted to help the establishment and maintenance of an hospital for patients suffering from tuberculosis, and twenty beds will be reserved for patients of this City who cannot afford to pay.

NOTES AND INFORMATIONS SUPPLIED BY DOCTOR PAQUIN,
MEDICAL DIRECTOR, DOCTOR GOSSELIN, ASSISTANT MEDICAL
DIRECTOR AND DOCTOR GUIMONT, DIRECTOR OF
THE MUNICIPAL LABORATORY

During the years 1910-1911-1912-1913, the work done by the Board of Health has been one of preparation and of general improvement.

Here is, in a brief summary, the work accomplished:

1° An increase in the personnel of 13 to 23 officers and employees.

2° Complete organization of the municipal laboratory, according to modern ideas, so that it can compare with any in the Dominion.

3° Invaluable services rendered by the Antituberculosis League properly subsidized and managed by devoted and zealous members, their usefulness increasing from year to year.

4° Complete reorganization, according to the methods of Doctor Pasteur, of our old Civic Hospital, with clinical lessons for contagious diseases, open to medical students.

5° Two new ambulance waggon services for contagious diseases, for sick persons, and for the victims of accidents.

6° Strict enforcement of by-laws against old fashioned water-closets, and unsanitary closets.

7° Careful watch kept over disinfections, and rigid enforcement of quarantine laws in cases of contagious diseases.

8° Educating the people as to sanitary precautions, by all available means of publicity.

9° All facilities given to the Medical Advisors to attend health congresses outside of Quebec.

10° Strong support granted to the Health Department by the City Council, who never refused their cooperation.

Under different headings, here follows a summary of the work accomplished by the Health Department:

I.—EDUCATING THE PEOPLE

By means of the press, written communications, advice of all kinds; conciliation of the personal interests of the people with the exigencies of sanitary inspections of the water supply, of milk and cream, of bakeries, groceries, fruit and vegetable stores, private stalls, market halls, markets, dumping grounds, hotels, theatres, factories, schools, private residences, dairies, milch cows, etc.

II.—WATER SUPPLY

Every day, during the past years, the territory wherein lay the sources of our supply has been strictly and carefully inspected by our two inspectors. More than twenty thousand dollars were spent in one single year to suppress the causes and sources of pollution which have been discovered. We have succeeded in putting a stop to the floating and driving of timber, to the practice of canoeing and bathing over our sources of water supply.

III.—NEW CIVIC HOSPITAL

This edifice, which is a model of its kind, provided with the most up-to-date appliances, is destined to fill a long desired improvement, and to help in reducing to a minimum the number of cases of contagious diseases, as the public more enlightened, instead of concealing cases at home and thus spreading the contagion, will, of its own movement, bring them to be cared for at the Civic Hospital. Seven lady nuns of the Order of the Sisters of Charity are in charge of the different wards of the new hospital, which is opened to patients of all creeds, ministers of all religious denominations being admitted to visit in freedom the patients belonging to their respective congregations.

The management in the hands of the Reverend Sisters will be as perfect and as economical as possible.

The new hospital was blessed, inaugurated and opened to the public in September last, in a solemn demonstration, in

which participated His Eminence Cardinal Begin, His Honour the Lieutenant Governor of the Province, the religious and civic authorities of the district and more than three hundred citizens. The new isolation hospital stands as a monument of which we may be proud.

There is ample accomodation for fifty-five patients who can be absolutely isolated.

The hospital is under the direction of Doctor Jos. Gosselin, Assistant Medical Adviser of the City. But, at the same time, all the physicians practising in the City of Quebec have an absolute right to continue to treat their patients when in the new hospital.

Seven lady nuns belonging to the Sisters of Charity are actually doing service in the hospital which is opened free to all sick patients of all religious beliefs, and ministers of religion of all creeds will be admitted freely to visit the patients belonging to their congregations.

IV.—HOSPITAL FOR PATIENTS AFFECTED WITH TUBERCULOSIS

Another sign of progress is demonstrated by the transformation of our old Civic Hospital at the Palais, into an hospital to receive patients suffering from tuberculosis and who cannot afford to pay for their treatment.

The City having voted an annual grant of \$3,500.00, this hospital has been renovated, disinfected and may accommodate at least fifty patients until such time as the proposed new hospital shall have been put in service.

Moreover, the Council has offered a contribution of \$25,000. to help the establishment of a modern hospital for the treatment of patients suffering from tuberculosis, on condition that the Provincial Government shall grant an equal sum. We are now in hopes that we shall soon have an hospital equipped with the most modern appliances to heal the sick, and protect the healthy people from contagion.

V.—INSPECTION OF SCHOOLS

The rigid inspection of schools is certainly one of the best means of controlling the spread of contagious diseases. Thanks to the organized system now in operation and strictly enforced, contagion will hardly spread from the home to the school, or from the school to the home. This has been proved by the experience of the two past years.

VI.—PUBLIC SALUBRITY

The cleanliness of our streets resulting from their pavement in durable materials, together with the severe control of dumping grounds, the regular cleaning and watering of the roadways, are powerful factors in the present healthy condition of our City.

VII.—MILK

Never has the sale of milk been brought under such severe control as it is now. Samples of milk are constantly taken for the purposes of chemical and bacteriological tests, which are made by two recently appointed inspectors, who both carry diplomas of efficiency from the dairy school of St. Hyacinthe, P. Q.

VIII.—CONTAGIOUS DISEASES

All practising physicians are in duty bound to report to the City Board of Health all cases of contagious diseases coming under their notice. The Board sends inspectors and, if necessary, one of the Medical Advisers of the City, who attend to the application of the law and City by-laws.

During the year 1915, 95 houses have been placarded.

281 dwellings have been disinfected;

61 patients have been cared for at the Palace Hospital;

303 persons have been disinfected;

125 disinfections have been performed at the house;

81 sick persons have been transferred.

329 loads have been brought to the disinfecting apparatus.

440 families have had their household linen and beds disinfected at the disinfecting apparatus.

8,709 dwelling places have been inspected and special instructions given.

3,955 second visits have been made to ascertain if instructions had been complied with.

933 groceries and candy stores have been inspected and receive proper directions.

Inspections have been made of private boarding houses, factories, coffee houses, hotels, restaurants and boats carrying passengers: 1,120.

A strict watch has been kept over all dumping grounds, yards, public laboratories, public water basins.

Also frequent visits have been made of theatres all over the City.

Inspection and close watch of all restaurants on the exhibition ground.

Law suits have been taken against delinquents milkmen, of whom 18 were condemned.

503 inspections have been made of bakeries and seizures of bread under weight.

A close watch has been kept over ice houses where ice is kept for public consumption, as well as over the cutting and storage of ice.

4083 domestic reservoirs or tanks have also been inspected.

752 posters have been placarded to stop the evil practice of spitting on floors, sidewalks or streets.

Improvements have been suggested to the cattle market and municipal stables.

The Board of Health has closely followed the building and equipment of the isolation hospital, as well as the repairs to the old Civic Hospital, now affected to patients suffering from tuberculosis.

3,790 letters have been received or sent, not counting the circular notices.

403 permits have been delivered to funeral undertakers for the transfer of corpses.

11,900 inspections have been made of markets and private stalls.

10,488 pounds of unhealthy meats have been confiscated.

The inspection of milk has been carried on every day in the year and thousands of printed directions have been distributed all over to all the milkmen exercising their trade in the City.

It is the special duty of the sanitary inspectors to bring into the Board of Health, at regular intervals, samples of milk and cream. These samples are examined and tested by Mr. Allard, the expert analyst, and in serious cases, by Doctor Guimont.

A record is kept for each milkman and if fault is found with the milk or cream, or in the condition of the stables, or in the health of the cows, a notice is served upon the milkman.

If he does not comply with the instructions given, or if he repeats the offence, he may be sued and fined by the Recorder's Court, or in serious cases, he may be deprived of his license.

The Board has distributed printed direction explaining the most modern discoveries, either by letters, notices or newspapers correspondence.

THE MUNICIPAL LABORATORIES AND ITS OPERATIONS

Since 1906, we have in operation a municipal laboratory wherein is made the chemical analysis or the bacteriological test of milk, of food stuffs, and the test to probe cases of contagious diseases.

This laboratory first organized by Doctor Guimont, was under his direction from 1906 to 1908, when, upon his retirement, Doctor A. Vallée was appointed to replace him.

Doctor Vallée having in his turn resigned, in 1913, Doctor Guimont was reappointed Director of the Laboratory, which position he still holds.

Here follows a summary of the operations of the Municipal Laboratory during the year 1915:

Samples of milk brought in, filtered and analyzed....	5,354
Bacteriological diagnostics performed.....	574
Analysis of water from the water supply.....	260
Chemical examinations of cream.....	125
Bacteriological examinations of cream.....	65
Chemical analysis performed at the request of private individuals.....	241
Bacteriological analysis performed at the request of private individuals.....	140
Microscopic examinations of milk.....	1,519
Bacteriological examinations of milk.....	1,440
Sundries, etc.....	66
Total, analysis made, etc., etc.....	9,784

CONFISCATIONS

Since the month of June 1915, 2,900 quarts of milk have been confiscated from 56 milkmen.

Thousands of pounds of meat, fish, vegetable and fruit have also been confiscated as unfit for consumption.

INSPECTION OF MILCH COWS

Inoculations of the tuberculine upon cows.....	2,795
Inspections of stables.....	500
Cows condemned as being sick.....	233

INSPECTION OF SCHOOLS

All teaching institutions have been inspected and appropriate directions have been given in all the classes.

Visits made by the nurse to different families....	1,000
Visits made to the schools by the nurse.....	552
Notices sent to families of sick children.....	17
Notices given to schools denouncing contagious diseases.....	

REPORT OF MR. ARTHUR MARTINEAU

SPECIAL INSPECTOR OF THE RIVER ST. CHARLES AND ITS TRIBUTARIES ABOVE THE DAM AT LORETTE, BETWEEN
JANUARY 1ST AND DECEMBER 31ST, 1915.

*Nuisances suppressed bring too close to the water supply of the
City*

Dead animals removed	22
Defective sewers closed in laundries	11
Stables suppressed	31
Houses	9
Laundries suppressed	5
House sewers suppressed	13
Objectionable water-closets suppressed	11
Manure heaps removed	5
Manure boxes rebuilt	18
Draining wells rebuilt	5
Cowstables removed	2
Protests served against houses in construction	2
Protests served against stables in construction	2
Canoes counted on Sundays on River St. Charles	228
Winter roads on the ice reported	10
Bathers reported at Lake Beauport, (about 20 each day during 2½ months)	1,500
Notices served upon proprietors for nuisances which must disappear	12
Notices served	102

IX.—HEALTH DEPARTMENT

STERILIZATION—PURIFICATION OF WATER— CHLORINATION—FILTER

CITY OF QUEBEC

Municipal Laboratory

Quebec, February 22nd, 1916.

His Worship Mayor Drouin,
Quebec.

Mr. Mayor,

In September 1907, in my report to the members of the City Council of Quebec, after a succession of analysis, I have demonstrated the urgency of purifying artificially the water supply, through a system of suitable filter. Since I took charge again of the Municipal Laboratory, in 1913, I have made a serious study, methodically and periodically of the chemical and bacteriological conditions of the water of our supply, and a minute inspection of the watershed of the River St. Charles and tributaries made by Mr. Lafrenière, sanitary engineer of the province, has also demonstrated from the observations made and the reports laid before you that our water supply was exposed to contamination through numerous and constant agents, and thus arose thereupon a permanent danger to the health of the population of the City of Quebec.

All those facts, as well as the costly experience which we have acquired through the deathly epidemic of typhoid fever

due to the unsanitary water supply of the cities of Montreal, Toronto, Ottawa, Three Rivers, St. Hyacinthe, St. John, and others, have decided those who have in charge the care of public health to improve the sanitary conditions of our water supply.

With a full sense of your duty, you have, jointly with Doctor Dussault, Chairman of the Health Committee, taken the initiative of laying this important question before the members of the Health Committee, at their meeting held in June 1915, at which authorization was given to you both and to the Medical Advisers, Doctors Paquin and Gosselin, to study the many scientific ways by which our water supply for consumption by the citizens of Quebec could be freed of all causes of contamination.

As a result of this work and of our researches, we have come to the conclusion that the only way to secure effective and permanent protection of our water supply against all epidemics like typhoid fever and others, would be the filtration of water combined with the sterilization of water through the agency of liquid chlore.

Our opinion is confirmed by the report of Mr. Johnson, Consulting Sanitary Engineer of New-York, who, previously paid a visit to our Château d'Eau and gathered in reliable information as to the condition of the watershed from which comes our water supply, such information being given to him by Mr. Lafrenière and by Mr. Forrester, Chief Engineer of our Water-works.

All those reports conclude that we must set aside the widely circulated affirmation that we have never had in Quebec any serious epidemic, and that our water is the purest in this Province.

As it would take a certain time and a large expenditure to provide a filter, a preventive temporary measure supplying a quick remedy has been laid before the members of the Health Committee, at their meeting held on the 18th of this month. (February, 1916.)

This scheme recommends to adopt the process of sterilization of water known as chlorination of water. This mode of

purifying the water is only of recent application, and if one is not too exacting as to the real value of its results and is satisfied with what it can procure, it can be said that it is satisfactorily applied in many cities of the United States and Canada.

The bacteriae are killed in this process by oxydation, and the chemical reaction which follows is more or less effective, according to the physical characters of the water upon which it operates.

From the information gathered here and from the correspondence exchanged with several cities of the United States and Canada, where this process of sanitation of water is used exclusively, the general result shows that an average of 80% of the dangerous bacteriae are destroyed in the waters thus treated.

The distribution of liquid chlore through a water supply for purposes of sterilization is now practiced by means of a clever device manufactured in the United States, which automatically controls the distribution of chlore directly into the water supply in a required proportion according to the flow of water which runs through each main pipe.

In order to apply effectively this automatic system of distributing liquid chlore through a water supply, one requires a means of control of the quantity of water running through said main pipes at every minute of the day. This control can be effectively secured through an apparatus which is called "*venturi meter*". This *venturi meter* not only directs automatically the operation of the chlorination of water in suitable proportion, but, in the same time, it registers the quantity of water consumed by the population of Quebec.

Presently, we have no secure method for measuring the consumption of water and the figures of 160 to 180 gallons stated as the daily consumption of water per head are only guessed words. These figures are considered as enormous if there are no leaks in the three main pipes. Another advantage of this process is that it shows immediately the existence of a break, or of any default in the main pipes by which the water could run out of the main pipe.

Nowadays, all waterworks of the same importance of ours are supplied with "*venturi meters*". This device is of the utmost usefulness, and the purchase price and cost of laying out are comparatively small.

Mr. Mayor, the municipality of the City of Quebec has always taken the keenest interest for the improvement of the sanitary conditions of our city, and I have no doubt that the City Council will find that it is quite as important to secure for its inhabitants a pure and non contaminated supply of water as it has been found advisable to execute all the most modern improvements which now adorn our City.

I have the honour to be,

Mr. Mayor,

Your devoted servant,

(Signed) C.-O. GUIMONT,
Director of the Municipal Laboratory.

I entirely agree in the conclusions of the above memorandum as prepared by Doctor Guimont, Director of the Municipal Laboratory.

(Signed) Jos. GOSSELIN, M.D.,
Assistant Medical Adviser.

(Copy)

GEORGE A. JOHNSON

CONSULTING ENGINEER AND SANITARY EXPERT

150, Nassau Street

NEW YORK

February 14th, 1916.

Dr. N. A. Dussault,
Chairman Municipal Health Commission,
Quebec, Canada.

Dear Sir,

Pursuant to instructions on February 2nd, through Doctor J. Gosselin, Assistant Medical Health Officer, I spent the day of February 10th in Quebec, and visited the site of the Waterworks intake, at Lorette, in company with Doctor Gosselin; Doctor Guimont, Chief of Laboratory; Mr. Forrester, Chief Engineer Water Department and Mr. Theo. J. Lafrenière, Sanitary Engineer of the Provincial Board of Health.

Through the courtesy of these Gentlemen and yourself, I was enabled to possess myself of all the salient local features surrounding the question of how best to render the public water supply of water satisfactory from hygienic and æsthetic standpoints. In my professional life, I have been connected with a number of water problems bearing a striking similarity to that at Quebec, and with the local aspects clearly understood, I am able to report to you concisely and positively with respect to the improvements in your public water supply, which are demanded by the conditions now existing, and which will continue to exist in a magnified degree until such improvements are made.

CHARACTER AND VOLUME OF THE EXISTING WATER SUPPLY

The water supply of the City of Quebec is derived from a watershed upon which are resident some twenty persons per square mile. The character and area of the watershed above the intake at Lorette are such as to ensure a volume of water sufficient for the needs of the City of Quebec for many generations. The water is soft, and therefore well suited for all industrial uses, but, owing to the character of the catchment area, possesses an undesirable color, coming from decaying vegetation, and sometimes, particularly after heavy rains in the warmer months of the year, considerable turbidity in the form of mud, silt and clay. The population resident on the watershed contribute to the water a notorial amount of pollution, as would be expected, and as is amply confirmed by the results of analysis on file in your Laboratory and in the offices of the Provincial Board of Health.

POTENTIAL DANGERS TO THE PUBLIC HEALTH IN UNPURIFIED SURFACE SUPPLIES

It can be stated without reservation that public water supplies derived from surface sources, as in the case of the Quebec supply, cannot be considered safe unless they are subjected to purification before delivery to the consumers. The acquirement by purchase of all the land draining into River St. Charles above the intake at Lorette, obviously is precluded to the City of Quebec on costly grounds. Even if it were so acquired, the strictest kind of sanitary patrol would not eliminate entirely the danger from casual or accidental pollution by chance travellers, or even by the members of the patrol themselves, while crossing the watershed or traversing the streams draining it. Where a city does not own and control the watershed from which its water supply is derived, as in the case of Quebec, sanitary patrol will not do more than minimize the amount of sewage matters entering the supply,

and in some measure, this minimization is proportional to the thoroughness of the patrol system. It may be well at this point to call attention to the fact that the sanitary patrol organizations of most large cities having watersheds as large as that at Quebec number at least five times as many men as are engaged on this work at Quebec.

Public health officers recognize that all surface water supplies are open to danger of pollution at any time, and consequently, while looking with great favour on the practice of thorough sanitary patrol of the watersheds in the best interests of the public, also demand that such supplies be effectively purified before use. Twenty-five years ago, only 310,000 people on the North American continent were supplied with filtered water. To-day, the number has increased to over 20,000,000 people, and new filter installations are being laid down to serve not less than 1,600,000 more people each year.

EXPERIENCE ON THE TREATMENT OF WATER SUPPLIES SIMILAR TO THAT OF QUEBEC

There are dozens of water purification plants in efficient operation in Canada and in the United States, where the raw water supply is no more polluted nor objectionable to the aesthetic senses than the present supply of the City of Quebec. These purification works have been installed as sure measures of protection against disease, although it is to be admitted that in some cases, the construction of such works was delayed until a spectacular epidemic of typhoid fever awoke the people to the realization of the ever present dangers to which they had been subjected for years.

In this enlightened era, the average progressive community, filled with civic pride, is not satisfied with a water supply which is stained, which contains mud, and which shows the presence of bacteria of sewage origin practically all of the time. The water supply of Quebec has all these defects, but at a cost of less than fifty cents per capita, annually it can be made clear, colorless, and free from disease germs at all times.

Many others cities derive water of almost precisely the same physical, chemical and bacteriological characteristics as that of Quebec, from watersheds no more thickly populated. That cities using such water without purifying it escape with a relatively low amount of typhoid fever among the consumers is due to nothing more or less than good fortune. The only thing required to create an epidemic of disease among the consumers of such water is a single case of typhoid fever on the water shed, and the discharge of the wastes of this sufferer into the stream from which the supply is drawn. Absence of typhoid on the watershed unquestionably is the reason why Quebec has escaped thus far, but let typhoid make its appearance on the watershed and it is well-nigh a certainty than an outbreak in the City will follow. This has been the experience in numerous cities, and one case of typhoid is quite sufficient to cause an epidemic of prodigious proportions among the users of water contaminated by his excrements.

THE NEEDS OF QUEBEC

Concisely stated, there is no doubt that the water supply of the City of Quebec should be filtered. That is the only practicable manner in which the existing supply can be made wholly safe hygienically, and satisfactory from the standpoint of appearance. Public water supplies taken from rivers and lakes are never to be considered safe and satisfactory for human consumption until this is done. Unqualifiedly I recommend that steps be taken immediately looking to the construction of a filtration plant at Quebec. It is urgently necessary as a safeguard against disease, which, under the conditions now existing, may at any moment come from the water supply. It is desirable for the reason that clean water, that is clear and colorless water, is one of the chief prerogatives of a progressive people.

STERILIZATION OF THE WATER SUPPLY AS A TEMPORARY PROTECTIVE MEASURE

Until a filtration plant can be designed and built, a material degree of protection would be afforded by sterilization of the water supply. This can best be effected by chlorination, a process of water treatment which has been quite well understood for many years, and which has come into very general use within the past seven years. In this process, a minute but accurately gauged quantity of chlorine gas is discharged into the water, and the almost instantaneous destruction of a large percentage of the bacteria contained therein results. The process is inexpensive in operation and low in first cost.

There are very few cities where sterilization of the water supply is practiced in the absence of filtration, or otherwise than as a temporary expedient until a filter plant can be built and placed in operation. Commonly such cities have water supplies which are physically satisfactory, but contaminated bacterially. As a rule wherever sterilization is now practiced in the absence of filtration, the construction of a filtration plant either is in progress or is contemplated. All cities of size employing filtration also sterilize the filtered water to make doubly sure. This is all that modern sanitation affords in the line of methods of making pure the water supplies of the public, and by filtration and sterilization, all danger from water borne disease is eliminated.

Sterilization by chlorination will not do more than kill a large portion of the bacteria in the water. It will not remove a measurable amount of the color from a stained water, such as that at Quebec, and has no effect on the turbidity of water. Neither does it measurably change the chemical characteristics of a water. The process is one of sterilization, and that alone.

The efficiency of sterilization by chlorination, the most modern method, is far lower when raw waters are treated than in the case of filtered water. The latter are always free from turbidity and color, and require at all times about the same proportional dose of the germicidal agent. Unfiltered waters, like the Quebec supply, however, change in character, someti-

mes from hour to hour, running from clear to very muddy and from but slightly colored to highly colored. Such changes demand corresponding changes in the volume of sterilizing agent in order to effect the most efficient results possible, and sometimes overdosing occurs causing objectionable tastes of the chemical in the water, or underdosing, resulting in markedly lower sterilizing efficiency.

Again, where the water holds in suspension fine particles or organic matter, as is true of the Quebec supply, bacteriae, perhaps, the typhoid germ, may become embedded in these particles, and not coming in direct contact with the germicide will pass unscathed. It is true, unfortunately for the reliability of the sterilization treatment of unfiltered waters, that when heavy rains occur on the watershed, and when in consequence accumulations of filth are washed into the stream, the water is more than otherwise heavily charged with such suspended particles, and more liable to contain disease producing germs than at any other time. The efficiency of the sterilizing treatment, on the other hand, is the lowest at such times when it is urgently necessary that it should be at its highest degree of efficiency. With filtered water, this is never so, for suspended particles which afford protective coverings for the bacteriae have been filtered out.

Nevertheless, next to filtration, sterilization by chlorination will afford the greatest degree of protection against water borne diseases, and I therefore recommend that such a plant be installed at once pending the construction of a filtration plant. When the filtration plant has been built and placed in operation, the chlorination plant can be made apart of it, and be continued as a desirable adjunct to the filtration process of purification.

My observations led me to recommend that the sterilization plant be located on the line of the pipes now supplying water to the City, at a point in or near the village of Lorette where approximately twenty to twenty-five pounds pressure can be obtained. At this point, venturi meters should be installed on each of the three existing pipe lines, and the chlorination appa-

tus be connected to these. The devices thus installed will be automatic in their action, and the application of a uniform quantity of the germicidal agent be insured. The entire sterilizing apparatus and recording devices from the venturi meters would be contained in a house perhaps twenty feet square. Provision should be made to heat this building so that temperature therein will not at any time fall below about 68 degrees Fahrenheit.

In selecting a site for the location of the chlorination plant, consideration should be given to the selection of a site which will best suit the requirements when a filtration plant is built, for the two should be together, and arranged so as to allow the entire purification process of filtration and sterilization to be carried through without pumping.

I have studied the various chlorinators offered on the market, chief among which for efficiency, reliability and cost may be mentioned the machines furnished by the Electric Bleaching Gas Company and the Wallace and Tiernan Company both of New York, and for reason detailed in the appendix of this report, I recommend the Wallace & Tiernan device as best suited for your needs.

CONCLUSIONS

To recapitulate, the water supply of the City of Quebec is normally colored, and possesses a noticeable turbidity which becomes very marked at times. Bacterially, it shows unmistakable signs of sewage contamination, and there is no sound reason why an outbreak of typhoid fever should not occur in Quebec at any time if a case of this disease should occur on the watershed.

To make the water supply of Quebec perfectly safe and aesthetically satisfactory at all times, filtration is the only

remedy. Sterilization will afford a substantial degree of expedient protection, and its immediate adoption is recommended but I repeat emphatically that steps looking to the construction of a filtration plant, which will provide a permanent safeguard against water borne diseases, should be taken without delay.

Very respectfully submitted,

(Signed) GEORGE A. JOHNSON,
Consulting engineer.

APPENDIX

REASONS WHY THE WALLACE & TIERNAN APPARATUS IS RECOMMENDED FOR QUEBEC

1° The apparatus is capable of fulfilling the functions it is called upon to perform.

2° The method of controlling the chlorine flow is theoretically correct and has been demonstrated correct under actual working conditions.

3° It is the most simple chlorine control apparatus available, in my opinion.

4° All essential parts of the mechanism of the apparatus are easily accessible.

5° I consider it at least the equal in durability of any chlorine apparatus available.

6° Its reliability is indicated by the blue print submitted herewith showing the uniformity of the delivery of liquid chlorine gas through control machines. The data from which this blue print was made were obtained from authentic comparative tests between the different makes of chlorine control apparatus.

7° The apparatus is so designed that continuous operation is insured. A typical instance is that of Scranton, Penn., from whence a recent report was received to the effect that one

of the chlorinators there installed had operated continuously for sixteen months without any interruption whatsoever, and without any attention other than that required to change the chlorine cylinders.

8° Chlorine in the dry state is relatively non corrosive, whereas chlorine in the presence of moisture is extremely corrosive. The Electro Bleaching Gas apparatus, being entirely of the solution feed type, chlorine is mixed with water and therefore chlorine and moisture being present together the danger of corrosion is ever present.

With the Wallace & Tiernan apparatus recommended at Quebec, the direct feed type is to be used, and as there is no water near the apparatus, the dangers of corrosion is eliminated.

9° With the Wallace & Tiernan apparatus, there is a check valve of approved design furnished to prevent moisture from entering the control apparatus.

10° The vulcanite tubing such as used in the Electro Bleaching Gas machine will slowly corrode, become fragile and is easily broken.

11° Owing to the principles upon which the Wallace & Tiernan apparatus is constructed, there is no measurable variation in the amount of gas delivered by the apparatus for any one setting of the control valve. This fact is well illustrated by the blue print submitted herewith.

12° The Wallace & Tiernan apparatus is simpler in its construction and more durable and easier to operate than the Electro Bleaching Gas apparatus.

13° The method of controlling the flow of the chlorine is practically correct, and ensures accuracy of flow.

14° The reducing valves used to regulate the flow pressure with the Electro Bleaching Gas apparatus offer mechanical difficulties.

X.—FERRY COMMITTEE

1910-1916. Meetings: 30; reports: 14.

President: M. P. DINAN, 1st March 1910, 2nd October 1912.

" M. J. A. COLLIER, 16 October 1912-1916.

FERRY

The ferry service between Quebec and Levis inaugurated by the new Company has given raise to lengthy discussions in the Ferry Committee and the Council.

The old Company, which had run that service for more than thirty years keenly felt the loss of the contract which it held for so many years. Bitter hostility aroused between the rival Companies which developed into many law suits before the Court, but the old Company at last gave up the fight, and although frequent complaints were made against the new service, it appears that the public in general express satisfaction with the new service. As stipulated in the contract with the city, the new Ferry Company have completed the building of new offices for tickets and waiting room on the Finlay market wharf.

At the pressing request of the Quebec Central Company the City extended its new buildings on the old front of the wharf landing on Dalhousie Street. Two modern edifices have been built, one for the Ferry Company, and the other, for the Quebec Central, the Intercolonial and the Corporation of Pilots, etc.

It had been agreed that in the portion occupied by the Quebec Central, some space would be set aside for a police station, heretofore in the Champlain market hall, now abolished. Once the building was completed, it was found that the space reserved for the police station was insufficient, and the police station was transferred to some other place. The two new

buildings are separated by a porch, which is closed by iron doors and railings, and in the plans proposed, this iron work was to be of a monumental aspect. But when the work was executed, they were found to be inferior to those adopted, and the Council had to take proceedings to compel the contractor to execute the plans as adopted by the Council, and now these buildings are really an ornament on the water front. As to the Corporation of Pilots it has been absorbed into the Marine Department, and their offices are vacant.

XI.—SPECIAL COMMITTEES

1ST MARCH 1910—1ST MARCH, 1916

Several special Committees entrusted with the study of particular subjects have been appointed during the six years, and have held 44 meetings, out of which several reports were drawn up and sent to the Council.

Most of those 44 meetings have been taken up each year by the discussion and the preparation of amendments to the City Charter.

One of those Committees was appointed to consider the advisability of a better mail service between Canada and England.

Two of these Special Committees had to consider the proposed annexation of the municipalities of Ville Montcalm, (now Belvedere) and of the Little River.

Another Committee conducted an enquiry to bring in a reduction of rates of fire insurance. Another Committee discussed the appointment of the Chief of the Fire Brigade. Another Committee took up the question of slaughter houses (Abattoirs). Another Committee was asked to report upon the salaries of permanent officers and employees.

XII.—BY-LAWS

UNDER THE DROUIN ADMINISTRATION

The following 80 by-laws have been prepared in Committee adopted by the Council and put in force.

440.—Budget—Taxes and assessment, 1st May 1910-11—17½%.

441.—Private stalls, Limoilou.

442.—To amend N° 492 (order and peace)—Prohibition to boys under ten years and to women and girls to sell newspapers on the streets.

443.—To amend N° 313, hygiene—Cleaning of carpets.

444.—Concerning restaurant keepers.

445.—To amend N° 402, carters, drivers' tariff, etc.

446.—To abolish Champlain market: June 29th, 1912.

447.—To amend N° 364—Opening of streets.

448.—To amend N° 418—Private stalls.

449.—Annexation of Ville Montcalm (abandoned at the first reading).

450.—Budget—1911-12—17½%.

451.—Annexation of Little River (voted down by electors).

451A. Fire Brigade.

1.—Internal government of Council—General by-law.

1A. To reduce number of Standing Committees.

2.—Finance, taxes, licenses, etc.—General by-law.

2A. Finance—to abolish tax on automobiles.

2B. Budget—taxes and assessments—1912-13—17½%.

2C. Tax on automobiles.

3.—Markets: general by-law.

3A. To amend N° 3, markets (Boxes, vehicles on markets).

3B. Private stalls (400 feet square—plate glass).

4.—Carters and tariff—General by-law.

- 12. —Voting divisions.
- 15. —Compulsory vaccination.
- 16. —Names of streets (Ste Therese, Grenier, etc.).
- 16A. Names of streets (Turnbull, etc.).
- 16B. Murphy Street.
- 17. —Widening Dorchester Street north.
- 18. —Controller of licenses (not enforced).
- 19. —Widening Bridge street (north-west 5,355 feet).
- 19A. Widening Bridge street (north-west 7,558 feet).
- 20. —Montcalm monument—the property of the City.
- 21. —Closing of certain stores at 7 P. M. (dropped).
- 22. —Fire Brigade (right of way for carriages).
- 23. —New system of electric lighting—ornamental posts.
- 24. —Construction of buildings—precautions against fires.
- 25. —Limoilou—approaches to Drouin bridge.
- 26. —Houses of prostitution—General by-law.
- 27. —Cab stands—cattle market.
- 28. —Pension fund—permanent officers and employees.
- 16C. Names of streets.
- 285A. Police Committee.
- 370A. Lines of electric tramway tracks—general by-law.
- 22A. Circulation of vehicles on streets.
 - 5. —Food stuffs—sale of butter by the weight.
 - 6. —To name the Drouin bridge.
- 22B. Fire Brigade.
- 27A. Cab stand, Bagot Street.
- 27B. Cab stand, Bagot Street (dropped).
- 449. —Annexation of Ville Montcalm—In force.
- 24A. Construction of buildings—precautions against fire.
- 451. —Annexation of Little River—Adopted—Voted down by the electors.
 - 7. —Order and peace—prohibition to solicit clients on the streets.
- 16D. Substitute the name of Lavigueur to Martello Street.
- 16E. Widening of La Canardière Road.
- 16F. Widening of Charlesbourg Road.
- 16G. Widening of Jacques-Cartier Street—approaches to Bickell bridge.

- 5A. To control the sale of milk and cream.
 - 31.—Closing of stores at 7 o'clock (abandoned).
 - 2D. Taxes upon circus companies.
 - 1B. To close offices in City Hall at 5 o'clock P. M. (dropped).
 - 6A. To name the Dorchester bridge.
 - 5B. To amend 5A (control of sale of milk and cream).
 - 10.—School tax.
 - 3C. To establish and define the limits of the new Jacques-Cartier market.
 - 3D. Tariff of wharfage dues, new Jacques-Cartier market.
 - 3E. Sale of farm produce in the streets.
 - 5C. To control the sale of milk and cream.
 - 16H. Names of streets.
 - 24B. Precautions against fire.
 - 294A. Leading animals in the streets.
 - 1B. To transfer the Dorchester electric contract to the Public Service Corporation.
 - 405A. To close certain streets in Limoilou.
 - 313A. Sale of butter by the weight.
 - 313B. (5D) Sale of butter by the weight.
 - 2E. Tax of \$20.00 on traders coming to exercise their trade wholesale in Quebec.
 - 5E. Milk and cream.
 - 26A. Houses of prostitution.
 - 29.—False fire alarms.
 - 29A. Order and peace.
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XIII—DEPARTMENT OF THE RECORDERS COURT

HIS HONOR THE RECORDER E. A. DERY—HIS HONOR
THE ASSISTANT RECORDER EUGENE DES-
RIVIERES—MR. THEODORE DUBE,
CLERK OF THE RECORDER'S
COURT

MEMORANDUM PREPARED BY MR. THEODORE DUBE
CLERK OF THE RECORDER'S COURT

The work performed by the Recorder's Court in the administration of the City is rather a silent work, which does not perhaps strike public attention as much as other departments, but all the same it plays an important part in the administration since it is entrusted with the enforcement of the numerous laws and by-laws which govern our civic administration.

It is not either,—to speak commercially,—a department producing revenue, but all the same it brings to the City a fair income.

Less favoured than other tribunals, its sittings are held all the year long, except on the legal holidays, and its officers and employees are kept must busy during the months of the finest season of the year.

The revenues of this department falling into the civic chest are composed of the fines and legal costs in penal and civil actions. For the Recorder's Court is not simply a tribunal for the punishment of offenders, but is within its competency

a civic jurisdiction equivalent to that of the Superior Court or of the Circuit Court. It sometimes has to deal with very important legal questions, and in many cases, an appeal from its decisions may be carried over to the Supreme Court, and even to the Imperial Privy Council.

Thus it is that the Recorder's Court and its department hold an important place and represent laborious work which should not be ignored, because they are not simply clerk or accountant's work or business routine.

Our City Charter having been granted under the United Canadas all penal or civil actions based upon laws or by-laws in force are issued from the Recorder's Court in the name of the City of Quebec, which has the right to all the fines which are imposed and which greatly add to the revenues of our municipality.

The following figures gathered during the six years of the Drouin administration will show the work of the Recorder's Court and of its department.

Let us refer to the year 1910, at the beginning of the present administration notable for the progress, improvements and considerable public works, and the development of the City which has followed, and we will then each year see what the Recorder's Court has done for service of the public.

IN 1910

Prisoners who appeared:	
For drunkenness (Outsiders)	854
For drunkenness (Quebecers)	436
For other offences	134
Total	1,424
Penal actions issued:	
For divers offences	1,566
Bar rooms opened on Sundays	6
Houses of ill-fame	13
Theatres opened on Sundays	47
Total	1,632

Amounts collected in penal actions:

Fines.....	\$ 6,508.28
Costs.....	1,528.61
Total.....	<u>\$ 8,031.89</u>

Civil actions issued:

Writs of summons.....	2,153
Writs of seizure and execution.....	765
Writs of seizure execution (personal taxes).....	2,486
Total.....	<u>5,404</u>

IN 1911

Prisoners who appeared:

For drunkenness (Outsiders).....	1,141
For drunkenness (Quebecers).....	498
For divers offences.....	124
Total.....	<u>1,763</u>

Penal actions issued:

Divers offences.....	1,390
Bar rooms opened on Sundays.....	12
Houses of ill-fame.....	20
Total.....	<u>1,432</u>

Amounts collected in penal actions:

Fines.....	\$ 4,562.04
Costs.....	1,298.78
Total.....	<u>\$ 5,860.82</u>

Civil actions:

Writs	2,506
Writs of seizure execution	843
Writs of execution (personal taxes)	2,759
Total	<u>6,208</u>

IN 1912

Prisoners who appeared:

For drunkenness (Outsiders)	1,099
For drunkenness (Quebecers)	562
For other offences	240
Total	<u>1,801</u>

Penal actions issued:

Divers offences	1,914
Bar rooms opened on Sundays	8
Houses of ill-fame	78
Total	<u>2,000</u>

Amounts collected in penal actions:

Fines	\$ 9,217.90
Costs	1,894.94
Total	<u>\$11,112.84</u>

Civil actions:

Writs of summons	2,278
Writs of seizure-execution	788
Writs of execution (personal taxes)	3,580
Total	<u>6,646</u>

IN 1913

Prisoners who appeared:	
For drunkenness (Outsiders)	881
For drunkenness (Quebecers)	678
For other offences	103

Total	1,662
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Penal actions issued:	
Divers offences	1,532
Bar rooms opened on Sundays	2
Houses of ill-fame	59

Total	1,693
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Amounts collected in penal actions:

Fines	\$ 6,284.90
Costs	1,855.98

Total	\$ 8,140.88
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Civil actions:

Writs of Summons	2,756
Writs of seizure execution	867
Writs of execution (personal taxes)	3,579

Total	7,192
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IN 1914

Prisoners who appeared:	
For drunkenness (Outsiders)	1,533
For drunkenness (Quebecers)	772
For other offences	181

Total	2,486
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Penal actions issued:

Divers offences	979
Houses of ill-fame	42
Theatres opened on Sundays	7
Total	<u>1,028</u>

Amounts collected in penal actions:

Fines	\$ 7,852.11
Costs	1,727.01
Total	<u>\$ 9,579.12</u>

Civil actions:

Writs of summons	3,529
Writs of seizure executions	1,741
Writs of execution (personal taxes)	3,907
Total	<u>9,177</u>

IN 1915

Prisoners who appeared:

For drunkenness (Outsiders)	990
For drunkenness (Quebecers)	714
For other offences	279
Total	<u>1,983</u>

Penal actions issued:

Divers offences	1,270
Bar rooms opened on Sundays	3
Houses of ill-fame	32
Total	<u>1,305</u>

Amounts collected in penal actions:

Fines.....	\$ 6,767.00
Costs.....	2,202.61
Total.....	\$ 9,969.61

Civil actions:

Writs of summons.....	3,475
Writs of seizure execution.....	1,849
Writs of execution (personal taxes).....	3,894
Total.....	9,218

In the above tabulated statements, which might have been more detailed but would have been too long, for this summary, one is struck by the low figures of the costs of procedures before the Recorder's Court. The reason is that the legislator thought that it would sufficiently meet the ends of justice if the offender was charged only very light costs for infringement of laws and by-laws of the City. These costs are practically insignificant; for instance, in civil cases, in the Recorder's Court, the cost of the summons even for a case of \$10,000.00 are only \$2.50, and so it is with the costs of the execution of a judgment.

Most of the costs and fees in civil cases do not figure in the above tabulated statements, because they are sent and paid straight in the Treasurer's department, where they are entered to the credit of the treasury, a thing which is not fair to the Recorder's Court, because thousands of dollars are paid there for which the department of the Recorder's Court is not given credit before the public.

In 1910, the Board of Valuers was established as an extra judicial tribunal composed of the valuers of the City, their functions being to hear in first instance the complaints of the tax payers against the valuation roll. The

Clerk of the Recorder's Court, or his assistant acts as clerk of this board and the documents relating to it are kept in the archives of the Recorder's court.

Statement of the number of complaints laid before the Board:

1910-1911.....	119
1911-1912.....	266
1912-1913.....	348
1913-1914.....	168
1914-1915.....	183
1915-1916.....	124

In 1912, at the pressing request of the religious authorities, catholics as well as protestants, and of a large number of citizens, the City appointed special agents to look after public morality. Detective Bussi res was first appointed, in January 1912, but as he had too much to do with a city of 90,000 souls, detectives Arthur Paquet and Joseph Beaudoin were also appointed.

In March 1913, the old by-law concerning houses of prostitution or ill-famed, being considered by far too tolerant, was repealed and replaced by a much stricter one. This new by-law has again been amended in order to increase the punishment by the Recorder's Court of all defenders against the by-law. Offenders are now liable to a fine of one hundred dollars, besides the costs, or in default of payment, to six months of imprisonment at hard labour,—or six months of imprisonment without the option of paying a fine,—or to both fine and imprisonment in the discretion of the Court. In virtue of the last named by-law, the Recorder has condemned and imprisoned three of those unfortunate offenders of the worst character. They were condemned upon evidence gathered by the agents of public morality, who must be complimented on their vigilance which is not sufficiently appreciated by the public.

In their humble sphere, these agents have a most difficult and unpleasant task to perform. Now that houses of prostitution have been driven out of the limits of the City,

our agents have to track vice wherever it is concealed. Sufficient evidence must be gathered before an information may be laid before the Recorder's Court. Witnesses are difficultly persuaded to give evidence against ill-famed houses or their occupants. Our agents cannot therefore be held responsible when the cases are not sufficiently proved. Besides, it must be borne in mind that the figures of actions taken against houses of ill-fame do not give justice to the diligence of our morality agents. Many offenders fled when they found that they were too closely watched. Many young girls, some under fourteen years, have been persuaded by our morality agents to take refuge in the Convent of the Good Shepherd. A certain number of cases have also been brought by our morality officers before the Police Court.

During the past year, the suppression of publicly known houses of prostitution has led their former occupants, or those who imitate them, to find a new field of activity along the streets or public houses of the lowest class. Our agents follow them without mercy, and as soon as they can arrest them lawfully, they bring them before the Recorder's Court, or the Police Court.

The above details and figures plainly show the valuable service done by these agents for the protection of society, and the Recorder's Court finds in them faithful and devoted co-operators in the work of redemption which is entrusted to them.

Since the month of May last, some changes have been made in the personal of the Recorder's Court. Mr. Edward Foley, Clerk of the Recorder's Court during a period of over forty years, has taken his pension. Devoted to his office and very active, he never spared himself, giving the whole of his time. The citizens of Quebec fully appreciate him as a good man. Let us simply state that he has always been faithful, to his duty, charitable, merciful and sympathetic to the poor, to the humble offender, even to those of the worst class, who were brought before the Court. The writer has succeeded him

in office, and the City has given fair justice and encouragement to the other officials of the Recorder's Court by granting to each well merited promotions.

CONCLUSIONS OF THE SUMMARY

OF THE SIX YEARS ADMINISTRATION OF HIS WORSHIP MAYOR DROUIN

In concluding this summary, which deals briefly of the operations of six years of administration, it seems opportune to point out in a few lines the most important results obtained.

First, the financial condition of the City appears to be in a fair situation if one takes into account the financial straits in which the terrible war in Europe has placed the whole world, and if account is also kept of the important works which have been executed on capital account by means of loan.

Our credit has been maintained and even increased by the fact that the City limits have been enlarged by the increase of our population, by the natural increase of our revenue and by the progress which appears resulting from the constant increase in building operation and also by the embellishment which has changed the aspect of our city.

In spite of adverse circumstances and whilst the financial crisis becomes more acute, we have been welcomed on the London stock market, where our debentures have been floated with advantage, if compared with the results obtained by the cities of much greater importance than ours and even by government.

The agreement which we have concluded with the Bank of Montreal for the handling of our funds is decidedly a testimonial of confidence in our city and also in the administration which conducts our municipal affairs.

Add to this the confidence also shown by the public by the constant increase of the construction of buildings, notwithstanding the increased cost of labour and materials employed whilst everywhere building operations have been on the decrease.

Finally, the most bitter critics who find fault with everything are compelled to admit that the annual natural increase in the real value of property and consequent thereupon of the civic annual revenue,—which for the past years has varied between \$50,000. to \$75,000.,—is a fact which must allay the fears of the timorous and inspire confidence in our future.

The present administration points out with pride to the following reforms and improvements:

The change made of the basis of valuation of real property from the annual rental value to the real value. This long talked of change and so long delayed puts Quebec on the same footing as mostly all the great cities and towns of America and has put an end to an injustice which weighed heavily on the small property which comparatively was more heavily taxed than the larger property. This revolution has been accomplished quietly without raising the hue and cry which might have been expected. Comparatively few are the complaints raised against the valuation roll and their number decreases every year, so that one may infer that this change is practically accepted by the public.

The collection of the annual revenue is also greatly improved, the tax payers pay their taxes with less complaint. In November last, 1915, we have collected over one million of dollars, which has never been done before.

Of the financial question, let us add that the press has recently published in their columns that the great city of Montreal has a debt *per capita* of \$168.

In Quebec, our city debt averages between \$125. to \$130. *per capita*, taking our population as being 104,000.

Let us speak briefly of our public works, of which the most important are: permanent paving of streets and side.

walks; rebuilding of the Dufferin Terrace; works commenced on Boulevard St. Louis; straightening and widening on of St. Foye Road, La Canardiere Road and Charlesbonrg Road.

The building of three iron bridges on the River St. Charles, the widening, etc., of the fire and police stations; the improved lighting of our streets, ornamental posts, etc.; the building of the civic hospital.

We may be proud of our electric lighting as we have obtained a profitable ten years contract, before the expiration of the old one.

After laudable efforts of the Dorchester Company which have resulted in a considerable decrease in the cost of lighting our streets, public buildings, places of business, residences, etc., and when the Dorchester Company was compelled to stop its operations, we have found in the Public Service Corporation an auxiliary concern of the powerful Shawinigan organization, which has assumed all the obligations of the Dorchester Company, maintaining all the advantages of the previous contract, with in addition the prospect of the coming in our city of the transfer of electric power from the Shawinigan Falls sufficient for all our actual wants and for the requirements of the future.

The cost of electric lighting has gone down from 12 cents to 7 1-4 cents per kilowatt for private residences, etc.—from \$62.10 to 46.51 for each arc light; from \$24.00 to \$12.70 per lamp of 75 candle power which has put us in a position to pay for the increase light of ornemantal posts.

In the Water Works department, we have replaced all the minor water pipes by larger ones, and we have built the third main 40" pipe, which has trebled our water supply. This new wnter main had become necessary through the increase in population and the increase of our civic territory and was urgently pressed upon us by the Fire Underwriters' Association, who maintained in several of our wards prices which were found exorbitant and threatened to increase them if we did not improve the protection of property

against fire,—whilst, on the other hand, they solemnly promised to lower down their rates as soon as the situation would be improved. The new main pipe completed since 1913 works to the general satisfaction.

It was in order to obey the injunctions of the Fire Underwriters that we have completely reorganized our Fire Brigade, have doubled the number of its members, have transferred the appointment and discipline of its members far away from noxious influences and have put them under the limited control of a commission whose decisions are without appeal,—that we have built, repaired, enlarged and modernized our fire stations,—and that we have provided the Fire Brigade with all the most modern apparatus to give more rapid and efficient service. The whole having cost over a quarter of million of dollars, not including the increase of maintenance cost.

In return for all those sacrifices, we have obtained from the Fire Underwriters considerable reduction of the fire insurance rates, and we hope to obtain further reduction.

One word to note the increase of our municipal force which had become necessary since the enlarging of our civic territory.

Considerable changes have been operated in our markets. Several have been abolished, a new one has been opened near the Drouin bridge, which will be in operation as soon as the dam on the River St. Charles shall be completed.

We have also developed and improved our sanitary organization. The number of officials has been increased, the Municipal Laboratory enlarged. Let us point out the analysis, inspection and control of the sale of milk and cream, the rigid inspection of milch cows which supply milk to Quebec, the inspection of creameries and dairies, and of all places where food stuffs are sold, the establishment of a new civic hospital, the transformation of the old civic hospital at the Palais into a temporary hospital for patients suffering from tuberculosis, the rigid guard kept

over the water courses which supply our Water Works and the war declared to all nuisances which may contaminate the water of our water supply.

And to close this long enumeration, let us note the considerable work accomplished by the department of the Recorder's Court to which has been added a special service of public morality.

Before closing these remarks, we must note the remarkable results obtained in the negotiations begun with the Government of Ottawa in 1910 under the Laurier administration, in order to secure the completion of the railway plant and other public enterprises so important for the City of Quebec, which negotiations have been continued with the Borden administration since its accession into power in 1912.

The municipal authorities of Quebec have keenly appreciated the good will and sympathetic dispositions of our Government towards Quebec, and we hope to continue these amicable relations in the future.

Circumstances, no doubt, have delayed the execution of those great plans, but we must acknowledge that they are in progress, and in due time, we expect to reap all the benefits of those great works.

Such are the remarks which are inspired by the careful reading of the more detailed statements contained in this summary of the civic administration of Quebec during the last six years.

The Mayor and Aldermen of the City Council whose powers are going to expire are conscious of having accomplished their duty and given an honest administration of public affairs, and in retiring from office, they leave to their successors as a parting farewell: "continue forward in the way of progress, and like us maintain an absolute confidence in the future of Quebec".

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