



Condensed Reports of the Various Departments  
of the Municipal Government

of

*The Town of Dartmouth*

Nova Scotia

Together with the Mayor's Message

and

Such statistics, figures and pictures  
as provide a clear and informative summary  
of activities

For the year ending December 31, 1949

*Mayors*  
OF THE  
*Town of Dartmouth*

William S. Symonds .....	1873-75
George J. Troope .....	1875-77
William H. Weeks, M.D. ....	1877-80
James W. Turner .....	1880-81
John Y. Payzant .....	1881-83
John F. Stairs .....	1883-85
John C. P. Frazee .....	1885-86
Byron A. Weston .....	1886-87
James Simmonds .....	1888
Frederick Scarfe .....	1889-91
John C. Oland .....	1892-93
William H. Sterns .....	1894-96
A. C. Johnston .....	1897-01
Frederick Scarfe .....	1902-05
E. F. Williams .....	1906-07
Thomas Notting .....	1908-12
E. F. Williams .....	1913-18
H. O. Simpson, M.D. ....	1919-20
I. W. Vidito .....	1921
Walter Mosher .....	1922-24
Charles A. McLean .....	1925-27
Walter Mosher .....	1928-33
Walter A. Topple .....	1934-35
Walter Mosher .....	1936-37
L. J. Isnor .....	1938-47
A. C. Pettipas .....	1948-49

# GOVERNMENT OF THE TOWN OF DARTMOUTH

(INCORPORATED 1873)

FOR THE MUNICIPAL YEAR 1949



A. H. WAMBOLT  
Councillor  
Ward I



C. W. MERSON  
Councillor  
Ward I



I. L. HALEY  
Councillor  
Ward II



A. C. PETTIPAS  
Mayor



C. H. MORRIS  
Councillor  
Ward II



H. W. ASSELTINE  
Councillor  
Ward III



D. T. MARSH  
Councillor  
Ward III



N. D. MURRAY  
Councillor  
Ward IV



G. W. SPRAGUE  
Councillor  
Ward IV

## The Mayor's Report



The Ratepayers  
Town of Dartmouth  
Ladies and Gentlemen:—

It is a pleasure to submit my annual report for the civic year ended December 31st, 1949.

In keeping with a rapidly growing Town, a progressive program of permanent improvements and public utilities was carried out. The extensiveness of it, however, did not meet the demand due to the shortness of the season. Undoubtedly further capital expenditures for a furtherance of this program will continue for many years. The improvements in this field of public service were favorably received by the citizens.

During the year a record program of concrete curbs, gutters and sidewalks was carried out, the improvement being decidedly noticeable. Over 20,000 feet of permanent concrete curbs and gutters was completed.

Extensive installation of water and sewer was made in an effort to meet the demand. Applications for these utilities still continue to pour in and it now looks as though it will be a long time before all the work can be handled. Every section of the town is showing substantial development in this respect.

Today Dartmouth has 6.02 miles of asphalt streets; 8.07 of gravel and stone and 13.11 bituminous, a total of 27.20 miles. Asphalt sidewalks include 2.30 miles; concrete, 10.19; gravel and stone, 19.60, a total of 32.09. There are 23.27 miles of storm and sanitary sewers and 29.09 miles of water lines, a total of 52.36

Dartmouth is an important centre. Its progress and development in various fields is rapid and indications are that it will be accelerate beyond all expectations for many years to come. Its growth and development is substantial and permanent. Commercially and residentially Dartmouth is attracting the attention of prominent leaders of business from many outside places.

Dartmouth is the oldest incorporated Town in Nova Scotia, 1873.

Industrial activity has been encouraging. The older established plants continue to forge ahead. It is realized, however, that a wider variety of industrial development is greatly to be desired.

A record building program was commenced in 1949 and by the end of the year a major part of it was completed. A total of 154 dwellings, representing an investment of \$1,099,565, was completed. Apartments, stores, warehouses and extensive alterations to a number of private and commercial buildings were carried out during the year to boost the value of building permits, including the 154 fine homes, to a grand total of \$1,374,460.00.

The steady and solid development of Dartmouth is indicated by the assessed value of property, totaling \$11,839,950, including \$9,955,450 in real and \$1,904,500 in personal, and providing net assessable property totalling, \$8,237,000, made up of \$6,364,400 in real and \$1,872,600 in personal. Non-taxable property, including that owned by the Dominion, Provincial, Town, and that used for religious and charitable purposes, and concessions to widows, total \$3,603,950.00.

The civic budget for 1949, prepared early in the year, totalled, \$493,601.00, and the revenue received from all sources, including \$365,451.91 from taxation, totalled \$499,097.38. Expenditures for the year, totalled \$498,984.56, leaving a surplus on the year's operations of \$112.72. Included in the expenditures was a deficit of \$7,594.70 of the previous year for emergency work.

A review of the revenue fund of the town general account, for the year ended December 31st, 1949, shows assets at \$245,518.27, and liabilities at \$206,046.75, leaving a surplus over liabilities of \$39,471.52.

Capital fund assets at the end of the year totalled \$1,775,699.96; liabilities, \$1,091,212.67, leaving a surplus of \$684,487.29 over liabilities.

The water department promises to be a substantial source of revenue within the next few years, with sufficient money to meet all capital and current expenditures. The sale of water today is big business and undoubtedly will continue in that category. The demand for water is increasing at an alarming rate. The administration has been established to conform with modern and municipal practice. The gross surplus for the year was \$51,557.16, being 6.077 per cent on the depreciated plant value of \$348,402.62. Included in this revenue were items of \$14,782.65 from the flat sale of water and \$71,124.18 from meter rates.

The expenditures totalled \$127,785.33 and included debt charges of \$25,192.50, and a grant of \$29,000 to the Town. The net loss was only \$2,635.34.

Capital assets total \$1,024,479.67, in addition to sinking funds of \$91,099.24, to make a grand total of \$1,115,578.91. Surplus assets over liabilities total \$468,846.41.

The total tax levy for the year was \$365,451.91 and included \$15,380 from poll taxes. Of the total tax levy, \$227,606.91 was for general municipal or town purposes, and \$122,465 for schools. Tax collections for the year on current and outstanding taxes were exceptionally good, averaging from 85 to 86 per cent. Taxes outstanding at the 1st of January, 1949, totalled \$422,675.77, made up of \$365,451.91 from current levy; \$38,475.34 for 1948; \$18,248.64 for 1947 and \$499.88 for 1946. Of this amount a total of \$345,263.57 was collected, including \$307,097.78 of the current levy. The net balance outstanding at the close of the year, after \$10,951.49 was written off, was \$66,359.71.

Dartmouth's financial standing is strong, healthy and attractive in the financial markets, giving it a preferred position in the sale of debentures. Competition for town debentures is keen. A record price of 100.79 was obtained during the year for a bond issue of \$320,000, a net cost to the town of 3.147.

Commenting upon this fine showing Charles L. Beazley, the then deputy minister of Municipal Affairs for the Province, said: "I have computed the cost to the town of the money represented by the sale of \$320,000 debenture issue sold to a syndicate. At \$100.97 the actual cost of the money to the town is 3.147 per cent. So far as I can recall at the moment this is the cheapest money that has ever been sold by any municipal government lately and it is obvious that the good price obtained by the town for the bonds is a reflection of the high regard in which the town is held by the investment public."

Outstanding accomplishments during the year was the refinancing of a seven year outstanding water development indebtedness, payable to the Federal Department of Munitions and Supply, at a saving to the town of approximately \$100,000; the construction of a modern fire station; the completion of a modern police station; the finalizing of an exhaustive survey of the water service by qualified engineers, with an objective of capitalizing an expenditure of \$700,000 to guarantee an adequate water supply to meet all the requirements of the town proper, and an unprecedented supply for a naval development in Tufts' Cove, and to private enterprise outside of the town limits, and in addition for a supply to North Woodside and the Nova Scotia Hospital.

I am convinced that no town of its size in Canada has a greater future than has Dartmouth.

I wish to express my thanks to all those who contributed to the success of the civic administration during the year 1949.

Respectfully submitted,

ARTHUR. C. PETTIPAS, Mayor.

## *Public Health and Welfare*

The persistent use of toxoids by the Town Medical Officer in co-operation with the Victorian Order of Nurses has practically eliminated the danger of infectious diseases such as Diptheria and Whooping Cough. Such is a fact established in the report of Dr. H. A. Payzant, the Town of Dartmouth's veteran Health Officer.

Health of the Town was "very good" in 1949, judging by the official report which shows further that the water supply was well chlorinated and examined every week at the Government Laboratories for possible infectious germs. Tests of the water were made at different parts of the town every week.

The pasteurization of milk rendered it safe and the town experienced no trouble from that source.

Immunization clinics were conducted every week with the co-operation of the Victorian Order of Nurses at Notting Park in the North End and at the VON rooms in central Dartmouth. In this manner 1464 persons were immunized.

Residents of districts outside of town were encouraged to take advantage of these public clinics.

Summary of the report of the Victorian Order of Nurses, the Dartmouth branch of which received a grant of \$1,000 from the town and an additional \$1,500 for services rendered in all the schools, shows that a total of 7,350 children were examined and that 122 children were excluded from attending the classrooms by reason of this cleanliness check-up. 195 High School students were Patch Tested. 680 were inoculated against Diptheria and 175 were vaccinated against Smallpox.

Total expenditures for Public Health amounted to \$1,889.60. Of this amount \$1500.00 went to the VON for services rendered in the schools.

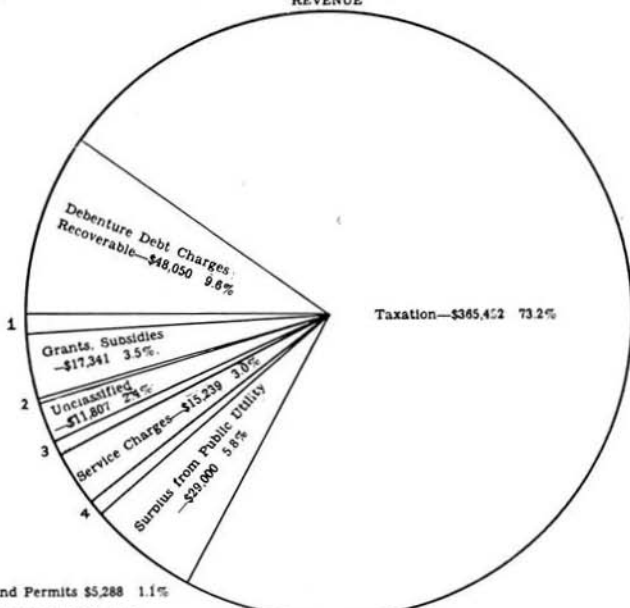
Public Welfare costs amounted to \$17,042.40. Of this amount the net hospital charges for indigents amounted to \$3,815.00. Patients maintained in mental institutions cost the town \$5,445.73 and inmates in charitable institutions \$4,312.01. The grants to private charitable organizations including the Victorian Order of Nurses, Halifax Visiting Dispensary, School for the Blind, Children's Hospital and the Salvation Army, amounted to \$1,850. Food and fuel and the burial of indigents cost \$745.91 and \$873.75 went for Child Welfare work.



School children being immunized

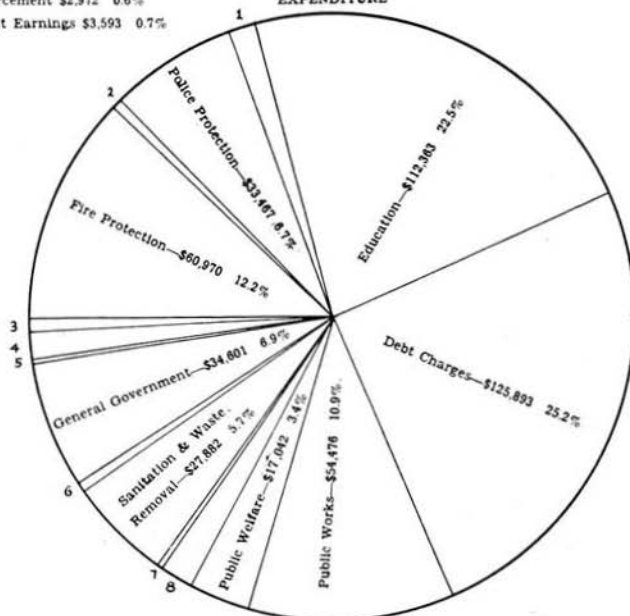
# Dartmouth Tax Dollar

## REVENUE



- 1—Licenses and Permits \$5,288 1.1%
- 2—Rents, Concessions \$355 0.1%
- 3—Law Enforcement \$2,972 0.6%
- 4—Investment Earnings \$3,593 0.7%

## EXPENDITURE



- 1—Street Lighting \$7,570 1.5%
- 2—Law Enforcement and Protective Inspection \$2,389 0.5%
- 3—Joint Expenditures \$3,395 0.7%
- 4—Deficit of Previous Year \$7,595 1.5%
- 5—Capital Expenditure \$482 0.1%
- 6—Conservation of Health \$1,890 0.4%
- 7—Municipal Levy for Cemetery \$800 0.2%
- 8—Recreation and Community Services \$9,170 1.6%



## The Financial Report

By graph on the preceeding page, and in the Auditors' report for 1949, is told the story of the Town of Dartmouth's financial operations for the year.

There is no doubt whatsoever that the Town enjoyed a successful year financially. The tax rate at 4.25 per \$100 of assessment was 35 points higher than the rate of the previous year.

**TOTAL REVENUES WERE JUST UNDER HALF A MILLION DOLLARS!**—highest in the history of the Town.

This resulted in a Surplus on the year's operations of \$112.72 after providing \$7,594.70 for the deficit carried over from 1948.

Total assessment for 1949 was .....	\$11,839,950.
Taxable property was assessed at .....	8,237,000.
Assessment exempt from taxation .....	3,602,950.

A graph on comparative assessments and tax rates is shown on the next page and illustrates the trend for the past 20 years.

Tax collections have continued at a high level and a comparison is illustrated on another page. This graph shows that in 1939 the total tax levy was just under \$200,000 and in that year \$133,125 was collected, representing 66.7%. In 1943 the levy was \$229,813 and the collections in that year amounted to \$186,742. or 81.2%.

It should be understood that this graph shows the trend of tax collections in the year they were levied. The difference between the taxes collected and those levied are collected in subsequent years, except in cases where the taxpayer has moved and his present address is unknown. The amount written off does not exceed 1% of the original levy.

The peak year of tax collections was reached in 1946, and despite the increased cost of living and the falling off of maximum employment, tax collections only fell off 2.1% in 1949, while the levy was increased from approximately \$250,000 to \$365,000.

Efficiency of the Town Clerk's office at Town Hall was stepped up during 1949 by the acquisition and operation of a mechanical receipting machine. The entire office was replanned and the lighting improved.

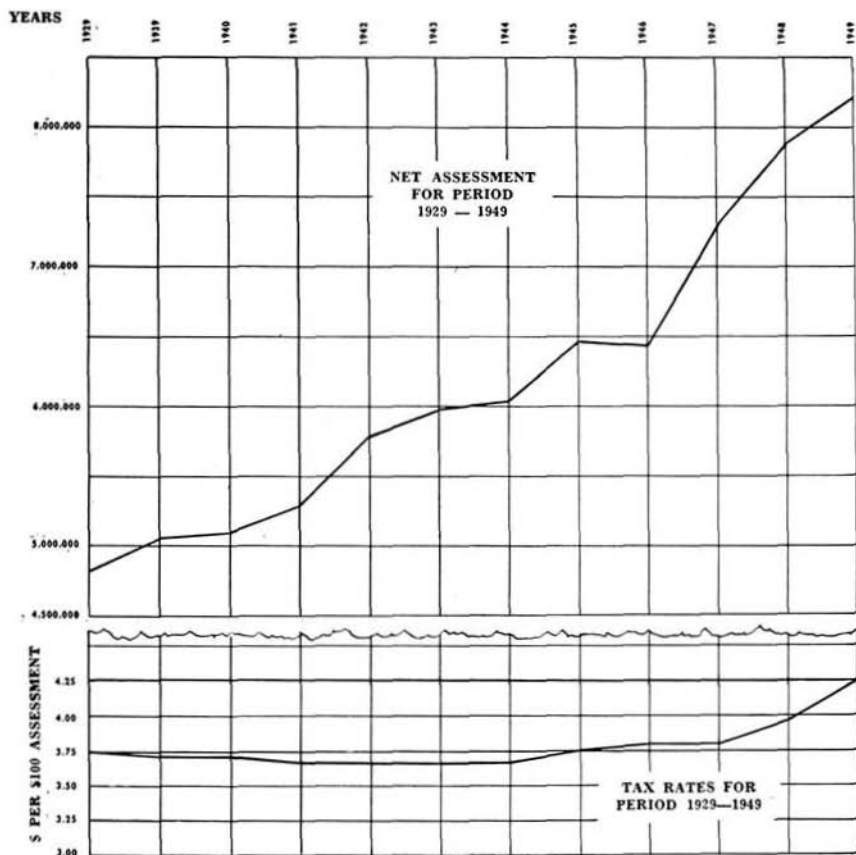
The General Tax and Water Accounting was changed over to the Ledger Tray Type of Accounts. This has speeded up the service to taxpayers in that accounts are handled with much greater dispatch. The system has been so designed that the future acquisition of a Billing and Posting Machine will not require further changes in the Department.

Revenues in the Water Department amounted to \$125,149.99 as compared to the 1948 revenues which were approximately \$700 greater. This meant, however, that more householders were paying for metered water service and were **PAYING LESS** than they had been under the Flat Rates.



**R. D. Thomson**  
Town Clerk and  
Treasurer

## COMPARATIVE ASSESSMENTS AND TAX RATES



Gross Surplus in the Water Department for 1949 was \$51,557.16, with a 6.0777. return on the depreciated plant value of \$848,402.62.

The current water rates, approved March 1, 1947, were designed to give a return of 6%. The present returns from the town's water system has proven that estimates made in 1947 were quite accurate.

In the General Account, the Credit Bank Balance amounted to \$32,863.08.

Outstanding Taxes were shown as \$66,360.71 against which there is a Reserve For Uncollectable of \$23,696.50.

The sound financial structure of the Dartmouth Municipal Government is reflected in the statement of C. L. Beazley, Deputy Minister of Municipal Affairs: "This was the cheapest money that any Municipal Government has obtained recently and reflects the high regard in which the Town of Dartmouth is held by the Investing Public." . . .

Payments into Sinking Funds authorized in the 1949 budgets amounted to \$18,937.

Serial Debentures amounting to \$48,000 came due and were paid off.

In addition, \$92,500 in Debentures were paid off from the sinking fund, as follows:

Schools .....	12,500
Water .....	29,500
Road Roller .....	4,000
Widening Windmill Road .....	8,000
Permanent Paving .....	36,000
Fire Truck .....	2,500
Total .....	\$92,500

Refinancing of an agreement with the Department of Munition and Supply for water improvements during the War years was carried through at a very substantial saving to the Town.

Total costs of these improvements were approximately \$265,000 and the Town agreed to pay as its share \$168,750.

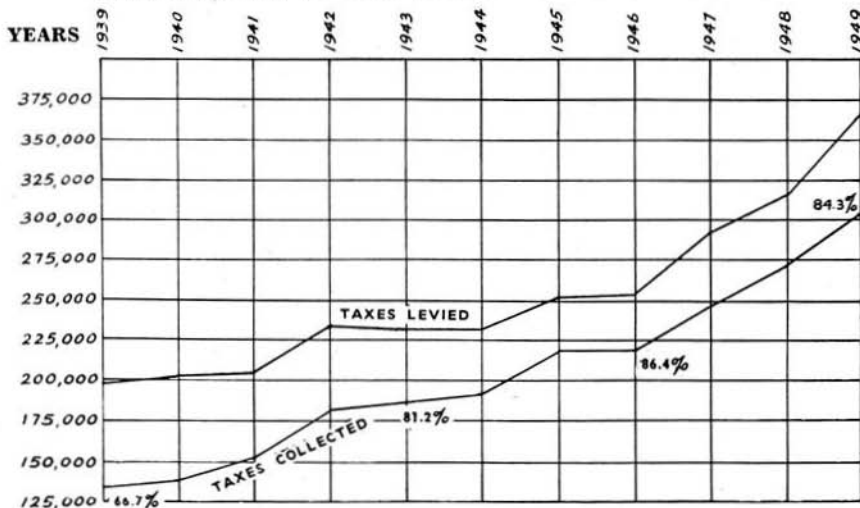
Payments from the Water Department between 1944 and 1948 reduced the town's portion of the debt to \$126,267.90. The Mayor and Members of Council were able to settle with the Government department for \$100,000 and Debentures were issued for this amount during 1949 on which a price of 100.531 was obtained when sold by tender.

During 1949 Serial Bonds in addition to the above were issued in the following amounts:

Curbs, Gutters and Sidewalks .....	\$ 60,000
Police and Fire Stations .....	150,000
Sewers .....	39,000
Paving .....	25,000
Water Department .....	46,000
Total .....	\$320,000

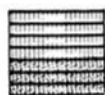
These debentures were sold at a price of \$100.79, making the cost of this money 3.147%.

#### COMPARISON OF TAXES LEVIED AND COLLECTED

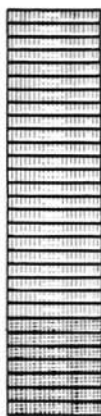


**TOWN'S  
DEBENTURE DEBT  
as at DECEMBER 31  
1949**

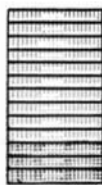
SHADED PORTIONS INDICATE  
SINKING FUNDS ON HAND



SCHOOL  
178,000



GENERAL  
855,900



WATER  
367,200



FERRY  
276,500



TOTAL  
1,675,600

Total Debenture Debt and Sinking Fund of the various Town Departments are set out in the above drawing.

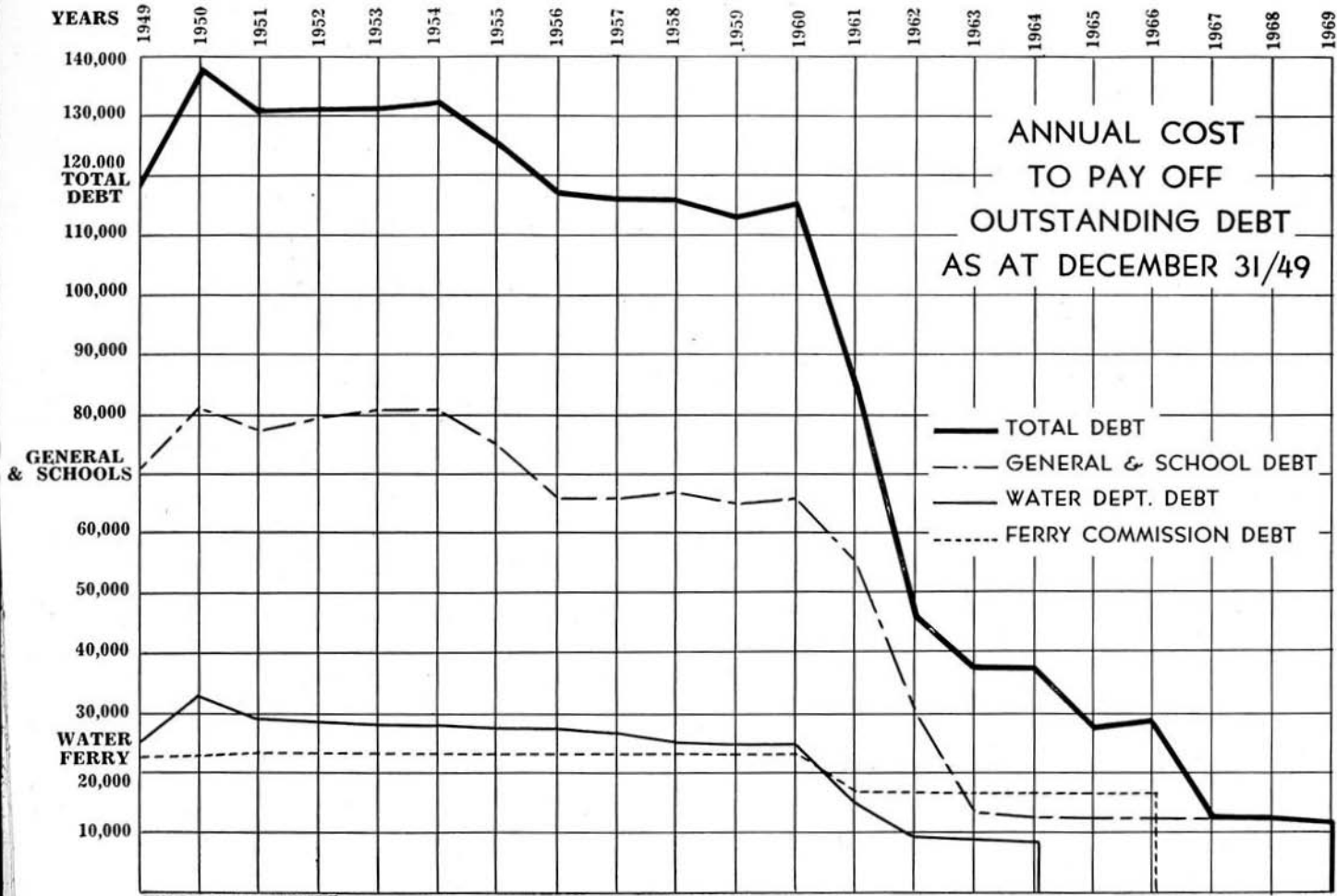
It will be noted that the **Total Debenture Debt** as of December 31, 1949 was \$1,675,600.

Against this is a Sinking Fund of \$345,104.12, leaving a **Net Debenture Debt of \$1,330,495.88** and based on a population of 18,000 the per capita debt is \$73.91.

Now look at the right hand page in this section. This Graph is designed to show **THE COST BY YEARS, TO RETIRE THE ABOVE DEBT!**

For example, the figure \$81,000 in 1954 for General and School Debentures is the amount which the 1954 budget must provide to pay interest, the retirement of serial debentures and the payment to Sinking Fund for that year.

Issue of new debentures in any future year will increase the annual amount over that shown by the graph.




## Public Works Department

Continuing an ambitious program launched in 1947, the Town Works Department built approximately 20,000 feet or nearly 4 miles of concrete curbs, gutters and sidewalks, during the Summer of 1949.

**This meant that the sidewalk and curb extensions in three years was greater than for the whole history of the town since Incorporation!**

The remaining petitions on hand at the end of 1949 were sufficient to assure another



Installing storm sewer, Jamieson St.

two years of work on curb, gutter and sidewalk projects.

Town Engineer Walter Lahey also estimated that there was approximately \$90,000 left out of the original appropriation to complete this two year program.

Abutters were required to pay \$1.20 per lineal foot for curbs and \$2.00 and \$2.40 per square yard respectively for 4" and 6" sidewalks. These figures were substantially less when done by the Town Works Department, than when let out to contract. The Engineer is justifiably proud of the saving accomplished for the taxpayers.

Total appropriation for the Works Committee in 1949 was \$51,312.

New streets given attention were Cairn, Francis and Murray Shamrock Drive, portions of Slayter Street and Gladstone Avenue, Newcastle and a portion of Dustan Street. Considerable work was done leading up to the widening of Windmill Road at Jamieson Street. The culvert was extended and plans completed for the widening project pending settlement of matters relating to properties in the immediate area.

The Jamieson Street storm sewer project was completed. This was a \$15,000 job, half of which was spent in 1949. The huge 5-foot diameter reinforced concrete pipe was ordered in the War years and work was completed in 1949. Now, at the site of the raging torrent which once cost a man's life, all is serene, with the water carried underground.

Work generally was concentrated on streets neglected during the War years, such as Woodland Avenue, Oakdale Crescent and the extension of Crichton Avenue. Grove Street, lower end of Boland Road, Wyse Road, Thistle Street, Slayter, Gladstone, Wentworth, Dundas and Church Streets also received attention.

Maple Street was completely rebuilt.

Snow removal and sanding of streets and sidewalks were major projects of the Works Department. Approximately \$14,000 was used for this purpose.

First actual steps were taken in the grading and seeding of the Park area at Crichton Avenue and Ochterloney Street and the Birch Cove park site was acquired from the estate of the late L. M. Bell.

One of the developments affecting the Works Department during 1949 was the organization of the Dartmouth Civic Federal Union No. 324 and the negotiation of a contract with the Town. This contract went into effect on May 1st 1949 and covered all employees of the Works and Water Departments, excluding the foremen.

Sanitation and Waste Removal operations were carried out at a cost of \$27,881.88.

At the Incinerator on Crichton Avenue new safety methods were inaugurated in the installation of overhead safety belts to prevent the workmen from falling into the furnace firebox.

Need for a new type of garbage collection truck was discussed at length by the Works Department and Town Council, leading up to the ordering of a Leitch Refuse Getter on a Ford chassis.

It was felt that the purchase of a covered vehicle for the transportation of refuse to the Incinerator would eliminate some of the health hazards involved.

No report of the Works Department would be complete without mention of an investigation conducted by a special committee of Town Council into the operation of the Works Department. Outcome of this probe was, in the main, a vindication of the Engineer and recommendation that he be given qualified assistance and given full authority over his department.



**J. Walter Lahey**  
**P.E.N.S.**  
**Town Engineer**

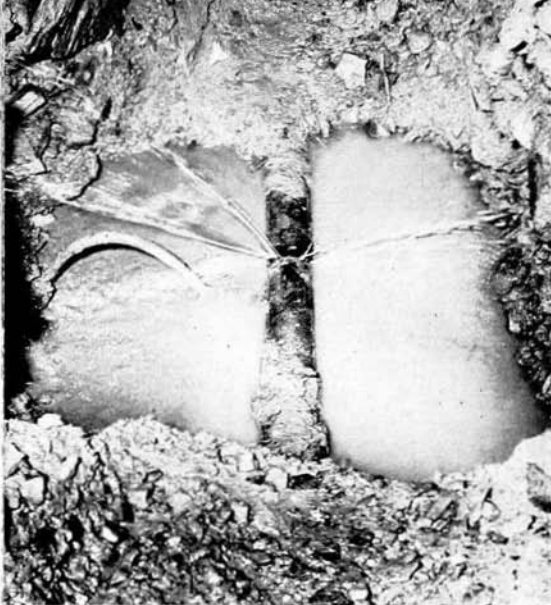
**Section of Rose Street showing curb, gutter and sidewalk installation**



## *The Water Department*

Perhaps the outstanding feature of developments in the Dartmouth Water Department in 1949 was to complete the installation of 2,794 water meters in the town. With the exception of about half dozen services, this provides Dartmouth with 100% coverage in metered service.

The original vote of \$75,000 to cover the cost of these installations has been sufficient for this work, with a small balance on hand sufficient to meet additional installations in the next year. Installation of the meter for the Woodside area was also provided out of this fund.



**Break in water main Dahlia Street discovered by pitometer survey. Loss approximately 100,000 gallons daily**

With Councillor Ivan Haley as Chairman, the Water Committee arranged for the Pitometer survey which resulted in the location of some serious water leaks, but the overall picture of the pipeline conditions was better than expected.

The saving in water alone amounted to approximately a quarter of a million gallons everyday!

This Pitometer Survey revealed leaks in the system which might never have been discovered unless undertaken by experts.

Following conferences with officials of the Municipality of the County of Halifax concerning the possibility of extending water services to North Woodside and Tufts' Cove, a full survey of the Town's Water Services was undertaken by the Engineering Service Company. This extensive survey was undertaken to foretell the costs and additions to be made in order to supply the county areas bordering Dartmouth without affecting the existing services.

The N. S. Board of Fire Underwriters also conducted a survey and brought in a detailed report suggesting a more adequate water supply for fighting fires. First step suggested was cleaning the pipelines in 1950 and the second step, provision for a new pipeline over an alternate route.

There were no major breaks in water mains, an extremely fortunate circumstance according to Town Engineer Walter Lahey. It was a dry year, too, but the Town's water supply remained adequate throughout the period. Total consumption of water for the year, according to the official record was 606,866,000 gallons.



Highlights of the year included the approval, by plebiscite, of a borrowing of \$20,000 to install a 12" pipeline connection with the new water system installed in North Woodside.

The high level system is still being serviced by the auxiliary pump located on Hawthorne Street. Proposed reinforcing of this pump was delayed pending finalization of the survey of the whole system.

Approximately 40 acres of property in the watershed area was acquired by the Town at a total cost of \$6,835.70.

In addition to this acquisition of watershed property, Council authorized a survey of the entire watershed area with a view to acquiring enough property to protect the Town's water supply for all time. According to the Engineer this watershed is smaller than normal for such a body of water (Lamont and Topsail lakes) but represents considerable wealth due to the quality of timber growing upon it. Town officials have in the past given little encouragement to lumber operators seeking to obtain cutting rights to the timber in the area, fearing that in doing so the Town's Water Supply might thereby become imperilled.

An extensive program of renewing service pipes was carried out by the Water Department at a cost of \$4,628.89. In addition to this amount approximately \$15,000 was spent in maintenance work on services alone.

All hydrants in the town were painted. Installation of new hydrants was carried out at a cost of \$3,434.45.

The rapid building development in Dartmouth was reflected in the demand for water and sewer services. The extension of these services to the new Boland Road sub-division was a major one. (Cost was approximately \$35,000). Other major construction work undertaken by the Water Department included the installations on School Street, Shamrock Drive, Esdaile Avenue, Newcastle Street, Harbour Drive, Francis, Cairn and Graham Streets.

All extensions are made by special agreement, required by the Nova Scotia Board of Public Utilities. All water installations must provide the Water Department with a return of not less than 8 percent per annum on the capital cost.

This requirement prohibited the Water Department from making any long extensions for a single customer or small number of customers at the expense of the other water users.

Laying water and sewer mains at Victoria and Boland Road. Note depth and quantity of rock





Dartmouth's modern Police Headquarters

## *The Police Department*



John J. Lawlor  
Chief of Police

The Police Department of Dartmouth made some notable strides during 1949, the most outstanding being the opening of a modern new police station and the installation of 120 parking meters along the business section of Portland and Commercial Streets.

The Police Station, developed from the former Dundas garage building on Wentworth Street, was completed at a total cost of \$37,000 and has been described by Nova Scotia Department of Health officials as the most up-to-date in the Maritime Provinces.

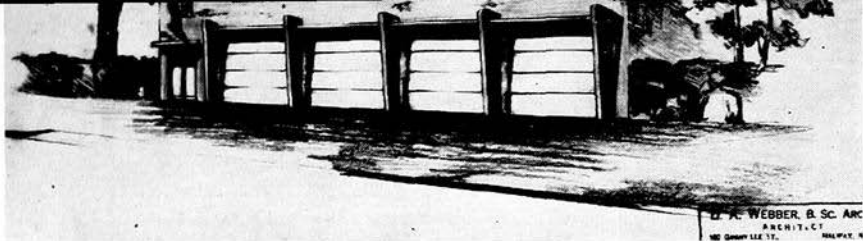
Chief of Police John Lawlor has a staff of 12 men including Deputy Chief Arnold, Sergeant Earl Gray, one Traffic Officer and seven Constables, working in three shifts every 24 hours. Police equipment includes two-way F.M. radio installed in both the Police prowl car and the Police patrol. An improved aerial over the police station has added to the effectiveness of the radio equipment.

Record of the police department for 1949 showed that a total of 364 cases were carried before the town police court, and that 354 convictions were registered. Nine cases were carried to County Court for a total of 6 convictions. Town police had four cases before the Supreme Court, resulting in 3 convictions and one acquittal.

The Department investigated 1365 complaints during the year and total fines were \$2,603 the costs \$1,599.60.

The Reserve Force is also beginning to become a vital factor. The Chief now has a reserve force of 15 volunteers, meeting regularly for training and instruction. This Force was reorganized in 1949 to prepare for the traffic problems expected in connection with the Bicentennial Celebrations in 1950.

Prior to the opening of the new Police station in 1949 the lockup was in the old fire station building, but with the demolition of this building the police, for a period of three months had to get along with two temporary cells in the basement of the town workshop. The new station is equipped with two cell blocks, with one for women segregated. Modern sanitary facilities are provided.



Architect's sketch of Dartmouth's Modern Fire Station

## *The Fire Department*

When they finally toppled the old Bell Tower of the Dartmouth fire station at the Blockhouse site on King Street late in July 1949, it marked a new era in the history of the Dartmouth Fire Department. Even though all supports were cut away and one side jacked, it still took a truck to haul over the 70-foot tower to bring the great bell down from its lofty perch.

Removal of the tower was the last stage in preparing the way for the re-organized Department's modern \$110,000 fire station, plans for which were finalized at the last sitting of the 1948-49 Town Council following a plebiscite by the Ratepayers the previous fall.



George Patterson  
Fire Chief

Despite the lack of indoor accommodation through the worst seasons of the year, the Fire Department under Chief George Patterson, maintained a high standard of efficiency. Total fire loss in 192 fire alarms (only 3 were general alarms) was \$21,131, and of this sum the insured loss amounted to \$20,561.

This record was achieved by the Department with the assistance of a volunteer force of 40 firemen and with the full co-operation of the Union Protection Company, a force of 20. The Department, originally the old Dartmouth Engine Company (1822) and the Dartmouth Ladder Company (1867), was reorganized in 1932. In 1949, two new permanent men were taken on to bring the permanent force up to eight members, along with the Chief.

Equipment of the Dartmouth Fire Department includes a 600 gal. combination LaFrance Pumper (1919); LaFrance ladder truck (1921); 750-gal. combination Bickle pumper (1940); 750-gal. combination Bickle Seagrave pumper (1941); and a former ARP 450-gal. pumper mounted on a Chevrolet truck body (1942). The Fire Chief also has use of a Chevrolet pick-up truck.

Additional equipment acquired by the Department in 1949 was a new Life Net at a cost of \$350, the first of its kind locally, which is carried on the ladder truck. The Department also got three new aluminum ladders, in the general move to replace the old equipment with the latest in fire-fighting apparatus.

## *The Schools*



**Ian K. Forsyth, M.A.**  
Supervisor

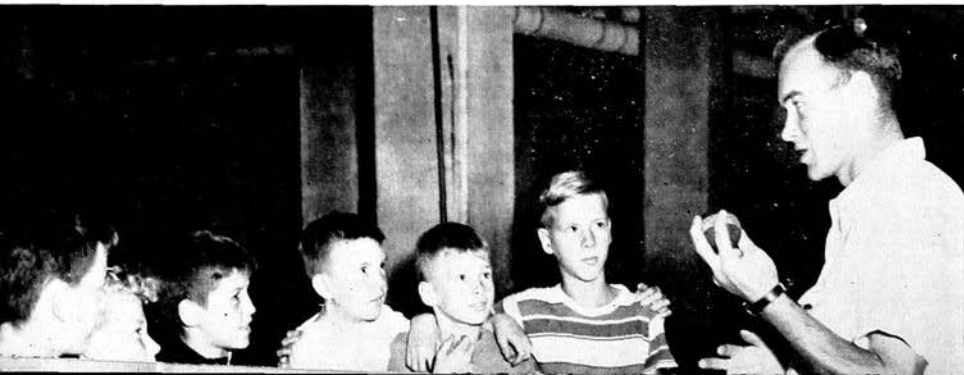
Appointment of a full time male Director of Physical Education for the Dartmouth Schools was one of the most important steps in the town's public school educational set-up during 1949. Previously a female instructress had been employed part time on physical education, but with Mr. Clement P. Scott's appointment to the staff, the schools' recreational program entered a new phase.

Mr. Scott undertook a tremendous program in the various schools. Besides supervising physical training in the smaller grades, Mr. Scott himself conducted classes in the higher grades and in addition promoted junior high school basketball leagues, directed common school hockey play-offs and conducted a successful inter-school track and field meet.

Planning for a new Junior High School approached the final stages in 1949. Need for such a school had been predicted years earlier and was further emphasized last year by overcrowding in the smaller grades, but the matter was left in abeyance until the plan for Government assistance in the matter of building program was made known. The Town made applications to the Provincial Government, through the Department of Education to determine what measure of help it might obtain in the erection of new junior high school.

Aim of the Board of School Commissioners was to establish a centralized Junior High School as recommended by H. A. Wier, Chief Inspector of Schools for the Department of Education, to include provision for Industrial Arts, Household Science, a suitable gymnasium-auditorium and other features. Mr. D. A. Webber, Architect, was commissioned to prepare preliminary plans and specifications for this new school building which would, it was predicted, relieve congestion in the beginner classes of all Dartmouth schools.

**Clement Scott, Physical Instructor, explaining the fine points**



Evening vocational training classes for adults, sponsored jointly by the School Board and the Department of Vocational Education for the Province of Nova Scotia, proved very successful. Three classes were operated, two in the High School and one at Notting Park School. Seventy-five were registered in the sewing classes and the interest shown indicated that a fourth class may be required in 1950.

Lacking an industrial arts department for boys, the School Board continued its support of special classes operated four times weekly in a workshop located in the basement of the former Adams property next door to Town Hall.

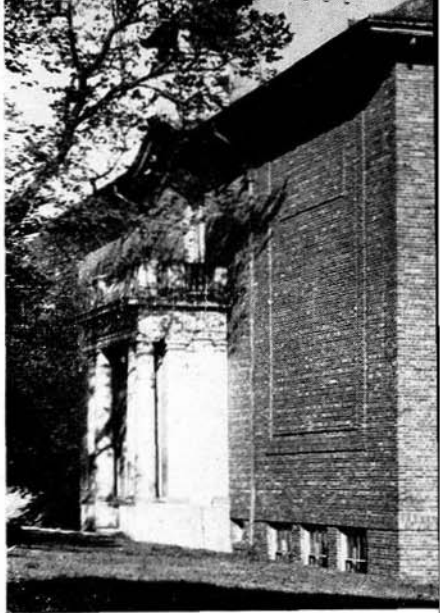
The Household Science classes for girls, at the High School was continued as a popular feature of the school program.

On the cultural side, the Supervisor of Schools, encouraged an appreciation of art among the students and with the co-operation of the pupils in all the schools, the IODE Chapters and the Board, was able to purchase about one hundred and fifty reproductions of notable paintings to provide every classroom with about three each.

Scholarships won by students of the Dartmouth Schools totaled approximately \$8750.00 during 1949. The awards included entrance scholarships to Mount Allison, Kings and Dalhousie Universities, IODE bursaries and Imperial Oil scholarships to worthy children of parents in the employ of that company.

The Students' Loan Fund continued to be a vital factor. The record shows that in the few years of its existence this fund has almost reached the \$2,000 mark, being endowed by the students themselves, the IODE Chapters and the Darteen Club. So far eleven students have been able to continue their educational studies after leaving high school by borrowing a total of \$1,247.00. At the end of the 1949 term there was \$450.00 still available in the fund. Loans are repaid by the students when they have established themselves.

Purpose of the Fund, among other features of life in the Dartmouth High School, is outlined in a Handbook, issued by the School and believed to be the only such book produced in the province.



Dartmouth High School

Opportunities for extra-curricular activities were listed by the Supervisor as Dramatics, Glee Club, School newspaper, Badminton, Basketball, Students Council, Cadets, Curling, Volleyball, Ping-pong, Hockey, Youth Day, Food Collections, Patrols and Quiz Contests.

Some steps were taken during the year towards the improvement of school grounds. A play area at Park School was laid with asphalt and some filling in was done on the grounds of Notting Park and Hawthorne schools.

Experiments were carried out with new types of classroom lighting at Hawthorne School.

Visiting Days in the public schools proved increasingly popular with parents who turned out at the rate of 500 every month to visit the classrooms.

Addition of two Grade ones brought about the need for two new teachers on the staff, but due to the lack of sufficient classrooms it meant only part time attendance for four classes. The part time classes were due to the effort to equalize the opportunity for all students.

The Supervisor reports an acute shortage of teachers of the quality desired. It is becoming increasingly difficult to obtain adequate replacement of teachers, the Supervisor has indicated.

Looking forward to the needs of the future the Supervisor is seeking the appointment of a part time vocational guidance teacher. Art and kindergarten teachers are also needs of the future even as Assembly Hall facilities are required for Park and Findlay Schools.

## Town Planning

To keep pace with the rapid building development of Dartmouth during 1949, it was necessary for the Town Planning Board to meet twice monthly.

Permits issued during the year reached a total of \$1,341,050. The statistics show that private dwellings topped the list with a total of 68 being started.

The official figures do not represent the work being done on the construction of Dartmouth's new \$110,000 fire station and the \$37,000 police station and the extensions to the Post Office and Maritime Telegraph and Telephone Company exchange.

Councillor David T. Marsh, Chairman of the Planning Board, reports that the most significant features of the year were the finalization of the Building by-laws for presentation to Town Council early in 1950 for enactment and the laying of the necessary groundwork for future Zoning by-laws in Dartmouth. He emphasizes that every day in the development of the community there are evidences of greater need for control and supervision of building. Planning for the future, he contends, is the only solution to the problems.

Section of Hazelhurst Sub-division, Newcastle Street





Mic-Mac AAC Paddlers on Dartmouth Lakes with Lions and Banook Clubs in background

### *Recreation and Community Service*

Acquisition of the Birch Cove park property from the estate of L. M. Bell and the development of the Memorial park site at Crichton Avenue and Ochterloney Street were notable events in the records of the committee on Recreation and Community Service.

Added to the above was the signing of an agreement between the Town and the Arrows Sports Club concerning the operation of the former DAAA ball park. The town was paid in full during 1949 by the Arrows for the \$5,000 spent out of Recreation Committee appropriations for the erection of a fence around the grounds.

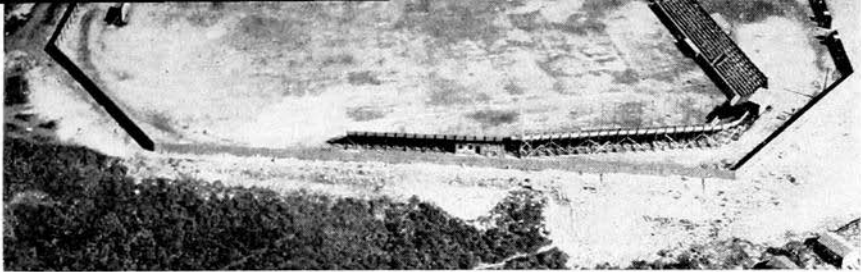
The Town-owned recreation centre at North Dartmouth operated under lease to the Dartmouth Boys Club was an important centre of activity for young people. The Notting Park Club, also owned by the Town in the pre-fab section, was another popular centre of activity. This building was under lease to the Notting Park Community Club which operated the Notting Park playground.

The public swimming pool, operated by the Town for the benefit of the community, had a very successful season. This was the first year that the swimming and wading pools, endowed by public subscription through the efforts of The Halifax Mail some ten years previously were fully financed out of the tax budget. Two supervisor instructors, one male and one female were in charge while the pools were in operation between Dominion Day and Labor Day, and a record number of children were given instruction in Water Safety methods.

Community swimming pool—Dartmouth Park







**Arrows Ball Park—home of the Halifax and District League Champions**

The Dartmouth Natal Day Committee made a success of the annual celebration, part of the funds for which were provided out of the budget of the Recreation Committee. It was noted that one of the program features inaugurated with the support of this committee, the so-called Coaster Derby, has now become recognized as a provincial championship in this field.

In addition to the natural public playground facilities provided by the lakes, the harbor and the swimming pools, were the Kiwanis operated playgrounds at Findlay School in the central section of the Town and at Victoria Park in North Dartmouth. The Lions Club of Dartmouth also operated splendid bathing house facilities at Lake Banook and during the year also purchased the former Hutchinson ice house property at the foot of Lake Banook as the future site of a Youth Centre.

The Victoria Park Commission made some improvements to Victoria Park which is fast becoming a popular centre of recreational activity in North Dartmouth.

The Recreation Committee is grateful to all those organizations which have contributed so generously to the general development of recreational facilities in the Harbor Town.

One of the most vital influences in the Town of Dartmouth today is the Dartmouth Public Library. Operation of this service in a section of the Dartmouth Service Centre has been so successful with the aid of public subscription that statistics have proven it to be "the most active Library for its size in the Maritime Provinces."

**Kiwanis playgrounds—Findlay school grounds**





Entrance Ferry docks with Halifax city in background

## *The Dartmouth Ferry*

The Dartmouth ferry service is big business and represents an important industry to the Town and its citizens. In 1949, the ferry operations showed a net profit of \$35,078.44 as compared with \$11,337.13 the previous year.

While achieving this net profit the Ferry Commission was able to provide during 1949 approximately \$90,000 for new construction of docking facilities at Halifax, and the repair and maintenance of these facilities at both Halifax and Dartmouth. Added to this was \$89,111.10 for repairs and maintenance on four ferry steamers and the entire \$179,111.10 was paid out of earned revenue for the year.

Gross revenue for the year totalled \$528,168.87, the highest in the history of the Ferry Service.

The revenues from ferry traffic represented \$518,979.48, with 513,863 vehicles and 4,476,101 passengers carried by the ferry steamers. The number of passengers carried represented an increase over 1947 and 1948 and the fact that not a single accident occurred during the year reflects great credit upon boat crews and upon the management.

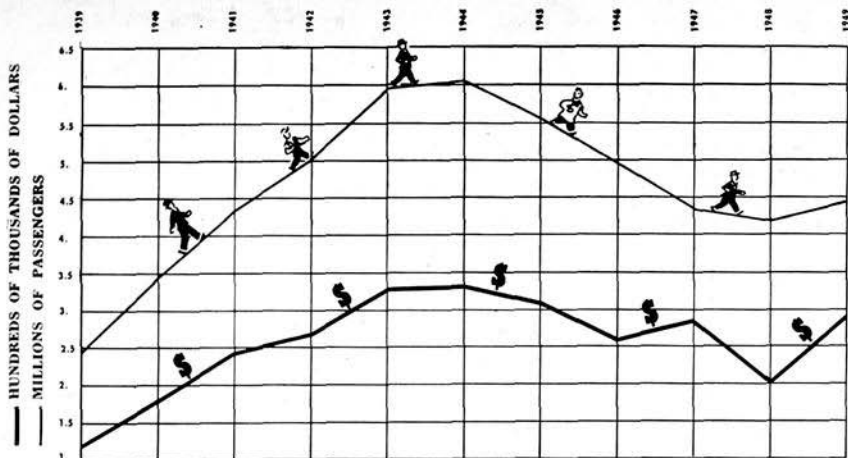
The important contribution which the ferry service makes to the economic life of Dartmouth is clearly indicated by the fact that \$319,664.67 was paid out during the year to cover the costs of operating the boats.

Substantial Grants have been made by the Ferry Commission between the years 1935 to 1948, to enrich the civic treasury by over \$280,000. In addition, the Ferry paid water rates and taxes amounting to \$25,136.54 in 1949.

Fixed assets were increased during the year by \$67,040 and the debenture debt was decreased by \$14,000. Cash on hand in the bank was \$46,949.20 and in addition, investments in Government Bonds totalled \$57,308.25. The Ferry's debenture debt at the end of 1949 totalled \$276,500, with \$68,000 of the original debt maturing in May 1960, and \$208,500 three percent serials maturing in January 1966.



C. H. MacDonald  
Cmdr. R.D. (RCNR., Rt.)  
General Superintendent

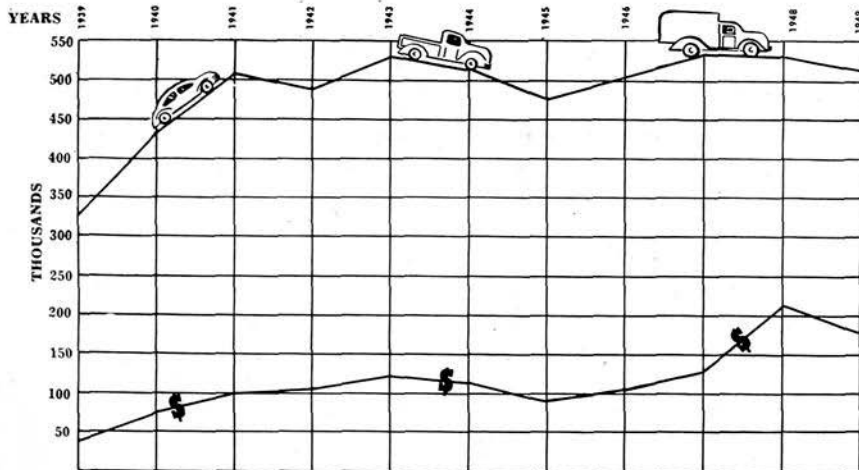


**COMPARISON OF PASSENGER TRAFFIC AND REVENUE**

The excess of revenue over expenditure for the year 1949 was \$21,078.44; current surplus stood at \$102,931.87; capital surplus, \$598,684.35.

The Ferry Commission and the Federal Employees were successful in negotiating a satisfactory agreement, including a cost of living bonus for each employee in the basis of \$144 per annum. The Commission also extended the cost of living bonus to the executive, office staff and licensed personnel, at a total cost of about \$13,000 per annum. The bonus became effective from September at a cost of about \$4,000 chargeable against the 1949 revenue.

Surprise tests conducted by Federal Department of Transport officials during the Fall months proved that the efficiency of boat crews and safety equipment on the ferry steamers was up to standards required by the regulations.



**COMPARISON OF VEHICULAR TRAFFIC AND REVENUE**

## *The Dartmouth Park*

Under the chairmanship of Walter J. Meredith, the Dartmouth Park Commission during 1949 made some progress towards the landscaping of the Park bordering Synott's Hill. This move was made with a view to laying the groundwork for improvements along the route of No. 7 Highway through the town and it was anticipated that enough money would be allotted in 1950 to finish the beautification project.

The Town grant to the Commission in 1949 was \$1,500. In addition a revenue of \$500 was obtained from the appearance of the Robbins Bros. circus (\$300 to Commission and \$200 to town for license.) The Commission also received a donation of \$50 from A. W. Broughton, pitwood exporter. Of the total revenue of \$2,250 the Commission spent approximately \$1,700 in labor; paid the Town \$118.75 for the use of Town Grader and the equipment and spent the rest on trees, shrubs and fertilizer.

The Commission was grateful to the Police Department for the establishment of police patrols particularly during the school recess periods.

Walks and roads through the park were maintained and improved considerably during 1949.

The Commission also noted with interest the acquisition by the Town of the Birch Cove park site on the shores of Lake Banook. This valuable property was left by the late L. M. Bell and made available to the Town by his estate for the sum of \$4500.

The Town also finalized its plans for the beautification of the Memorial park at the junction of Crichton Avenue and Ochterloney Street. This area was graded, seeded and trees were planted in preparation for the 1950 Bicentennial Celebrations.