

A F T E R N O O N S E S S I O N

4.40 o'clock,

COUNCIL CHAMBER, CITY HALL,

April 13th, 1922.

A Special emergency meeting of the City Council was held this afternoon. At the above named hour; there were present His Worship Mayor Parker and Aldermen Whitman, Bissett, Godwin, Ackhurst, Cameron and Sanford.

Moved by Alderman Whitman seconded by Alderman Bissett that the time for meeting be extended until a quorum is present or until 4.30 o'clock. Motion passed.

4.15 o'clock. Roll called. Present the above named together with Aldermen Sanford, Regan, Schaffner, Murphy, Guildford and Power.

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

LIST OF HEADLINES

(For the purpose of ready reference the list of papers submitted and the list of other headlines are all incorporated in one schedule at the end of the meeting).

UNEMPLOYMENT PROBLEM--LOAN \$10,000.00

His Worship the Mayor explained that this session was called as a Special emergency meeting, and that the notices having only gone out yesterday any action taken by the Council would have to be ratified at a subsequent regularly called meeting. His Worship informed the Council that all the moneys borrowed by the City hitherto for the various charitable and benevolent organizations throughout the City including the Society for the Relief of the Poor, the St. Vincent DePaul Society, the Salvation Army and other like institutions had exhausted all their available means and were unable to afford further help.

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The purpose of this meeting is to find ways and means to meet the situation.

The following resolution is submitted:-

RESOLVED this this Council do request the passage of legislation at the present session of the legislature authorizing the City to borrow from any bank or fund available a sum not exceeding (\$10,000.00) Ten Thousand Dollars to be expended through the Halifax Civic Unemployment Committee for the relief of unemployment in the City and that the sum so borrowed with interest thereon shall be included in the Civic Estimates for 1923-24 and rated and collected therewith.

The resolution is moved by Alderman Whitman seconded by Alderman Ackhurst and passed unanimously the following named Aldermen being present and voting for the same viz:-

Aldermen Whitman, Ackhurst, Sanford, Bissett, Regan, Schaffner, Cameron, Murphy, Guildford, Power and Godwin.

The City Solicitor on motion of Alderman Whitman seconded by Alderman Ackhurst is instructed to draft and forthwith submit to the Legislature an Act to make effective the foregoing resolution.

Moved by Alderman Whitman seconded by Alderman Ackhurst that the Council do now adjourn. Motion passed.

LIST OF HEADLINES

Unemployment Problem--Loan \$10,000.00 - 924.

Council adjourns 4.55 p.m.

*L. Fred Monaghan*  
L. Fred Monaghan,

CITY CLERK.

J.S. Parker,

MAYOR.

*Solicitor ✓  
Auditor ✓  
Treasurer ✓*

EVENING SESSION

8.10 o'clock

COUNCIL CHAMBER, CITY HALL,

April 18th, 1922.

A meeting of the City Council was held this evening. At the above named hour there were present His Worship Mayor Parker and Aldermen Whitman, Colwell, Murphy, Mason, Cameron, Hubley, Guildford, Sanford and Ackhurst.

Moved by Alderman Ackhurst seconded by Alderman Colwell that the time for meeting be extended until a quorum is present or until 8.30 o'clock. Motion passed.

8.20 o'clock. Roll called. Present the above named together with Aldermen Bissett, Regan, Schaffner, Scanlon, Ritchie, Power, Godwin and Burgess.

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

LIST OF HEADLINES

(For the purpose of ready reference the list of papers submitted and the list of other headlines are all incorporated in one schedule at the end of the meeting).

POLICE CLOTHING TENDERS

Alderman Ackhurst called attention to a typographical error in the report of the Police Committee submitted at a meeting of the City Council March 10th 1922 in re tenders for cloth for Police Department Uniforms in which the accepted tender is given as \$4.50 per yard whereas the correct figure is \$5.50 per yard. (See Typewritten Minutes City Council March 10th, 1922 page 817).

Mayor  
Chief of Police  
Auditor

Moved by Alderman Ackhurst seconded by Alderman Colwell that the figures be corrected accordingly. Motion passed unanimously.

BUSCH VS. CITY OF HALIFAX--NORTH WEST ARM SEWER

Read notice of action for damages Walter J. Busch versus City of Halifax in connection with blasting oper-

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ations for the North West Arm Trunk Sewer.

To the Corporation of the City of Halifax,  
and the City Clerk of the said City:

TAKE NOTICE that I do hereby as Solicitor for Walter J. Busch of 527 Quinpool Road in the City of Halifax, Architect, according to the Statute in that behalf, give you notice that the said Walter J. Busch will at or soon after the expiration of twenty days from the time of your being served with this Notice, cause a Writ of Summons to be issued and sued out of the Supreme Court of Nova Scotia at Halifax in the County of Halifax against the City of Halifax as a Defendant, and proceed thereupon according to law to recover damages from the said City for that it the said City did between the 15th day of March and the date hereof illegally and unlawfully cause damage to the dwelling house of the said Walter J. Busch situate at 527 Quinpool Road, while the said City was engaged in the construction of a sewer along the North West Arm in the City of Halifax in close proximity to the said dwelling, by blasting causing the plaster in said dwelling to crack and otherwise by shaking (as a result of said blasting) damaged said dwellings to render it unsafe and unfit for occupation without extensive repairs being made thereto; and the Defendant will claim also an injunction to restrain the said City, its servants and agents from doing further damage to said property by the continuance of said blasting operations. The said action so to be brought as aforesaid will also be founded upon allegations of negligence on the part of the said City, its servants, agents and contractors in respect to the said blasting operations in connection with the construction of said sewer, whereby the damage hereinbefore referred to has been caused, and will claim such relief as is incidental to an action based on the facts and circumstances alleged.

DATED at Halifax, N.S. this 6th day of April, A.D.

1922.

This notice is given by L.A. Lovett, of 35 Bedford Row, Halifax, Nova Scotia, as Solicitor and Agent of the said Walter J. Busch, who resides at 527 Quinpool Road, Halifax aforesaid.

*Engineer  
Solicitor*

L. A. Lovett,  
Solicitor and Agent.

Referred to the City Solicitor for his attention.

COAL WEIGHERS REPORTS FEBRUARY AND MARCH 1922.

Read reports Coal Weighers showing each of the permanent Weighers to have received for the month of February \$93.86 and March \$91.13. Total fees February \$1454.70; March \$1482.82. Filed.

ST. MARGARET'S BAY ROAD DIVERSION--E.L. FENERTY  
PROPERTY.

Read letter E.L. Fenerty re diversion of the Old St. Margaret's Bay Road at his property.

April 18th, 1922.

March 22nd, 1922.

To the Mayor and Aldermen  
of the City of Halifax.  
Gentlemen:-

I am just in receipt from the Clerk of Works, the City Engineer's report to you, and as also given to the press on March 9th. on my request to have the deed conveying back to the Province that part of the old St. Margaret's Bay Road not required by the City for the purpose for which it was given to it, to be properly registered, and as promised by City Solicitor McCoy to Senator Roche, the Chairman of the Committee on Local Bills; the deed to be given in lieu of the amendment to the original act then before the Committee.

I find the City Engineer absolutely denies that any such deed was promised.

Subjoined is a copy of Senator Roches' Letter to me:

"With regard to the settlement of the question  
"of rights to the property known as the St. Margaret's  
"Bay Road, which was settled before the Committee of  
"Private and Local Bills of which I was Chairman,  
"my impression is that it was intended and agreed that  
"the Road in question should return to the Control  
"of the Provincial Government.

" It is nearly 30 years since it was settled and  
"my remembrance is not as vivid as to be absolutely  
"positive, but my recollection is that this was the  
"adjustment of the contention as settled by the  
"Committee.

I am Dear Sir, Yours very truly,  
(sgd) William Roche.

"P.S. At City Solicitor MacCoys request it was intended  
"and agreed that the part of the road in question  
"should return to the control of the Provincial  
"Government by a deed from the City, in the place of  
"passing the amendment to the original act that was  
"then before the Committee.

W.R."

Apart from this letter I think I can give some good reasons why I may claim that my memory has better grounds for reliability than Mr. Doanes in this matter.

He is an employee of your wealthy and powerful Corporation, and it did not make the least difference to him personally, except as a matter of official pride, whether the Road remained the private property of the City or again became part of the public Roads for the use of all people, it could not affect his income or position. There was nothing outstanding to fix it in his memory, any more than numbers of other matters in the nearly thirty years that have elapsed since then.

To me, under the circumstances, it meant very much indeed, and still does.

The water course which was to be the source of power for the industry I was creating, which would give me a home and livelihood, flowed within the boundaries of that piece of land for some distance, and Mr. Kehoe and myself were the abutting owners, and therefore owners to the rights to the use of the water course, so long as its bed lay within the boundaries of a public Road.

When the province accepted the new Road, that piece of the old road became as the private property

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of your Corporation, and as a consequence Mr. Kehoe and myself were automatically deprived of our water powers by you, and without compensation. Is it surprising that we made determined efforts to have this injustice remedied? and that the House Committee promptly decided we were entitled to have the remedy the amendment would give or in lieu of that the promised deed, and is not it obvious that all of the facts that meant so much to me should be indelibly fixed on my memory.

It was also impressed on the Committee that the intent of the Act vesting the old Road in the City was for the sole purpose of enabling it to raise the Chain Lakes, and not to take from the common users, and to the possible future injury, any part of the road not required for that purpose. Hence the amendment or a deed. It was also brought out, that this piece of road must be the main means of access for the City to the New Dam, and Head Works, and also the only means of access of Mr. Kehoe to his Mill, and of owners to the lots abutting on it, and to the Dam and gate in it, of the equalizing pond for the Mills below Chain Lakes, therefore it ought to recert to the status of a road for common usage. It was also urged that as a piece of private property it must always remain, with narrow strips on either side, between it and the land of the original abutting owners, that might and could pass into the possession of irresponsible holders, and to the injury of such owners, and that the continuance of such a condition was fundamentally unjust and necessary, and sure to lead to complications if abutting owners tried to finance building operations through the Mortgage Corporations.

Unnecessary, as all of the legitimate requirements of the City would be served as well or better by the original public road, which would be maintained by its taxes as before, as by its retention as private property.

These all seem to be excellent reasons who my contention that there was such a deed at that time, has a better foundation than Mr. Doane's denial.

The fact that the City gave access to the buyer of a piece of land from itself, from this road, is hardly an assurance that a buyer from another owner could claim the rights to fare as well, and even in this case the conveyance is qualified by a clause conveying such a right.

I will take up Mr. Doane's reasons for urging you to hold on, and if it really would be fatal to the City's interests to let go of what has been held for nearly thirty years, and if it let go and it became a public road, how the City would cease to have power to held the Highway Board take care of it and prevent my encroachments.

First - That I encroached on the old road to the extent of Twenty four feet in one place in front of my house and moved my fence out.

Second - That I put a dam on the brook that might cause a washout of the road, and that as a consequence the Provincial Engineer refused to accept the New Road from the City. These I think about cover everything including the fatal issues.

The simplest answer to all that is, that Mr. Martin Murphy, the Provincial Engineer did accept the Road, and showed himself quite competent to deal with my encroachments without held of any one. That the small rolling dam, Mr. Doane stated, put in to make a head water for

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an inch and a half service pipe, is still there, that the road has never been washed out, that my fence is still where I put it, some twenty four feet more or less from where it was when the road was crooked, and that its present position had Mr. Murphy's endorsement. I will do Mr. Doane the justice to say that he tried to make quite sure of his facts before he accused me to taking twenty four feet of the Provincial Highway, for a staff of surveyors were busy for several days on the locus, a few weeks ago.

In its original condition the old Road was, as distinguished from the new part, curved deeply towards and in front of my house, Bear in mind that this bend was some fifty yards from where the new part branches off. This bend was straightened as it is now, and this left a pocket disfiguring alike to the highway and to my property, between where my fence was and where it is now, absolutely useless to the road or to any one but me. I therefore could not understand why Mr. Doane went out of his way to try and compel me to put my fence back in the crook again. To do so could not benefit the City nor the Highway, and anyway it was solely in the jurisdiction of the Provincial Engineer, who personally came out and settled the trouble, which he had no difficulty in doing, when I showed him that if I owned and gave the land on one side of the road that enabled it to be straightened, I surely should have a claim on the equivalent on the other side, that the vacant place was of no service to the road, and that even if I did not have that claim, the compulsory moving of my fence would be of no benefit to the road, inequitable inasmuch as my neighbors fences for half a mile encroached just as much as mine did.

Mr. Murphy accepted the road and his failure to interfere with my fence or the dam ought to be sufficient evidence that his view point as to what I did, was quite different from Mr. Doane's. In substance he said, Mr. Fenerty if it is ever necessary, as a rule, that fences here must be further from the roadway than this is, you will have to put yours back in common with others, whose fences also trespass as I notice.

The road again becoming public will not take away from the City the right to demand that the Military Huts over the water main, must ultimately be taken away, or the huts moved from over the main, or that any extra expense incurred in an emergency must be borne by them, but that an emergency exists now is hardly apparent, considering their history. When they were built it was perfectly well known that the fronts of the buildings were a foot or two over the main. There is very little pressure there and they are so close to the front of the buildings, it was not thought worth while to compel the contractors to cut away the hill behind more, on account of the remote possibility of trouble, and if it did occur, any additional expense would be on the huts. The parts that Mr. Doane refers to have been there nearly eight years. Now surely an emergency that has existed without injury to anyone for so long, will admit of some further delay, if it is wise to do so. The Highway Board which owns one section, must speak for itself, but for the Officers quarters which I bought, and are partly on my land, and are now comfortable tenements in pleasant surrounding, and which I can afford to rent for less than one half then for similar quarters nearer the City, I do not think it would be wise to destroy, just now, when such tenements are scarcer than

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hens teeth, and turn the tenants, who are getting the needed benefits of low rent, out on the road now, unless it is vitally and imperitatively necessary.

The whole situation, on the surgance, is absurd anyway for as yet I can find no reason for the abandonment of the road in question and the spending of the City's money in adding an expensive piece of road, a long steep hill with a drop from its crest on the other side. There was absolutely nothing to prevent the original road continuing to where the huts are, an easy grade all the way, and diverging there, and by a short and easy rise meet the low level of the new road abreast of the Pipe House. It is hardly a monument of good engineering to tax the energies of every traveller on a great highway for all time by replacing an easy grade by a heavy one needlessly.

When the new dam was built where it is, in place of lower down where Mr. Keating intended it, the reason for that new piece of road with its heavy grade passed. If the opinion, qualified by the fact, it is that of a layman is worth considering, I think the ultimate interests of all users of the great highway will be best served by a reversion to the abandoned part, with its easy grade, with the divergence where I have suggested it. And unless what I have said in this letter can be controverted by something besides assertions, I must repeat my request and ask it the original deed cannot be found, one be executed as promised and duly registered, in the ultimate best interests of users of the road and to protect the rights of property owners on it.

*Council*

E.L. Fenerty.

Consideration of the communication is deferred.

DALHOUSIE COLLEGE--EXEMPTION OF CERTAIN PROPERTIES  
FROM TAXATION.

Read report of Aldermen Whitman and Mason, Members of the Finance Committee re the exemption from Taxation of certain properties of Dalhousie College.

Halifax, N.S. April 1922.

To His Worship the Mayor,  
and City Council.

Sirs:-

Last winter Dalhousie College applied for exemption from taxation of Birchdale, and also of a building on South Park Street. The City Council refused the application, Subsequently one of the Governors of Dalhousie College appeared before a Committee of the House and promised legislation exempting both these buildings from taxation. Certain members of the City Council happened to be present and opposed the legislation, nevertheless, it was passed and is now law, and these two buildings are now exempt from taxation. Section 391, sub-section C, of an Act to amend the Act in amendment of the Section of the Halifax City Charter relating to taxation, being Sec. 369 -483, both inclusive as approved by Order in Council, dated 24th August 1918, reads as follows:



Halifax, N.S. March 30th, 1922.

To His Worship the Mayor,  
and Members of the City Council.

Gentlemen:-

Attached herewith you will find report of your Special Committee appointed August 12th, to report on Fire Apparatus and Fire Stations, which we recommend to the City Council for adoption.

Copy of report has been forwarded each member of the Council.

J.E. Godwin,  
Special Committee of Fire Apparatus

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"Every building used for public worship, or for a college, incorporated academy, school house or other seminary of learning and the land upon which the same stands or connected immediately therewith and used for the purposes thereof".

This Governor of Dalhousie College succeeded in getting enacted an amendment which reads as follows:-

"Every building used for public worship, or for a university, college, incorporated academy, school house or other seminary of learning and dormitories and other buildings for the students thereof, and the land upon which the same stands or connected immediately therewith and used for the purposes thereof".

We would recommend to the Council that the City Solicitor be instructed to introduce legislation repealing the legislation of last winter contained in Section 4 $\frac{1}{2}$ , Chapter 77 of the Acts of 1921.

We wish to call to the attention of the Council that this legislation was passed by the Local Legislature over the heads of the Council,

We cannot believe that a majority of the Governors of Dalhousie College would wish to be responsible for the promission of such Legislation.

Alfred Whitman,  
Ira. G. Mason.

Members of Finance Committee.

*Solicitor  
Assessor*

Moved by Alderman Whitman seconded by Alderman Mason that the report be adopted and the City Solicitor instructed to submit an act to the <sup>and</sup> Legislation in accordance with the recommendations of the report. Motion passed.

FIRE DEPARTMENT IMPROVEMENT

Read report Special Committee of the City Council re Fire Department Improvement.

Your Committee in presenting the following report have taken possibly more time than they anticipated, but do not consider the City has lost anything by the delay.

We find the City with a Fire Department quite equal in efficiency and apparatus to most cities of equal size.

The present equipment consists of the following:-

Stations

<u>Morris St.</u>	16 men; 1 Motor Pumper, 750 gallons; 1 - 2 horse Ladder Truck and Chemical.
<u>Quinpool Road</u>	10 men; 1 Motor Hose Wagon; 1 Steam Engine, 600 gallons.
<u>West St.</u>	23 men; 1 Motor Pumper, 630 gallons; 1 - 2 horse Ladder Truck; 1 - 2 horse Hose Wagon; 1 - 2 horse Chemical Engine.
<u>Brunswick St.</u>	20 men; 1 Motor Pumper, 750 gallons; 1 Motor Salvage Wagon; 1 Steam Fire Engines.
<u>Bedford Row</u>	13 men; 1 Motor Aerial Ladder; 1-2 horse Hose Wagon; 2 Steam Fire Engines.

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Grafton St. 10 men; 1-2 horse Hose Wagon; 1-2 Horse Ladder Truck; 1 Chemical Engine in reserve.

In addition to the above the Chief recommends the purchase of Two Motor Pumpers; 1 Motor Service or Ladder Truck, and 1 Aerial Ladder; and the Hose drawn Chemical Engines mounted on Motor chasses.

After examining the report of the Engineers representing the National Board of Fire Underwriters, dated August 15, 1921, (copy attached) and consulting with Mr/ Doane, City Engineer, we decided the principal recommendations were beyond our reach, owing to the cost, particularly paragraphs 1, 17, 18, 21 and 22, and only by adopting all the recommendations would lower insurance rates be considered, which would mean we were 100 percent efficient, which does not exist anywhere. However, with an idea that possibly the Underwriters would give us cheaper insurance should the Council decide to spend a reasonable amount on further equipment, we asked the Underwriters the following questions:-

"What reduction in rate now in force will Halifax receive if we carry out recommendation in the report of the National Board of Fire Underwriters, dated Halifax, August 15th, 1921? excepting paragraph 1, Water Supply; paragraphs 8, 16, 17, Fire Department; and paragraphs 18, 21, 22. Fire Alarm".

In addition to the above exceptions we do not build the proposed new station in the vicinity of Robie Street and Kempt Road, and substitute the following:-

"Abandon Grafton Street Station, build addition to Brunswick Street Station to house an extra piece of Motor Apparatus, place an extra piece of Motor Apparatus in West Street Station to take care of the extreme North End. This because West Street is within three minutes of where the new station will be located. Motorize the two horse drawn chemicals. Purchase two pumpers, 600 wine gallons per minute at a cost of \$12,000. each in place of the proposed 800 Imperial Gallons asked for by the Chief, at a cost of \$16,000. and eliminate the Motor Hose Wagon asked for in paragraph 13; or

State what reduction we will secure by adopting all the recommendation except paragraphs 1, 8, 16, 17, 18, 21 and 22, carried over a period of say three years; or

What reduction we will secure by simply purchasing two pumpers, 800 gallons, 1 Aerial Ladder Wagon; 1 Motor Hose Wagon; 1 Motor City Service Truck; or

If any difference if we substitute 600 wine gallons for 800 Imperial gallons pumpers, which would enable us to save \$8,000. on price of the two pumpers, it being understood we would buy a high-class standard make".

We are advised they cannot consider our request; As a matter of fact, they tell us in so many words, make your City 100 percent efficient and we will lower the rates, otherwise, like all other business propositions, we must make a living and must charge rates that will take care of our losses, or go out of business; which is easy to understand.

In view of further efficiency and more protection to our citizens we have taken every means possible of securing reliable information as to new apparatus, which will be of assistance in further purchases. In this connection the question of Motor Pumpers has occupied a lot of time owing to the purchase of this type of apparatus, involving

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as it does such large sums of money, and the engineers of the National Board of Underwriters recommending a 600 gallon pumper for the extreme North End, as well as another size not mentioned at Quinpool Road, and particularly as Mr. Geo. W. Booth, Chief Engineer of the National Board of Fire Underwriters states "That the development of auto fire engines the past few years has been such that tests made after some years of service have indicated the ability of this type of engine to deliver, in the case of most of the leading makes of engines, a higher percentage of rated capacity than formerly, therefore auto fire engines of less than 700 gallons rated capacity, which have the advantage of lower cost and less weight, find a field, and the National Board of Fire Underwriters concluded to discontinue any general recommendation as to size, leaving this question to be determined by local conditions in the individual cities".

This, with the fact that our water supply is improving so fast, and small pumpers with decreased weight, greater flexibility, economy in initial cost, and operation, induced us to ask in various directions as to size in use, and in all cases we enquired from cities much larger than Halifax with extreme size of buildings and great conglomeration.

The Board of Fire Commissioners of the City of Detroit write under date of August 29/21:- "they have two makes of pumpers in service, Ahrens-Fox and Seagrave, of a pumping capacity of 750 gallons. Tests made on recent engines purchased have developed 750 and 1000 gallons.

The Chief of the Portland, Me. Department, writes under date of August 26/21, that they have two Seagraves, one of 750 gallons, which developed 830 gallons, the other 1000 gallons, which has developed 1720 gallons.

The Chicago Department under date of August 29/21 stated they have forty-one 750 gallons and five 500 gallons, and by January 1923 they will complete their present programme and have 125 - 750 gallons and 35 - 500 gallons pumpers.

The City of Haverhill, Mass., with a great number of high factory buildings, have three 500 gallon pumpers in use, but owing to the great congestion and high buildings the Chief Engineer suggests he should be provided with a large 1000 gallon machine.

Chief Kenlon, of New York, writes under date of October 4/21, - "We have found motor engines of 700 gallons at a pressure of 125 lbs. with 1000 revolutions per minute to be the most practical for all around service".

(Note New York of all cities, find 700 gallons the most practical).

Chicago and Detroit do not exceed 750 gallons.

The Cities of Montreal, Toronto, and Ottawa, have been using 1000 gallon machine, but Chief Armstrong, of Kingston, states that the late Chief Graham of Ottawa, who recommended to that City that they purchase 1000 gallon pumpers, has stated on a number of occasions that he would never again recommend the purchase of such large machines, believing that the smaller ones were more serviceable and more economical in every way.

We have also benefited in our consideration of this matter by a comprehensive pamphlet on the subject entitled "Proper size of Motor Pumping apparatus for different sized municipalities under conditions existing in Canada", by Mr. G.E. Thomas, Sales Manager of the American LaFrance Fire Engine Company. In this paper he particularly points out that -

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First- More attention should be given to road efficiency than any other features, and that pumping capacity is the second consideration.

Second - That 1000 gallon machines have capacity to deliver more water than majority of crew can handle or water main supply.

Third - That the lighter machine is operated the year around with better results.

Fourth - That the demand for large size machines in the American market particularly in the merchantile and ware house districts of the cities has greatly decreased, and that chiefs who orginarly purchased the large engine, than is the 1000 gallons size, are selecting the lighter and more practical type of pumper, and he quotes the City of New York as a case in point. He also points out that the machines smaller are recommended as a standard by the International Association of Fire Engineers.

In view of the above we fail to find any argument for the larger pumps for the commercial section of Halifax. As compared with the cities above mentioned our commercial section is hardly to be taken into consideration, and the other fact is that in our mecantile and commercial section we have the highest hydrant pressure of any part of the City which has been in the past and as time goes on will be greatly improved. There seems to be some doubt as to whether the present water supply in the City of Halifax could supply the necessary water for a 1000 gallon pump working at its full capacity, but we must bear in mind that even should our water supply increase in the future that fact in itself eliminates the necessity of larger and more expensive apparatus. We submitted to Chief Kenlon of New York a statement of our water supply, pressure, etc., and he has expressed the opinion that we do not in any way need pumps of over 700 gallons capacity. We believe that the increased expenditure made in the past to improve our water pressures has been such that we will be able to reap the benefit of it this particular case that it is not necessary or advisable for us to purchase heavier equipment.

We fail to find that any particular condition has arisen since the Underwriters report of August 15th that would warrant us to make the additional expenditure necessary to secure pumps of larger capacity than they recommended/ We have ascertained that they not only have advised us purchasing smaller pumps but that they are not prepared in any way to make us an additional concession in rates by virtue of our purchasing pumps of 1000 gallons capacity each, and we must therefore be forced to the conclusion that should we purchase the larger size the additional expenditure would be nothing but an absolute waste of money.

We have endeavoured to ascertain as to whether peculiar conditions in Halifax warrant a larger size of pump in this City than in use in New York, Chicago, Detroit, Philadelphia, etc. Speaking generally it is probably a fact that water pressures in these Cities for one reason or another are probably higher than in the City of Halifax and may contribute somewhat to the purchase of smaller machines. On the other hand our requirements in this respect as respects our commercial and mechantile district are so much less and the fact that the engineers of the National Board, whose ability to compare conditions in

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various cities should undoubtedly place them in a position to recommend intelligently as to our requirements, have recommended the smaller size of pump, and that the tendency of the future must always be towards increased water supply, we feel that there is nothing peculiar in the conditions in Halifax, that would warrant us in making the extra expenditure.

As respects modern construction and general service ability your committee has some general recommendations to make.

We have communicated with with many of the leading manufacturers of fire apparatus, most of which are not interested in bidding on the apparatus required for Halifax at the present moment, and we find it to be an almost universal opinion that the chain drive type of construction is practically obsolete, so much so that many Cities in drawing up their specifications as to requirements insist upon draft drive.

The Ahrens-Fox Co. write under date of October 3/21.

"Re Chain drive auto fire apparatus in comparison with shaft drive will say that we have experimented a good deal with the shaft drive using the worm drive, but in all our experiments the results were not what we hoped for, and therefore we designed and built a rear axle for our own apparatus, which, while it cost a great deal more than what worm drive axles can be bought for the results justifies us in paying the difference. We are therefore in a position to state positively that our shaft drive rear axle is very efficient. In fact the City of Detroit are so well pleased with the design that they specify in their advertisements for all motor fire apparatus that shaft drive only will be considered".

The Seagrave Co. write under date of October 5.21.

"With reference to the possibility of chain drive for fire apparatus being replaced by shaft or worm drive, for your information we will say that this Company has been experimenting with worm drive for the past four years, which we think we now have perfected, and it is our intention to exhibit a worm drive motor pumper at the Conventional Atlanta this month, and we will be producing on this model after January 1922, except the front wheel drive aerial truck and the two wheel front drive tractor".

The Packard Motor Car. Co. writes as follows:-

"September 29th, 1921. This will acknowledge receipt of your letter of September 14th. in regard to the advisability of using shaft drive for motor fire apparatus as against chain drive on chassis up to 3 - tons capacity.

For your guidance we might advise that chain drive on commercial chassis as well as on fire apparatus is rapidly being discarded, and there is approximately 5% of the total number of trucks produced at the present time using the chain drive.

In the first place, the chain drive is objectionable on account of its noise, as it is impossible to drive through exposed chains and sprockets without this objectionable feature. In addition the chains stretch and get loose, creating a certain amount of slap as they travel around the sprockets, and in a short time ride off the sprockets necessitating new chains or shortening of the old one. The links in the chain are very often broken when starting quickly with a heavy load, and are a continual source of trouble in repairing. The sprockets also wear rapidly

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requiring replacement frequently. As you know the chain drive axle consists of a dead axle, six gears or sprockets and two chains, two jack shafts and a standard type of differential and axle connected to the jack shafts. In other words you have practically two axles, one consisting of the dead axle with the sheels connected to it, and the other of the differential and driving hack shafts, the two axles connected by means of chain and sprickets.

The work drive axle has performed considerably more economical in so far as repairs are concerned, and gives much better results in the final drive, as there are fewer parts to wear and the application of power is more positive. This not only applies to the small units up to 3 - tons, but also on the heavy duty units up to 7 tons".

The Board of Fire Commissioners of the City of Detroit write as follows:-

"September 22nd, 1921. Your inquiry relating to operating drive of the Ahrens-Fox and Seagrave Motor Pumpers.

The writer has had this situation up with our mechanical engineers and the information has been received that the shaft drive is so far superior to the chain drive, and that the latter feature is out of the question as far as being specified in relation to new apparatus being ordered for this department. All our new apparatus purchased within the past three years has been equipped with the shaft drive.

"Trusting this covers the information asked for, and assuring you of our willingness to be of service to you when the opportunity presents itself, we are, Very truly Yours".

The Stutz Fire Engine Co. write as follows:-

"October 18th, 1921, Your letter of the 27th ulto, at hand relative to worm drive and chain drive fire apparatus.

The writer has had several years experience in the designing and building of various types of motor apparatus and in the early days we used to resort to the chain drive almost exclusively, but with the grief and trouble that has been encountered with chain drive on fire apparatus as well as commercial trucks, it has caused the different manufacturers to experiment and design a different type of drive with the view of eliminating the troublesome chain entirely.

The worm drive seems to be the type adopted by most of the manufacturers and approximately 75% of all the commercial vehicles today are carried on worm drive rear axles. Most of all the trucks that were used in our recent war were using worm drive.

The strong point of recognition for the work gear has exemplified its general use in England for the unquestionable reliability under all conditions. Under the most abusive conditions the London General Omnibus operated over three thousand busses on the streets of London and found that it is utterly impossible to strip a gear, due to the unusual strong forms of tooth presented to the high tooth pressure.

It is very important to note than in an average of something like eighty thousand miles has been registered in a great number of tests cases before any wear was discernable in the worm gear, and to remember further, up to the point of absolute destruction the worm and gear show little wear and are noiseless in operation.

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The Stutz Fire Engine Co. were the first to adopt the worm drive exclusively, and since that time we have learned that several of the other manufacturers are experimenting with it, and in some cases have already made deliveries on worm drive rear systems, and we feel that it is only a question of a short time until the worm drive ~~xx~~ will be universally used on all fire apparatus. If not worm drive ~~xxxx~~ it will be a shaft drive proposition of some kind. After it is all said and done, anything to eliminate the old type of chain drive, which is dangerous at any time. There is always the danger of the chain running off the sprockets when going around a corner, and they in many cases the skid chains will break and wrap up the drive chain, and whenever this occurs, it not alone breaks the chain but bends the jack shafts and sprockets. The writer has known of cases where it has pulled everything out of alignment and made it necessary to overhaul the whole rear end.

The worm gear drive has not required any publicity campaign to bring its many good features to the front - it talks for itself, and very quietly - its many advantages are so self evident and so much appreciated that every fire engine sold with worm gear rear system is a sure fore-running of more business.

There are two types of worm gear rear axles - namely the full floating type and the semi-floating type. On all Stutz Fire Engines we use the semi-floating rear axle, because we found it to be the best by actual tests.

In the semi-floating type, by skidding, even severe enough to cause any damage, at best it would only bend the drive axle, which would be replaced quickly and without great expense - nothing like the expense of an entire axle housing when an axle tube bends. It very frequently happens that this tubular extension in the full floating type breaks by crystallization, or metal fatigue, and here again the expense for a new housing is many times greater than the expense of a new driving axle, should it break in the semi-floating for the same reason.

From this somewhat exhaustive statement of the facts, it is plainly obvious that the Stutz Fire Engine Co. is turning out a product, looking solely to its efficiency and operation and disregarding entirely any extraneous ideas or principles.

This worm gear axle is the simplest matter, both in number of parts and in the character of parts. It is unquestionably the most reliable type of rear axle as exemplified by practical usage and exhaustive tests - is as noiseless in operation as any mechanical assembly can be so noiseless than even a humming of the bearing is practically drowned by the bath of oil in which the mechanism is immersed. Because of all these features of construction it represents the highest efficiency possible to obtain, actual tests up as high as 97% of the horse power applied delivered to the road wheel contact.

From the time that we delivered out very first fire engine up until now we have never experienced one case of trouble in our worm drive axle.

Now in confirmation of our stand on the worm drive we have just returned from the Fire Chiefs' Convention at Atlanta, where a great many Fire Chiefs from Canada were in attendance, and they were unanimous in their favoritism of the worm drive.



April 18th, 1922.

Our machines travel from 40 to 45 miles per hour; and have no difficulty in negotiating all the conditions that confront them. However, we believe that no machine should travel over 30 to 35 miles going to a fire. We have this morning one of the Indianapolis machines in the factory that had a straight side collision with another large truck and it was wholly due to the terrific speed which they were travelling.

The Chief reason manufacturers do not want to use worm drive. They would have to make considerable changes to put in the worm drive, it would necessitate stronger wheels, heavier axles all through; in fact a heavier machine but a better one".

The Chief of Kansas City writes as follows:-

"June 13th, 1921. You asked me why I picked the 750 gallon Stutz car and the principal reason it was my choice. Well that is just the easiest thing for me to do. First, I have fifteen pieces of motor apparatus in this department, and all chain driven but the Chief cars. First the chain driven cars are a source of trouble; when the chains begin to stretch and the sprocket wears off the jack shafts break so often and the radius rods cannot always be the same - one side doing more than it should, and the chains are never the same on each side, as your chains are either too tight or too loose.

During the way we had so much trouble I got disgusted and said if ever they made a worm drive car I will buy it in preference to a chain driven car. Just three days before we let the contract for these two Stutz cars, I had to pay eighty dollars for chains, and it makes one sick when the entire department is in your charge and you have so much trouble, so here is what you get when you have a worm driven car.

First you have two drive chains, four sprockets, two radius rods, two jack shafts; these are the things that give the Fire Departments the trouble. The chains cannot be greased because they fill full of grit and dirt, and then they wear out in a hurry, and they break going to a fire and serious trouble sometimes occurs when this happens. Then they become too long, and you cannot take out a link because the link is too much and you have to buy a new chain, then the radius rods are never both doing the same duty, because it is almost impossible to tighten them to the same pitch, and the sprockets are always wearing like the chains; the jack shafts are the ones that bring grief to the firemen, when they go it is just when you are going out of the house to answer a call; so you know what the men think when this happens. Now I could go from experience and tell you a lot more, but I think this will do you at this time.

Now the other reasons I wanted the Stutz was because it is a worm drive and the worm is running in grease all the time and no dust can get to it, and there is no jerking when starting, and you can go where you cannot go with a chain driven car. It is the best machine in my opinion in the country today. Now I am not running down any other make of machine, so the salesman cannot say ~~nothing~~ anything about what I have said, if you let any of them see this letter".

As Against all the above the LaFrance Company writes:-  
September 29th, 1921. Our Toronto office has asked that we address you on the subject of drive for Motor Fire Apparatus.

The American LaFrance Company has made exhaustive

April 18th, 1922.

investigation of worm and other drives to determine whether they possess advantages over the chain drive for motor fire apparatus. We have convinced ourselves definitely that the chain drive is the most satisfactory for fire service. It is obvious that fire apparatus must frequently negotiate comparatively high speeds, and at these high speeds, particularly when the apparatus is mounted on solid or cushion tires, the chain is the only drive that will stand up satisfactorily. On commercial trucks, where the speed is between twelve and fifteen miles an hour, the worm drive is not objectionable.

In view of the foregoing reasons, the American La France Company has no intention of changing on its fire apparatus from the chain drive".

#### New North End Fire House

Your Committee is satisfied that the present is not the time to locate a new fire station which will be necessary after considerable more buildings have been erected, and then it will more than likely be wanted in the Western part of the extreme North End. At the present time with streets being improved each year the West Street Station with additional motor apparatus which we will recommend, can take care without any danger of the present North End. The distance from West Street to say the Cotton Factory Site with motor apparatus is not more than three minutes run, and it goes without saying that the already overburdened ratepayers would not countenance an expenditure necessary to erect a new station; Also in view of the possible military and naval programme that has been before the Government for some years, and which is bound to make a chance in the North End, as well as the re-building of the Exhibition buildings.

#### Ladder Trucks

Your Committee feel that the present Ladder Trucks should be motor propelled, but do not consider the City should be put to the expense of buying new motor trucks complete. A very great saving can be made by the City purchasing the chassis and having the body placed by our own City mechanics, utilizing as much as possible of the present horse drawn equipment and adding if necessary to it.

Great care must be exercised in purchasing the chassis. We believe that the chassis provided for this purpose should conform to the best fire apparatus practice and that attention should be given in choosing it to such details as type of frame, power and up-to-date motor construction, not only as to the requirements for present equipment which might be mounted, but to future additions. We would also suggest that the question of pneumatic tires instead of solids be considered in order to get better traction.

#### Tenders

We wish to point out that owing to the excessive cost of Motor Equipment the City should adopt the rules laid down by Cities having considerable experience in purchasing this class of apparatus, and in addition to advertising in our local papers specifications should be sent by registered mail to all first-class makers so that no one will be excluded. The following is recognized in all first-class cities:

Drafting Truck Specifications for Municipal Purchases.

Stipulation which insure High Grade Equipment.

April 18th, 1922.

For the convenience of City Engineers, Committees and Boards of Purchase there are presented herewith a few suggestions gleaned from the advertised bids of leading municipalities. It frequently happens that motor truck specifications must be drawn up without precedent in the City files, and, while the City Attorney's office can readily supervise legal phases of advertised bids, there are certain measures of excellence which usually develop only after long and expensive experimentation.

Discarding the element of parsonage, it is assumed that nothing short of the soundest principles of construction, proven performance service facilities and manufacturer's stability will be acceptable. Furthermore, it is understood that the City is above the practice of working specifications to exclude all but a favored make of truck. Therefore, only the fundamentals that reflect a high standard of excellence which all bidders must measure up to in order to quality should be included. Specific detailed dimensions and structural features should not be included except to specify capacity, loading height, dumping clearance, weight distribution, road speed and other factors that constitute the basic requirements for which the unit will be used.

It would be impossible to draw up one set of specifications that will meet all types of equipment that may be desired, but the following general paragraphs have been adopted by the City of New York as their standard to insure that the trucks bid upon will measure up to a high degree of excellence.

S p e c i f i c a t i o n

for  
Grade 1. Gasoline Motor-driven trucks  
Intent.

\*\*\*\*\*

1. (a). It is the intention of these specifications to describe gasoline motor-driven trucks with four wheels rear wheel drive, front wheel steer, and engine under the hood.

(b). The full equipment, with all appurtenances complete and ready for operation, shall be furnished and delivered under this contract. All parts not specifically mentioned which are necessary in order to furnish such complete chassis shall conform to the best practice known to the automobile trade in strength, quality of material and workmanship; also lightness in weight.

(c). Where any part of the chassis is not described it shall be understood that what is usually provided in the manufacturer's stock model shall be furnished.

Qualifications for Bidders

2. No bid will be considered unless firm submitting the bid can meet the following conditions, and it shall submit evidence of its ability to meet them in the form provided in the bid sheets.

(a). That it has in operation a factory adequate for and devoted to manufacture of the motor or engine which it proposes to furnish in the chassis, and that its factory is equipped with suitable apparatus and facilities for making all the physical tests of material required by these specifications.

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(b). That it has been engaged in the manufacture of motor trucks and motors for trucks for at least ten years.

(c). That it is bidding upon the latest stock model chassis rate not less than the size advertised for.

(d). That there are at least 100 of its make of chassis of each size called for in operation in the United States and Canada, which have each given not less than 75,000 miles of service. An accurate list of the names of these 100 trucks must be furnished with the bid.

(e). That it has in operation and has had for at least six months prior to the time of bidding a service station in the City of Halifax equipped with spare parts for each size of truck called for, amounting in value to not less than \$5000.00. These parts shall be in stock, and not assemblies in any completed chassis.

(f). That there are employed in such service station inspectors for the purpose of inspecting at regular period chassis which are in operation in this vicinity.

(g). Plans showing general type of chassis and body shall be submitted in duplicate with the bid.

G e n e r a l

3. (a). It is the intention of the City, if so desired, to assign an Inspector at the Contractor's factory to inspect the work of manufacturing the chassis and an Inspector to inspect the manufacture of the bodies and other equipment.

(b). Such inspectors shall have full access to all parts of the plant where and when work upon this contract is being performed. They shall be notified of and given an opportunity to be present at all tests of materials or workmanship entering into the work, and shall have all necessary facilities and aid in examining and measuring all parts.

National Board of Fire Underwriters Recommendations  
Dated August 15, 1921.

The general recommendations submitted in the 1916 report for improving the Fire Protection facilities still apply. The more important of these that have not yet been complied with or provided for, together with a few additional recommendations, are listed below. Because of their special importance, their early adoption is urged.

Water Supply

1. That a 24-inch main be laid from Lower Chain Lake to the distribution system and be so connected at both ends to the High Service supply main that in an emergency it can be used to supply the High Service.
2. That the 27-inch low service supply main be thoroughly cleaned.
3. That a 15-inch main be installed in Water Street, between North end Jacob and between Buckingham and Fawson Street.
4. That the supply mains be gated and cross-connected as near as practicable at one-mile intervals.
5. That reliable recording devices in connection with the Venturi meters and pressure recording gages in central locations on each service be installed so as to insure continuous records of consumption and pressures being maintained.
6. That all gate valves in and separating the two Low services be permanently opened at the earliest possible date.

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Fire Department

7. That additional company officers be appointed so that a captain or lieutenant shall be on duty in each station at all times.
8. That additional men be appointed in order to maintain a minimum on duty at all times of at least 6 in each of engine companies 1, 2 and 4 and ladder companies 2 and 4.
9. That a motor pumper of at least 600 Imperial gallons capacity, and with large chemical tank, be placed in service in the new station authorized in the vicinity of Robie Street and Kempt Road.
10. That the horse-drawn engine at Station 5 be replaced, as proposed, by a motor pumper.
11. That the horse-drawn ladder truck at Station 3 be replaced, as proposed, by an automobile quick-raising truck.
12. That the horse-drawn ladder truck at Station 2 be replaced with a motor City service truck, thereby obviating the necessity of the authorized ladder in the new station at the North End.
13. That a motor combination hose wagon be placed in service at Station 1.
14. That the Grafton Street and Exhibition Ground Stations be abandoned, together with present horse-drawn apparatus consisting of 2 chemical engines, 1 steamer, 1 hose wagon and 3 ladder trucks, thereby eliminating, including 1 spare, a total of 16 horses.
15. That a drill tower and department school be established where all members, including probationers, shall be regularly trained in the use of all appliances and tools, including pompier ladders, quick handling of hose and in life saving; these drills to be in charge of a competent officer who shall have graduated from a modern drill school.
16. That response to telephone alarms for all fires in buildings be the same as for boxes in the same location; all telephone alarms to be confirmed by transmitting the nearest box number over the fire alarm system, after notifying the closest company by telephone.
17. That protection to the waterfront be increased by providing a fire boat of at least 3000 gallons a minute capacity.

Fire Alarm

18. That fire alarm headquarters be removed to a detached fireproof building especially constructed and located as to reduce, as far as possible, all liability of ~~tax~~ interruption of service, sand pails and chemical extinguishers to be provided in the operating and battery rooms. The City lot at Spring Garden Road and Hastings Streets is suggested as an excellent location.
19. That circuits be placed underground where ducts in signalling subways are available, using rubber insulated copper wire in lead sheathing.
20. That additional succession boxes be installed so that a box shall be within 500 feet of every building in high value districts and elsewhere within 800 feet of every building in closely built sections.
21. That a fire department telephone switchboard be installed in Fire Department or Fire Alarm Head-quarters, with an individual circuit to each fire station, at least two circuits to the public telephone exchange, and

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and provisions for calling all companies simultaneously. One truck line from the telephone exchange to be reserved exclusively for alarms of fire.

22. That a department telephone operator be on duty at all times to receive telephobe alarms; that all such alarms be received by the operator and, if for fires in buildings, be sent out by a detached break wheel-transmitted as box alarms, after notifying the nearest company. In conclusion your Committee recommends:-

First: That steps be taken to build an addition to the Brunswick Street Station to take care of the Grafton Street equipment, and dispose of the Grafton Street property.

Second: That from information previously mentioned in this report no possible conditions exist in Halifax that would warrant the City Council in purchasing a larger size motor pumper than is in general use in cities such as New York, Chicago, Detroit, etc., especially taken into consideration the improvement in our waterservice, particularly in the commercial district. In addition, the Board of Underwriters will never take into consideration the reduction of rates by virtue of our having pumps of 800 or 1000 gallons capacity.

Third: We have communicated with many leading manufacturers and users of fire apparatus, some of whom are not likely interested in bidding on the apparatus requires by us, and we find it to be almost universal that the Chain Type Drive of construction is practically obsolete, so much so that many cities in drawing up specifications as to requirements insist upon Shaft Drive.

Fourth: Owing to our weather and road conditions, particularly the snow, we believe that an attempt should be made to secure machines of the lightest possible gross weight in order to eliminate as far as possible the trouble of having machines stuck in the snow. We believe that the use of pneumatic tires would assist largely in this, as from information received we are of the opinion that the pneumatic tires give greater traction, and our opinion is borne out by the experience of users of fire apparatus equipped with pneumatic tires in this Province.

Fifth: We believe that the expenditure contemplated should warrant the providing in the City of Halifax, by whoever is selling the apparatus, a modern service station where at least a large number of spare parts are carried for the machines.

Many cities in drawing up specifications make it absolutely compulsory that any tenderers shall provide such service, and we believe the City has been lax in not asking for this in the past, both in Fire Department equipment and in the Works Department.

Sixth: We feel the City has fire fighting equipment today quite equal to any city of similar size, and cannot recommend that the tax payers be saddled with a large expenditure in any one year. But we also realize the horse drawn equipment is costly and slow and should be replaced by Motor Apparatus -

And recommend the Fire Committee prepare specifications and submit same to the City Council calling for tenders for One Motor Pumper not over 500 Imperial Gallons; One Chassis to replace a ladder truck; and Two Chassis to mount two of the horse drawn chemical engines. This apparatus to be placed in West Street Station, except

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one chemical, Brunswick Street. Next year this programme can be duplicated, except chemical engines, or we would suggest with the advice of the Chief in place of another Motor Pumper in 1923, an aerial ladder truck be purchased.

The mounting of ladders and chemical tanks can be done in Halifax which means, first, that the time they are out of service is saved, freight charges sending away and returning saved, and our own mechanics get the work in place of outside workmen.

We have enquired amongst our own people and have positive assurance both ladder trucks and chemical engines can be mounted. The estimates given us show we can save a large sum of money by having the work done here.

Your Committee further recommend in all future purchases of Motor Fire Apparatus that in drawing up specifications the utmost care should be exercised to see that the City gets full value of its money, both in respect to new purchases and utilization of existing equipment and facilities of our own Department for doing work.

John E. Godwin.  
C.W. Ackhurst.  
Alfred Whitman.  
J. Gillis Keator.  
F.W.W. Doane.

COMMITTEE.

*Ald. Godwin  
Chief of Fire Dept.  
Copies to City  
Clerk and Members  
Firewards 1922-23.*

Moved by Alderman Ackhurst seconded by Alderman Colwell that the report be referred to the Committee of Firewards for report. Motion passed.

EVICTIION OF TENANTS

Read letter Unemployed Workmens' Association re the eviction of tenants who are unemployed.

To His Worship Mayor Parker,  
and City Council.

Dear Sirs:-

At a meeting of the Undersigned Association, I was requested to write the Council asking that Legislation be secured to restrain eviction of the Unemployed of Halifax until such time as they are able to secure employment.

Unemployed Workmens' Association  
James F. Copeman,  
Secretary.

*J.F. Copeland*

Filed.

STREET ROLLER

Read reports Committee on Works and City Engineer re the purchase of a gasoline Street Roller.

Office of Clerk of Works,  
Halifax, N.S. April 18th, 1922.

The City Council.

Gentlemen:-

At a meeting of the Works Department held on the 18th April the attached report of the City Engineer

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was read recommending the purchase of a gasoline roller from the Bedford Construction Co. for the sum of three thousand one hundred and twenty-five dollars (\$3125.00)

The same was approved and recommended to Council for adoption.

A.F. Messervey,  
Clerk of Works.

\* \* \* \* \*

City Engineer's Office,  
Halifax, N.S. April 15th, 1922.

His Worship the Mayor,  
Sir:-

I beg to report on the attached communication from the Mechanical Superintendent of the Provincial Highways Board and the question of purchasing another street roller.

The Highways Board have several ten ton steam rollers second hand, which they desire to dispose of.

During last season we used a gasoline roller which we were able to rent from the Bedford Construction Company which was more convenient and economical than a steam roller. The gasoline roller cost us \$9.71 per day while the steam roller costs us \$10.66 and \$12.16 per day. I believe that we could save considerable money by purchasing a gasoline roller.

The April quotation for an Austin roller, similar to the one which we used last year is \$5,900.00 and the price for an Acme \$6,955.00.

We could purchase this gasoline roller for \$3,125.00. It is four years old and has cost only \$34.00 for repairs. It has been examined by our own mechanics and reported in good condition, and I would recommend that the City purchase it instead of renting as before.

F.W.W. Doane,  
City Engineer.

Moved by Alderman Ritchie seconded by Alderman Godwin that the reports be adopted. Motion passed.

SCHOOLS LOAN \$25,000.00

Alderman Whitman submits the following resolution:-

WHEREAS the Board of School Commissioners for the City of Halifax applied to the Governor in Council of the Province of Nova Scotia for the sum of \$25,000. for the purpose of paying for contracts entered into for the alterations of the Old Bloomfield School \$15,923.00 furniture and equipment for same \$2,279.00 and workshop \$6,798.00.

AND WHEREAS the Governor in Council of the Province of Nova Scotia has directed the City of Halifax to issue stock or debentures for the purpose of raising the said sum of \$25,000.00 under Sec. 901 and 902 City Charter.

NOW THEREFORE BE IT RESOLVED that for the purposes aforesaid there shall be borrowed on the credit of the City of Halifax at large, and as part of the Halifax City Consolidated Fund 1905 the sum of \$25,000.00 and debentures or stock amounting to \$25,000. shall be issued

*Engineer  
Clerk of Works  
Auditor*



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therefor dated as of the 1st day of April 1922 bearing interest from the said 1st day of April 1922 at the rate of 5½% per annum payable half yearly on the 1st of April and October in each year. The said stock or debentures shall be payable in thirty years from the date thereof. ✓

The said debentures or stock shall be in the form set out in the Halifax City Consolidated Fund Act 1905 Chapter 51 and shall be sealed with the corporate seal of the City and shall be signed by the Mayor and Treasurer of the said City and countersigned by the Clerk of the said City. The interest coupons attached to said debentures shall be signed by the Mayor and City Treasurer and their signatures thereon may be printed, stamped lithographed or engraved.

The said debentures as to both principal and interest shall be payable at the option of the holder at the Royal Bank of Canada in Montreal, Toronto, Winnipeg or Vancouver.

*Auditor  
Treasurer*

The resolution is moved by Alderman Whitman seconded by Alderman Sanford and passed.

TAXATION OF AMERICAN CONSULATE STAFF

Read report Laws and Privileges Committee covering correspondence re the taxation of the staff of the American Consulate at Halifax.

Committee Room, City Hall,  
April 12th, 1922.

His Worship the Mayor,  
and City Council.  
Gentlemen:-

At a meeting of the Laws and Privileges Committee held this day the attached correspondence between the Secretary of the Board of Trade, His Worship the Mayor and City Assessor in re to the taxing of the American Consul his Office staff and the Officials connected with the United States Immigration Department.

The City Solicitor reported that these various officials are liable to City Taxation and your Committee recommend that the Secretary of the Board of Trade be so informed.

C.W. Ackhurst,  
Pro Chairman.

\* \* \* \* \*

Office of City Assessor,  
Halifax, N.S. April 12th, 1922.

His Worship the Mayor,  
City Hall, City.  
Dear Sir:-

Some time ago a delegation from the Board of Trade waited upon you regarding the Taxing of the American Consul, his Office Staff and the Officials connected with the United States Immigration Department.

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The Delegation held the-view that it was important to have these Officials at this port. They stated that if the City insisted upon taxing these Officials they would withdraw from the City.

You\* promised the Delegation that you would have the matter brought before the Laws and Privileges Committee.

In the meantime the collection of these Taxes has been held up and it is important for this Department to know what to do in the matter. Therefore, we would like a decision so that we can render our Bill to them,

P. J. McManus,  
City Assessor.

\* \* \* \* \*

Board of Trade,  
Halifax, N.S. March 3rd, 1921

His Worship Mayor Parker,  
City Hall, City.  
Your Worship:-

With reference to a recent interview with a Committee from the Council of this Board regardint the threatened withdrawl of American Immigration Authorities at this Port, I beg to attach copies of telegram from Quebec and letter from St. John received in respect to same.

I understand that St. John is in the same position as Halifax - that is, there is no provision for not collecting the tax, but that they just let the matter go by default.

E.A. Saunders,  
Secretary.

\* \* \* \* \*

Mayor's Office, Halifax, N.S.  
April 12th, 1922.

Alderman J.J. Power,  
Chairman, Laws and Privileges Committee.  
City.

Dear Sir:-

Some months ago a delegation from the Board of Trade called at my office in the City Hall, in connection with the Assessment of the United States Immigration Department, and I think this matter was before your committee, namely the Laws and Privileges Committee, some time ago, but not definitely dealt with.

Now that Mr. McManus, our City Assessor is sending out his accounts for back taxes, and making up the accounts for the years' taxes, I feel that this matter should be definitely disposed of by your Committee. Mr. Gunsaulus, the American Consul, feels that if we are going to tax them in Halifax, which he claims is the only City in which they are assessed and taxed, that there is only one thing for them to do, that is to vacate the City of Halifax and to remove all their officials from this Section. I am enclosing herewith a copy of letter I ~~hav~~ received this morning from

April 18th, 1922.

Mr. P.J. McManus. I am filing the original of this letter with Asst. City Clerk Rhind. Please give this matter your immediate attention.

J.S. Parker,  
MAYOR.

*Assessor*  
*Collector*  
*Solicitor*

Moved by Alderman Ackhurst seconded by Alderman Mason that the report of the Committee be adopted.

*American Consul General*

Motion passed.

COAL WEIGHERS APPLICATIONS

*Ald. Power*  
*Asst City Clerk*

Read applications for positions on the staff of Coal Weighers from Lawrence D. Murrans, 123 Gottingen Street, W.H. Walker, Armdale P.O. P. Cummins 954½ Barrington Street and J.G. Sutton 871 Barrington Street.

Referred to the Committee on Laws and Privileges for report.

STAIRS STREET SEWER

Read reports Committee on Works and City Engineer re Stairs Street Sewer.

Office of Clerk of Works,  
Halifax, N.S. April 18th, 1922.

The City Council.  
Gentlemen:-

At a meeting of the Works Department held on the 18th April, the attached report of the City Engineer recommending construction of sewer in Stairs Street was approved and recommended to Council for adoption,

A.F. Messervey,  
Clerk of Works.

\* \* \* \* \*

City Engineer's Office,  
Halifax, N.S. April 18th, 1922.

His Worship the Mayor,  
Sir:-

We had begun to extend the water service on Stairs Street, but during the first day of our work a request came for the extension of the sewer system also. We stopped the work at once and I beg to recommend that the sewer be extended on Stairs Street, between Robie and Agricola Streets. The estimated cost is \$850.00.

F.W.W. Doane,  
City Engineer.

April 18th, 1922.

*Engineer*

Moved by Alderman Godwin seconded by Alderman Ritchie that the reports be adopted. Motion passed.

DEATH OF SIR JOHN EATON

Read acknowledgment by Lady Eaton and family of communication from the City Council on the occasion of the death of Sir John Eaton.

Ardwold, Toronto.

To the Mayor and Corporation.

Lady Eaton and family acknowledge with grateful appreciation the kind expression of your sympathy.

Filed.

TENDERS FOR CONSTRUCTION WORK

Read reports Committee on Works and Assistant City Engineer re tenders for various construction works.

Office of Clerk of Works,  
Halifax, N.S. April 18th, 1922.

To the City Council.  
Gentlemen:-

At a meeting of the Works Department held on the 18th April the attached report of the City Engineer on tenders for construction work was approved and recommended to Council for adoption, Alderman Ritchie dissenting in respect to item "Walk across the Common".

A.F. Messervey,  
Clerk of Works.

\* \* \* \* \*

City Engineer's Office,  
Halifax, N.S. April 18th, 1922.

His Worship the Mayor,  
Sir:-

I beg to report on the tenders for the undermentioned work -  
Retaining Wall and Steps at the Town Clock

N. Dasckallino & Sons..... \$1893.66  
W.G. Foley..... 2249.00

It is recommended that the tender of N. Dasckallino & Sons. being the lowest, be accepted.

Walk Across the Common

Stockley Construction Co. Ltd..... \$3.05 per sq. yd.  
This is the only tender received for this work and it is recommended that it be accepted.



April 18th, 1922.

Read Clause 2 - Walk Across the Common.

Moved by Alderman Godwin seconded by Alderman Ackhurst that said clause be adopted.

Moved in amendment by Alderman Ritchie seconded by Alderman Guildford that \$2,500.00 in the present years' estimates and the \$2,500.00 in the estimates for next year provided for the improvement of the Common making a total of \$5,000.00 be utilized in the general improvement of the Common as a recreating ground and not in the construction of concrete walks.

The amendment is put and lost 6 voting for the same and 7 against it as follows:-

For the Amendment:- Aldermen Schaffner, Guildford, Ritchie, Power, Hubley, Burgess - 6.

Against it:- Aldermen Colwell, Whitman, Ackhurst, Sanford, Bissett, Cameron, Godwin - 7.

Moved in amendment by Alderman Whitman seconded by Alderman Cameron that this clause of the report be referred back to the Committee on Works to confer with the Commissioners of Halifax Common and report on a comprehensive scheme for the improvement of the Common.

The amendment is put and lost 4 voting for the same and 9 against it as follows:-

For the Amendment:- Aldermen Whitman, Bissett, Cameron, Guildford - 4.

Against it:- Aldermen Colwell, Ackhurst, Sanford, Schaffner, Ritchie, Power, Godwin, Hubley, Burgess - 9.

The original motion for the adoption of the clause is put and passed 7 voting for the same and 6 against it as follows:-

For the Motion:- Aldermen Colwell, Ackhurst, Sanford, Power, Godwin, Hubley, Burgess - 7.

April 18th, 1922.

Against it:- Aldermen Whitman, Bissett, Schaffner,  
*Council* Cameron, Guildford, Ritchie - 6.

Alderman Whitman gives notice of reconsideration.

Read Clause 3 re Sidewalks.

*Engineers* Moved by Alderman Godwin seconded by Alderman Ritchie  
*Council* that said clause be adopted. Motion passed, Alderman  
Whitman dissenting.

Alderman Whitman gives notice of reconsideration.

Alderman Godwin temporarily takes the Chair.

Read Clause 4 - Paving.

*Engineers* Moved by Alderman Ritchie seconded by Alderman Hubley  
that this clause be adopted.

The Chair is again taken by His Worship the Mayor.

The motion for the adoption of the clause is put  
and passed.

FODDER TENDERS

Read reports Committee on Works and Clerk of Works  
re tenders for Fodder.

Office of Clerk of Works,  
Halifax, N.S. April 18th, 1922.

The City Council.  
Gentlemen:-

At a meeting of the Works Department held on  
the 18th April, the attached report of the Clerk of  
Works was approved and recommended to Council for  
adoption.

A.F. Messervey,  
Clerk of Works.

\* \* \* \* \*

City Works Office,  
Halifax, N.S. April 18th, 1922.

Works Committee.  
Gentlemen:-

I beg to submit the following report on tenders  
for forage received by the Works Committee at a meeting  
held this day --

Four tenders were received, as follows:--

Six months	Six months	Twelve Months	Twelve
Immediate	as required	immediate	months
			as required
Chas. J. Craig			\$11,755.00
R. McLeod & Son Ltd.			11,185.00

April 18th, 1922.

Farquhar & Co. Ltd.

	5,466.00	5,466.00	10,932.00	10,932.00
S.C. Thompson	4,966.00	5,136.00	9,637.00	9,637.00

The price is based on estimated quantities as furnished to tenderers.

The tender of S.C. Thompson is the lowest in all instances. As delivery as required is the most satisfactory to the City I would recommend that his tender for six months' delivery as required be accepted.

By way of comparison on the chief items the price of lowest tender is the same as contract now expiring, for oats and one dollar and fifty cents per ton less for hay.

A.F. Messervey,  
Clerk of Works.

*Engineer*  
*Clerk of Works*  
*Auditor*

Moved by Alderman Godwin seconded by Alderman Ritchie that the reports be adopted.

Alderman Finlay here arrives and takes his seat in Council.

The motion for the adoption of the report is put and passed.

EXHIBITION, ANNUAL PROVINCIAL

His Worship the Mayor informed the Council that a delegation was in attendance from the Nova Scotia Provincial Exhibition Commission who wished to address the meeting.

James A. Fraser and E.B. Elderkin members of the Commission are invited to and accept seats at either side of His Worship, on the dais; the other members of the delegation being A.N. Griffin, Alderman Murphy and Manager M. McF. Hall.

By consent of Council the meeting is addressed by members of the Exhibition Commission James A. Fraser, E.B. Elderkin, A.N. Griffin and Alderman Murphy.

Mr. Fraser during his remarks submitted the following copy of resolution passed at a meeting of the Commission held on the 11th inst.

At meeting of Nova Scotia Provincial Exhibition Commission held at the City Hall, Halifax, on Tuesday evening, April 11th. the following resolution moved by Commissioner Fraser, seconded by Commissioner Elderkin,



April 18th, 1922.

was put and passed unanimously.

RESOLVED: That in the opinion of this Commission it is in the general interest of the Province and City that the annual Exhibition be re-established in the City of Halifax at the earliest possible date.

FURTHER RESOLVED: That the Province of Nova Scotia and the City of Halifax be requested to place at the Commission's disposal a sum sufficient to erect the buildings necessary and carry out any other work required to this end.

The plans for buildings and etc. to be along the general lines of a report drawn by a Special Committee consisting of Commissioners Fraser, O'Brien, Elderkin and Murphy under date of December 4, 1919.

A Committee consisting of Commissioners Fraser, Elderkin, Griffin, Murphy and Burgess, was named to wait on the Government and City and present them the above resolution. Also an alternative suggestion for the financing of the Bond Issue involved, which was introduced by Commissioner Fraser, seconded by Commissioner Elderkin to the effect that if thought desirable the Exhibition Commission be authorized to issue their own bonds, the same to be guaranteed both as to interest and principal by the Province and the City.

James A. Fraser,  
E.B. Elderkin,  
A.N. Griffin,  
Harry E. Burgess,  
John Murphy.

Mr. Fraser stated that no definite plans had been matured or accurate estimate made out that the anticipated cost of rehabilitation of the Exhibition in the opinion of the Special Committee might be considered to be in the neighborhood of \$400,000.00.

Moved by Alderman Ritchie seconded by Alderman Mason that this Council assert its confidence in the Nova Scotia Provincial Exhibition Commission and express its desire that the Annual Exhibition be reestablished in the City of Halifax.

The following amendment is submitted by Alderman Bissett.

RESOLVED that this City will be prepared to guarantee the Bonds of the Exhibition to the amount of One Hundred Thousand Dollars (\$100,000.00).

The amendment is moved by Alderman Bissett and seconded by Alderman Colwell.

April 18th, 1922.

*His Worship  
the Mayor  
Hon. S. H. Murray  
Hon. E. H. Armstrong  
City Engineer*

By consent of Council the amendment is withdrawn.

Moved in amendment by Alderman Whitman seconded by Alderman Finlay that a Special Committee be appointed to report to this Council on the matter of the reestablishment of the Annual Provincial Exhibition in the City of Halifax.

The amendment is put and lost 2 voting for the same and 10 against it as follows:-

For the Amendment:- Aldermen Whitman, Finlay - 2.

*Geo. A. Fraser*

Against it:- Aldermen Colwell, Ackhurst, Bissett, Schaffner, Cameron, Guildford, Ritchie, Mason, Hubley, Burgess - 10.

The original motion is put and passed, Aldermen Whitman and Finlay dissenting.

CITY HOME--SUPERANNUATION OF JOHN H. GRANT

Read report Finance Committee re the Superannuation of John H. Grant, Engineer at the City Home (See minutes City Council April 6th, 1922).

Committee Room, City Hall,  
April 18th, 1922.

To His Worship the Mayor,  
and City Council.  
Gentlemen:-

At a meeting of the Finance Committee held this day there being present Aldermen Whitman, Chairman, Murphy and Mason, Hubley. It was decided to recommend that the report of the Charities Committee of February 21st last recommending the superannuation of Mr. John H. Grant, Engineer of City Home be adopted.  
Alderman Whitman dissenting.

Alfred Whitman,  
CHAIRMAN.

\* \* \* \* \*

City Treasurer's Office,  
Halifax, N.S. April 17th, 1922.

Mayor Parker,  
and City Council.  
Gentlemen:-

Attached please find statement from Superintendent Buchanan in re position of John H. Grant as

April 18th, 1922.

Fireman and Engineer in the City Home. He has reached the age of 62 years, served 30 years and has paid into the Superannuation Fund over 10 years.

Under Section 12 Chapter 74 Acts 1914 "Any person who has been in the employ of the City for not less than 30 years and has contributed to the fund for not less than 10 years, and who has reached the age of 60 years, shall be entitled on resignation or other retirement from Office to receive for the remainder of his life an annual allowance equal to 30/50's of the average of his yearly salaries for the 3 years immediately preceding his retirement and the difference between the amount of the allowance which he is entitled to receive from the fund and the amount of such thirty-fiftieths shall be included in the yearly estimates and collected therewith".

His average salary is \$1300.00 and he is entitled to \$780.00 per year; \$390. chargeable to assessment and \$390.00 to the Official Superannuation Fund.

James J. Hopewell  
City Treasurer.

\* \* \* \* \*

Office of Charities Department,  
Halifax, N.S. April 15th, 1922.

The Trustees of the Superannuation Fund,  
City of Halifax, City.  
Gentlemen:- Superannuation--John H. Grant

The above named John H. Grant been in the employ of the City as Fireman and Engineer at the City Home since the Third day of February 1892 and has paid into the Superannuation Fund since its inception. He is 62 years of age.

The following salaries have been paid to him during the past three years viz:

1919-1920	\$1,200.00
1920-1921	1,300.00
1921-1922	1,400.00

J.H. Buchanan,  
Superintendent.

Moved by Alderman Hubley seconded by Alderman Mason that the report of the Finance Committee be adopted.

Moved by Alderman Whitman seconded by Alderman Colwell that the recommendations of the Charities Committee be considered clause by clause. Motion passed.

Read clause of report of Charities Committee recommending the John H. Grant be superannuated from April 30th 1922.

April 18th, 1922.

Moved by Alderman Colwell seconded by Alderman Mason that said clause be adopted. Motion passed.

Read clause of Charities Committee report recommending that the amount of Superannuation Mr. Grant is entitled to receive from the Officials Superannuation Fund be supplemented from the Rates.

Moved by Alderman Colwell seconded by Alderman Hubley that said clause be adopted. Motion put and passed 8 voting for the same and 4 against it as follows:-

For the Motion:- Aldermen Colwell, Ackhurst, Finlay, Schaffner, Ritchie, Mason, Hubley, Burgess - 8.

Against it:- Aldermen Whitman, Bissett, Cameron, Guildford - 4.

*Solicitors  
Secretary City Council*  
Moved by Alderman Colwell seconded by Alderman Hubley that the several reports recommending a total superannuation allowance to Mr. Grant of \$900.00 per year be adopted and that the City Solicitor prepare and submit any legislation necessary to give effect to this resolution. Motion passed.

Alderman Whitman gives notice of reconsideration.

RAILWAY CROSSING QUINPOOL ROAD--NORTH WEST ARM  
SEWER

Read reports Committee On Works and City Engineer re lease for the crossing of the North West Arm Trunk Sewer under the bridge on the Canadian National Railway Property, Quinpool Road, north of Horseshoe Island.

Office of Clerk of Works,  
Halifax, N.S. April 18th, 1922

The City Council.  
Gentlemen:-

At a meeting of the Works Department held on the 18th April the City Engineer submitted a report and draft lease for the crossing of the Arm Sewer under the bridge on railway property Quinpool Road north of Horseshoe Island.

April 18th, 1922.

It was decided to recommend to Council that said lease be executed.

A.F. Messervey,  
Clerk of Works.

\* \* \* \* \*

City Engineer's Office,  
Halifax, N.S. April 19th, 1922.

His Worship the Mayor,  
Sir:

I am submitting herewith a draft lease for the crossing of the Arm Sewer under the bridge on the railway property, on Quinpool Road, north of Horseshoe Island.

*Engineer's  
Solicitor*

The agreement has been certified by the City Solicitor as in connect form and I beg to recommend that the Mayor and City Clerk be authorized to execute the lease.

F.W.W. Doane,  
City Engineer.

Moved by Alderman Ritchie seconded by Alderman Hubley that the report be adopted. Motion passed.

Moved by Alderman Ackhurst seconded by Alderman Whitman that the Council do now adjourn. Motion passed.

LIST OF HEADLINES

- Police Clothing Tenders - 926.
- Busch vs. City of Halifax--North West Arm Sewer. - 926.
- Coal Weighers Reports February and March 1922 - 927.
- St. Margaret's Bay Road ~~Diversion~~--E.L. Fenerty Property - 927.
- Dalhousie College--Exemption of Certain Properties From Taxation - 931.
- Fire Department Improvement - 932.
- Eviction of Tenants - 945.
- Street Roller - 945.
- Schools Loan \$25,000.00 - 946.
- Taxation of American Consulate Staff - 947.
- Coal Weighers Applications - 949.
- Stairs Street Sewer - 949.
- Death of Sir John Eaton - 950.
- Tenders for Construction Work --950.
- Fodder Tenders - 953.
- Exhibition, Annual Provincial - 954.
- City Home--Superannuation of John H. Grant - 956.
- Railway Crossing Quinpool Road--North West Arm Sewer - 958.

Council adjourns 11.35 o'clock.

*L. Fred Monaghan*  
L. Fred Monaghan,  
CITY CLERK.

J.S. Parker,  
MAYOR.

EVENING SESSION

8.10 o'clock.

COUNCIL CHAMBER, CITY HALL,

April 21st, 1922.

A meeting of the City Council was called for this evening. At the above named hour there were present His Worship the Mayor and Aldermen Mason, Ritchie, Colwell, Godwin and Ackhurst.

Moved by Alderman Colwell seconded by Alderman Ackhurst that the time for meeting be extended until 8.30 o'clock. Motion passed.

8.30 o'clock. Roll called. Present the above named together with Aldermen Sanford, Scanlon and Hubley.

There being no quorum to do business,

The Council stands adjourned.

  
L. Fred Monaghan,

CITY CLERK.

J.S. Parker,

MAYOR.

EVENING SESSION

8.10 o'clock

COUNCIL CHAMBER, CITY HALL,

April 25th, 1922.

A meeting of the City Council was held this evening. At the above named hour there were present His Worship the Mayor and Aldermen Ackhurst, Sanford, Guildford, Bissett, Cameron, Power and Colwell.

Moved by Alderman Colwell seconded by Alderman Power that the time for meeting be extended until a quorum is present or until 8.30 o'clock. Motion passed.

8.12 o'clock. Roll Called. Present the above named together with Aldermen Whitman, Finlay, Scanlon, Ritchie, Mason, Godwin and Burgess.

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

LIST OF HEADLINES

(For the purpose of ready reference the list of papers submitted and the list of other headlines are all incorporated in one schedule at the end of the meeting).

CONCRETE WALK ACROSS THE COMMON--RECONSIDERATION

Read extract minutes of City Council April 18th, 1922 covering Alderman Whitman's notice of reconsideration in the matter of construction of a concrete walk across the North Common.

Moved by Alderman Whitman seconded by Alderman Guildford that this matter be now reconsidered.

Motion put and lost <sup>4</sup> voting for the same and <sup>8</sup> against it as follows:— (see minutes City Council May 4<sup>th</sup> 1922).

For the Motion:— Aldermen Whitman, Bissett, <sup>Cameron</sup> Mason <sup>4</sup> - 8

Against it:— Aldermen Colwell, Ackhurst, Finlay, Sanford, ~~Whitman~~, Power, Godwin, Burgess - <sup>8</sup> 7

*Engineer  
see minutes  
of Council  
May 4<sup>th</sup> 1922*

April 25th, 1922.

TENDERS FOR CONSTRUCTION OF SIDEWALKS--RECONSIDERATION

Read extract minutes of City Council April 18th. covering Alderman Whitman's notice of reconsideration in the matter of tenders for construction of Sidewalks.

*Engineer*

Moved by Alderman Whitman that this matter be now reconsidered. The motion is not seconded.

CITY HOME--SUPERANNUATION OF JOHN H. GRANT  
RECONSIDERATION

Read extract minutes of meeting of City Council April 18th. covering Alderman Whitman's notice of reconsideration in the matter of the Superannuation of John H. Grant, Engineer at the City Home.

*James W. Boyer*

Moved by Alderman Whitman seconded by Alderman Cameron that this matter be now reconsidered.

The motion is put and lost.

FIRE DEPARTMENT ACCOUNTS

Read report Committee of Firewards recommending accounts for payment.

Committee Room, City Hall,  
April 21st, 1922.

The City Council.  
Gentlemen:-

The Committee of Firewards beg to recommend for payment the accompanying accounts amounting to Thirteen Hundred and Nineteen Dollars and Ninety-one Cents (\$1319.91).

Imperial Oil Limited	Gasoline	45.25
John MacInnes & Son Ltd.	Lumber	11.69
Wm. Stairs Son & Morrow	Supplies	.39
Hubley Hardware Co.	"	69.22
Lawrence Hardware Co. Ltd.	"	4.26
Maritime Mattress & Bedding Co."		159.00
Dominion Rubber System	"	3.35
Brandram-Henderson	"	4.67
Gordon & Keith	"	2.75
New Standard Vulcanizing Co.	Vulcanizing	3.75
Canadian General Electric Co.	Supplies	2.59
Wm. Collings & Sons Ltd.	Repairs	34.72
American LaFrance Fire Eng. Co.		976.77
City of Halifax, Charities Department		1.50
		<u>\$1319.91</u>

John E. Godwin,  
Chairman.



April 25th, 1922.

Moved by Alderman Godwin seconded by Alderman Cameron that the report be adopted and the accounts paid. Motion passed.

LARCH STREET WIDENING

Read reports Committee on Works and City Engineer re widening of Larch Street.

Office of Clerk of Works,  
Halifax, N.S. April 25th, 1922.

To the City Council.  
Gentlemen:-

At a meeting of the Works Department held on the 25th April, the attached report of the City Engineer recommending purchase of strip of land owned by Mr. Gavin Haverstock corner of Larch and Jennings Streets was approved and recommended to Council for adoption.

A.F. Messervey,  
Clerk of Works.

\* \* \* \* \*

City Engineer's Office,  
Halifax, N.S. April 24th, 1922

His Worship the Mayor,  
Sir:-

Mr. Gavin Haverstock who owns lots No. 21 and 22 at the corner of Larch Street and Jennings Street is asking for settlement by the City for the strip of land between the official line and the original line of his property. It is about 10.3 feet at Jennings Street and 9.3 feet at the north end of the 100 foot lot. The market value of the land would amount to roughly, about \$100.00, but as the lots front on Jennings Street, the damage done to the lot was more than the strip taken.

Mr. Haverstock agrees to accept \$200.00 for the transfer of the strip of land to the City, and I would recommend that his offer be accepted.

F.W.W. Doane,  
City Engineer.

*Engineer ✓  
Solicitor ✓  
Clerk, works ✓  
Auditor ✓*

Moved by Alderman Ritchie seconded by Alderman Godwin that said reports be adopted. Motion passed.

TENDERS FOR TRENCHING

Read reports Committee on Works and City Engineer re tenders for trenching.

Office of Clerk of Works,  
Halifax, N.S. April 25th, 1922.

To the City Council.  
Gentlemen:-

At a meeting of the Works Department held on the 25th day of April the attached report of the City

April 25th, 1922.

Engineer on tenders received for Trenching for Water Pipe on Cogswell Street and Common, also Sewer Trenching on South Street, recommending the tender of Gorman & Peckham for both contracts be accepted was approved and recommended to council for adoption.

A.F. Messervey,  
Clerk of Works.

\* \* \* \* \*

City Engineer's Office,  
Halifax, N.S. April 24th, 1922.

His Worship the Mayor,  
Sir:-

In response to an advertisement calling for tenders for trenching for the water pipe across the Common and on Cogswell Street to Brunswick Street, and also for the sewer on South Street, the following bids were received.

<u>Contractor</u>	Common & Cogswell St.		South St.	
	Rock Cu. yd.	Earth Cu. yd.	Rock Cu. yd.	Earth Cu. yd.
Gorman & Peckham.....	\$2.50	\$1.00	\$2.25	\$1.00
Cossman & Mitchell.....	2.35	1.40	----	----
Emile Bianco & Co.....	3.95	1.65	3.50	1.37
Stephen Construction Co. Ltd	4.95	1.45	5.00	2.50
Terminals Construction Co. Ltd	5.25	2.25	5.25	2.25
M.N. McManus.....	5.25	2.60	3.50	2.60
Nick Dasckallino & Son....	5.30	2.45	5.10	2.35
Stockley Const. Co. Ltd...	5.50	1.50	3.50	2.00
Wm. Cooke.....	6.00	3.00	7.00	2.50
Tolliver & Jackson.....	----	----	6.50	2.25

It is recommended that the tender of Gorman & Peckham the lowest, be accepted for the whole work.

H.W. Johnston,  
Assistant City Engineer.

*Engineer*

Moved by Alderman Ritchie seconded by Alderman Godwin that the reports be adopted. Motion passed, Alderman Whitman dissenting.

*Council*

Alderman Whitman gives notice of reconsideration.

TENDERS FOR FIRE HOSE

Read reports Committee of Firewards and Chief of Fire Department re tenders for Fire Hose.

Committee Room, City Hall,  
April 21st, 1922.

The City Council.  
Gentlemen:-

The Committee of Firewards beg to report that they have received and carefully considered tenders for the 2 1/2" and for the 3" Cotton Rubber lined Hose.

April 25th, 1922.

In response to advertisement tenders were received from the following:-

Gutta Percha & Rubber Ltd.  
A.D. Smith, Manager, Halifax Branch.  
Dunlop Tire and Rubber Goods Co. Ltd.  
A.F. Merlin, Sales Department, Halifax.  
The Goodyear Tire & Rubber Co. of Canada, Ltd.  
T. McNally, Branch Manager, Halifax.  
Dominion Rubber System (Maritime) Ltd.  
J.L. Robertson, Accountant, Halifax.  
The Lawrence Hardware Co. Ltd.  
H.G. Lawrence, President, Halifax.

Your Committee recommend that the accompanying report of the Chief of the Fire Department for the acceptance of the tenders of the Lawrence Hardware Co. be adopted.

The original tenders and subsequent communications and the report of the Chief of the Fire Department are attached hereto.

J.E. Godwin,  
CHAIRMAN.

\* \* \* \* \*

Halifax, N.S. April 21st, 1922.

Board of Firewards.  
Gentlemen:-

I beg to report that I have carefully gone over the tenders and samples of fire hose submitted at the last meeting of our Board and find the Lawrence Hardware Co. tender the cheapest for 2 1/2 inch hose under a guarantee of three years against defects and to stand 400 pounds to the square inch. I would recommend that 1050 feet of Winner hose at .99-3/10 cents per foot be accepted, amounting to \$1042.65.

In reference to the 3 inch hose, owing to a misunderstanding regarding our special coupling all tenders, with the exception of the Gutta Percha & Rubber Ltd. who were familiar with our special coupling, have sent supplementary quotations. In those I find, also, the Lawrence Hardware Co. much cheaper being \$1.50 per foot against \$2.16 by the other companies and giving the same guarantee as the other companies.

I would therefore recommend that their tender for 300 feet of 3 inch hose at \$1.50 per foot, if considered favorable by your Board, be accepted.

J.W. Churchill,  
Chief Halifax Fire Department.

Moved by Alderman Godwin seconded by Alderman

Sanford that said reports be adopted. Motion passed.

CITY HOME OFFICIALS

Read report Charities Committee re City Home

Officials.

*Chief Fire Dept  
Lawrence Hardware Co*

April 25th, 1922.

Halifax, N.S. April 25th, 1922.

His Worship the Mayor,  
and Members of City Council.  
Gentlemen:-

The Charities Committee met this day and beg to submit the following report Members present, The Chairman, Aldermen Burgess, Cameron, Sanford, and Scanlon.  
Engineer, City Home, Appointment of

Your Committee would recommend that John R. Hennigan Assistant Engineer and Fireman for the past twenty-nine (29) years be promoted to the position of Engineer replacing John H. Grant, Superannuated.  
Fireman, City Home, Appointment of

Your Committee would recommend that Frank R. Campbell Night Fireman, be promoted to the position of Fireman, replacing John R. Hennigan promoted.  
Night Fireman, City Home Appointment of

Applications for the position of Night Fireman were received from the following:

Thomas O'Connor, A.G. Blackman, Frank C. Ward, Harry M. Wallace, J. Hazel, James McGill, Francis T. MacIntosh, George L. Myers and Percy B. Sellers.

Your Committee would recommend that Frank C. Ward be appointed to the position of Night Fireman.

H.S. Colwell,  
Chairman.

Moved by Alderman Colwell seconded by Alderman Cameron that the same be adopted. Motion passed unanimously.

OXFORD AND NORTH STREETS WIDENING--FOSTER PROPERTY

Read reports Committee on Works and City Engineer re the widening of Oxford Street and North Street at the property of W.W. Foster.

Office of Clerk of Works,  
Halifax, N.S. April 21st, 1922.

To the City Council.  
Gentlemen:-

At a meeting of the Works Department held on the 21st April the attached report of the City Engineer re request of W.W. Foster for payment of lands fronting his property on Oxford and North Streets was approved and recommended to Council for adoption.

A.F. Messervey,  
Clerk of Works.

\* \* \* \* \*

City Engineer's Office,  
Halifax, N.S. April 21st, 1922

His Worship the Mayor,  
Sir:- I beg to report on the offer of Mr. W.W. Foster in connection with the proposed widening of North Street

April 25th, 1922.

and Oxford Street at his corner.

Mr. Foster agrees to accept for the land \$500.00; the law provides that the City shall pay the value of the land at the time the restriction was placed on it.

I estimate that the area of the land at the Official street line would reduce the property 3.613 square feet. The City Assessor in the attached communication, placed the market value at 8¢ a foot. \$500.00 would be about 14¢ a foot.

Mr. Foster asked that the undertaking be given, that the trees at present growing on the strip of land in question would never be removed. I do not think it is within the power of the City to give such an undertaking, but I see no objection to declaring that that is the policy of the City. The only change in the site which the trees would affect, is the laying of a sidewalk and when that work is to be carried out the sidewalk can be laid between the trees and the curb, without disturbing them.

Mr. Foster also makes a provision that the barn shall be moved by the City to the rear of his lot on Clive Street. As the City is in no urgent need for the land for this widening at once, I would suggest that the barn might remain where it is on a lease at a rental of 25¢ a year, until it be found absolutely necessary to remove it, that may not be in Mr. Foster's life time.

If Mr. Foster will not agree to dispose of the land except on the terms which he has named, than I can suggest no other alternative but to leave the matter as it has stood since the plan was made, until the property or any portion is being disposed of. When a property is being disposed of or is to be built on, it has always been the policy of the City to settle with the property owner for any land included between the official line and the original street line of his property.

F.W.W. Doane,  
City Engineer.

\* \* \* \* \*

Office of City Assessor,  
Halifax, N.S. December 14th, 1921

Clerk of Works,  
City Hall.

Dear Sir:-

Replying to your favor of December 12th, may say that I am unable to obtain from our records what the value of land in that section was at the time mentioned.

I cannot give any personal opinion for the reason that I was not connected with this Department at that period.

P.J. MoManus,  
City Assessor.

\* \* \* \* \*

Office of City Assessor,  
Halifax, N.S. January 18th, 1922

Mr. A.F. Messervey,  
Clerk of Works, City.

Dear Sir:- re Land W.W. Foster

In re of the above mentioned matter I have gone through our Assessment Values for the period mentioned

April 25th, 1922.

and I find that approximately Eight Cents (\$08) per foot was the value fixed.

P.J. McManus.  
City Assessor.

\* \* \* \* \*

Halifax, N.S. April 12th, 1922.

To His Worship the Mayor,  
and Committee on Works.  
Gentlemen:-

In regard to my property, situated at the corner of North and Oxford Streets, over which the City has laid down a street line, I have to say that if the City will furnish an undertaking that the trees at present growing on the strip of land required for street widening purposes will never be removed, and will further agree to move my barn from the said strip to the rear of lots on Clive Street, I will agree to accept Five Hundred (\$500.00) Dollars for the land. Without the undertaking as to the trees, I will require the sum of Three Thousand (\$3,000.00) Dollars as compensation for the said land and trees.

W.W. Foster.

Moved by Alderman Ritchie seconded by Alderman Godwin that said reports be adopted.

Aldermen Hubley and Schaffner here arrive and take their seats in Council.

Moved in amendment by Alderman Power seconded by Alderman Colwell that the City buy the portion of the Foster property required for Street Widening on North Street and Oxford Street, and that the matter of compensation be left to arbitration.

Moved by Alderman Power seconded by Alderman Colwell that Mr. Foster be heard. Motion passed.

Mr. Foster addresses the Council.

The amendment is put and passed 11 voting for the same and 5 against it as follows:-

For the Amendment:- Aldermen Colwell, Ackhurst, Finlay, Sanford, Schaffner, Guildford, Scanlon, Power, Mason, Hubley, Burgess - 11.

Against it:- Aldermen Whitman, Bissett, Cameron, Ritchie, Godwin - 5.

April 25th, 1922.

*Council ✓  
W W Foster ✓  
City Engineer ✓  
Edward J Kelly ✓*

Alderman Whitman gives notice of reconsideration.

Moved by Alderman Power seconded by Alderman Colwell that the arbitrator to fix the compensation for the Foster property be E.J. Kelly, Esq. Motion passed.

WATER DEPARTMENT--ESTIMATES 1922-23

Read report Committee on Works covering estimates of the Water Department for the Civic Year 1922-23.

Office of Clerk of Works,  
Halifax, N.S. April 21st, 1922.

To the City Council.  
Gentlemen:-

At a meeting of the Works Department held on the 21st day of April the water estimates for 1922-23 as per schedule attached were approved and recommended to Council for adoption.

A.F. Messervey,  
Clerk of Works.

\* \* \* \* \*

	<u>Expenditure</u> 1921-22	<u>Estimated</u> <u>Expenditures</u> 1922-23
Shop.....	\$ 9,278.55	\$ 9,500.00
Repairs.....	51,372.45	52,000.00
Supplies.....	9,338.08	10,000.00
Meters.....	11,566.95	11,900.00
Workmen's Compensation Board.	1,639.31	1,650.00
Contingencies.....	4,794.32	5,000.00
Interest.....	93,420.00	114,419.65
Sinking Fund.....	14,250.00	18,674.80
Discount..... } Included in Short Collections } contingencies		
<u>Salaries</u>		
Deputy City Engineer.....	4,000.00	4,000.00
Clerk of Works.....	2,200.00	2,200.00
Asst. Clerk of Works.....	1,700.00	1,700.00
City Collector (Part).....	200.00	200.00
First Clerk Collector's Office	2,000.00	2,000.00
Second " " "	1,200.00	1,200.00
Stenographer " "	900.00	900.00
Supt. Water Department.....	2,000.00	2,000.00
Asst.Plumbing Inspector (part)	950.00	950.00
	<u>\$210,818.66</u>	<u>\$238,294.45</u>
<u>Estimated revenue</u>		
Meter rentals.....	2,883.44	3,000.00
Shops, hotels Offices, Clubs..	22,168.16	25,000.00
Factories,Laundries, Industries	25,251.10	27,000.00
Military, Naval, Government..	23,464.52	30,000.00
Schools,Churches,Institutions	3,462.32	3,500.00

April 25th, 1922.

Treasurer ✓  
Royal Bank ✓  
Engineer ✓  
Clerk of Works ✓  
Collector ✓

Domestic meter accounts.....	51,125.80	65,600.00
Houses under bond.....	4,496.03	4,600.00
Building purposes, steamers etc	3,304.52	3,500.00
Fire rate 12¢ per \$100.00.....	<u>74,523.15</u>	<u>76,143.15</u>
	\$ 213,679.04	\$238,343.15

Moved by Alderman Ritchie seconded by Alderman Godwin that the said Estimates be approved and adopted. Motion passed.

STREET LIGHT EQUIPMENT

Read reports Committee on Works and City Engineer re tenders for the proposed new Street Lighting installation.

Office of Clerk of Works,  
Halifax, N.S. April 21st, 1922.

To the City Council.  
Gentlemen:-

At a meeting of the Works Department held on the 21st April, the attached report of the City Engineer on tenders received for Street Lighting was approved and recommended to Council for adoption.

A.F. Messervey,  
Clerk of Works.

\*\*\*\*\*

City Engineer's Office,  
Halifax, N.S. April 21st, 1922.

His Worship the Mayor,  
Sir:-

I beg to submit a report on the tenders received for the proposed new street lighting installation.

It must be generally admitted that the old system is long out-of-date and very inefficient. One of the most significant changes in every day life has been the alarming frequency of hold-ups on the streets at night, and it is charged and believed by many people that the bad lighting is largely to blame for such conditions. Good street lighting is the best policeman.

A careful study of the problem has been made by the City Electrician with a view to designing a system which would be as efficient as we can afford within reasonable limits and price. The City streets have been divided roughly into three classes namely:-

1. Business districts.
2. Main residential Streets.
3. Side streets and outlying districts.

The business districts have been further sub-divided according to the relative importance of the streets. We have provided for 1000 C.P. lamps on the principal business streets, 600 C.P. on the next class, 400 C.P. for the less important business streets and 250 C.P. and 100 C.P. on residential and side streets with 600 C.P. on bridges.



April 25th, 1922.

It was impossible to specify any particular make of lamp or fixture without creating a monopoly, and consequently we made our specification so that all manufacturers may tender.

The total number of lights in the existing system is 564, the plan prepared provides for 1706 lights; but it is not proposed to instal all these lights at present. There are some of the out-lying streets which are really country roads, although they are within the City limits, and it is proposed to leave twelve lights on Dutch Village Road, four on the outer end of Bayers Road, two on the outer end of Mumford Road and four on the outer end of Campbell Road for future installation, as the cost of running lines and installing for these lights does not seem to be justified by the requirements at present; it will be quite possible to install them at any time when necessary to do so. This reduction will make a total of 1684.

Edmonton which has almost exactly the same population as Halifax, has 1561 lights and London which has a population of 1000 larger than Halifax has 2860.

In lighting our residential streets our main object has been to furnish enough light to see by without special regard to ornamentation or advertising effect.

The practice in up-to-date cities is to abandon cluster lights of four or five on ornamental posts and adopting instead single lighting.

We have studied carefully the practice in regard to height of mounting lamps, and the use of refracting and diffusing glass-ware. We have also been guided by the probable annual cost of operation. We have been in consultation with the representatives of the Tramway Company, and have obtained a preliminary estimate of the cost of the annual operation at \$70,000.00; with certain changes which we expect to make in the proposed contract with the Tram Company, the cost will be reduced to \$65,000.00; the exact figure has not been fixed yet but it will be in this neighborhood, This will make the cost per capits about \$1.10.

The cost in other cities varies largely. The City of Westmount with a population of 18,500, spends \$3.00 per head per annum for street lighting. We are spending now about 70¢ per head and can expect nothing better for our money than we are getting.

We have made special provision for residential streets lined with large trees, or trees which will be large in the near future, as there has always been a great deal of justifiable complaint for such streets.

In the business streets to be lighted by 600 C.P. lamps the fixtures are being designed so that the lamp can be changed to 1000 C.P. lamps when desired.

The 1000 C.P. lights are to be parallel, 600, 400 and 250 C.P. lights to be staggered.

The tenders which have been checked over by the City Electrician are as follows:-

Northern Electric Company. A. City Specification \$85,750.72. B. Substituting ornamental post brackets for standards in the business district, \$72,344.06. C. One hundred and seven luminous arc lamps instead of incandescent, \$75,554.06. D. single conductor cable in place of two conductor cable and substitution of ornamental lighting fixtures in place of sheperds crook brackets, \$82,700.13. The tender of the Company includes unit prices to be used where substitutions are made, or

April 25th, 1922.

modification of the original specification.

W.W. Hoyt For complete installation, \$117,050.00, with unit prices for certain changes.

Canadian General Electric Company. Certain fittings enumerated, \$48,050.00 f.o.b. Halifax, Certain other fittings enumerated at unit prices. This tender does not include complete installation.

Farquhar Bros. Certain fixtures and supplies enumerated \$56,785.00 f.o.b. Halifax. This tender does not include wiring and wire, nor installation, but is for the material named only. It also does not include transformers.

Windsor Foundry Machine Company Standards and brackets at unit prices.

F.S. Coombs. Ornamental standards, No. 1 design, \$68.00 and No. 2 design, \$96.00 each.

James Graham Wire and cable at unit prices.

A study of these tenders shows that the tender of the Northern Electric Company is the most favourable, and I would recommend that their tender be accepted, subject to the provision that the City Engineer shall have the right of approval of the type of lamp, fitting and fixture which shall be used, and that an adjustment in price shall be made, as provided by the specification and contract. I understand that this Company does not manufacture lamps, standards, etc. itself.

The price named in the tender will provide the installation for a smaller amount than the estimate of your officials.

F.W.W. Doane,  
City Engineer.

Moved by Alderman Godwin seconded by Alderman Ritchie that said reports be adopted.

Moved in amendment by Alderman Whitman seconded by Alderman Cameron that the consideration of these reports be deferred until Tuesday or Wednesday evening next and that the City Engineer report as to the cost of installation and maintenance and all details.

The amendment is put and lost 2 voting for the same and 14 against it as follows:-

For the Amendment:- Aldermen Whitman, Cameron - 2.

Against it:- Aldermen Colwell, Ackhurst, Finlay, Sanford, Bissett, Schaffner, Guildford, Scanlon, Ritchie, Power, Mason, Godwin, Hubley, Burgess - 14.

The original motion is put and passed 15 voting for the same and 1 against it as follows:-

April 25th, 1922.

For the Motion:- Aldermen Colwell, Aokhurst,  
Finlay, Sanford, Bissett, Schaffner, Cameron, Guildford,  
Scanlon, Ritchie, Power, Mason, Godwin, Hubley, Burgess-15

Against it:- Alderman Whitman - 1.

Alderman Whitman gives notice of reconsideration.

His Worship the Mayor rules the notice of reconsideration out of order.

*Engineer  
Council*

UNEMPLOYMENT SITUATION--QUESTIONS BY UNEMPLOYED  
WORKMENS' ASSOCIATION

Read reports Committee on Works and City Engineer  
re questions submitted at Council meeting April 6th.  
by Alderman Mason on behalf of the Unemployed Workmens'  
Association.

Office of Clerk of Works,  
Halifax, N.S. April 18th, 1922.

The City Council.  
Gentlemen:-

At a meeting of the Works Department held on  
the 18th April the City Engineer submitted the attached  
report on Minute of Council dated April 6th. 1922 re  
unemployment situation, which was referred to Council  
for its information.

A.F. Messervey,  
Clerk of Works.

\* \* \* \* \*

City Engineer's Office,  
Halifax, N.S. April 15th, 1922

His Worship the Mayor,  
Sir:-

I beg to submit replies to questions asked by the  
Unemployed Workmen's Association through Alderman Mason.  
William Clements He was discharged in March because  
the work on which he had been employed was practically  
finished. He was employed to assist in placing the  
motor machines in good condition ready for work when  
the season opened. John Lawrence was hired about the  
last of March, but did not replace Mr. Clements; he was  
employed to carry on the work which he has been doing  
for the last two or three years, namely, to operate the  
motor sweeper; he has not been working for the City  
since last Fall; he has had more experience with the  
sweeper than anybody else, in fact he is the only man  
who has had such experience, and consequently can save  
the City money besides doing the work more economically  
than a new man. Mr. Clements has had more than his  
share of work in comparison with other men of similar

April 25th, 1922.

with other men of similar qualifications; his work was not a permanent job but for a special work.

The employment of married men to the exclusion of single men cannot be carried into skilled work; in skilled work it must be the man himself who counts. When in the operation of motor sprinklers last year the cost of operating the machines varied from 19¢ per thousand yards to 31¢ per thousand yards, it is clear that the 31¢ man would cost the City 50% more than the 19¢ man and less work could be done for the appropriation. No employer of labor could afford to ignore such conditions.

F.W.W. Doane,  
City Engineer.

*as Mason*  
Moved by Alderman Ritchie seconded by Alderman Godwin that the reports be filed and copies sent to Alderman Mason. Motion passed.

WATERSHED PROPERTIES--CITY WATER SUPPLY

Read reports Committee on Works and City Engineer re purchase of property on the watershed of the City Water Supply.

Office of Clerk of Works,  
Halifax, N.S. April 21st, 1922.

The City Council.  
Gentlemen:-

At a meeting of the Works Department held on the 21st April, the attached report of the City Engineer recommending purchase of property owned by Joseph McCleave on the Watershed for \$2,500.00 was approved and recommended to Council for adoption.

A.F. Messervey,  
Clerk of Works.

\* \* \* \* \*

City Engineer's Office,  
Halifax, N.S. April 21st, 1922.

His Worship the Mayor,  
Sir:-

I have been in negotiation for a number of different properties on the watershed of the City Water Works System, and have been able to agree on a price for the Joseph McCleave property. We can acquire a portion of this property that is on the watershed for \$2,500.00; it includes a house and other buildings and about thirty acres of land. We should have to give a right of way to the remainder of the property, which is not at present on the City watershed, but that would not effect the purity of the water supply so far as this property is concerned.

I would recommend that the offer be accepted and the property acquired.

F.W.W. Doane,  
City Engineer.

April 25th, 1922.

*Engineer  
&  
Salvatore*

Moved by Alderman Godwin seconded by Alderman Ritchie that the reports be adopted. Motion passed.

CITY COLLECTOR'S STAFF

Read reports Committee on Works and City Engineer re question of payment of members of City Collector's Staff from Water Department revenue.

Office of Clerk of Works,  
Halifax, N.S. April 21st, 1922.

To the City Council.  
Gentlemen:-

At a meeting of the works Department held on the 21st April the attached report of the City Engineer re request for additional help in the Collector's Office was read and directed sent Council for its information.

A.F. Messervey,  
Clerk of Works.

\* \* \* \* \*

City Engineer's Office,  
Halifax, N.S. April 21st/22

His Worship the Mayor,  
Sir:-

I beg to report on the attached communication from the City Collector in reference to the necessity for an increase in his staff. The letter should have been considered before the general estimates were dealt with by the Council, but it is too late for that until next spring; it is possible that some provision should be made in the meantime. The City Collector is the best judge of the necessity for further assistance. I have no information which would enable me to give an opinion on this point. I have a very decided opinion however, as to the desirability or propriety of charging any more money to the City Works Department for service in the City Collector's Department. As a rough statement of what the City Collector is required to cover in a year I submit the following as figures for the year just closing:-

General estimates.....	\$1,970,452.40
Water revenue.....	213,000.00
Street oiling.....	3,622.90
Sewers.....	28,742.86
Sidewalks..... <sup>W</sup> .....about..	50,000.00
Curbs.....	4,232.57
Paving.....	10,086.82
Total.....	\$2,280,137.55

While this is not the exact amount due to the various assessments being spread over a period of years, and some taxes being in arrears, it may be taken as an average. The Collections outside of the first item, general estimates, are only 13.67% and the total water revenue

April 25th, 1922.

is only 9.31% of the total, yet the Water Department is paying 32% of the cost of the City Collector's Office for salaries, as follows:-

City Collector.....	\$200.00
Mrs. Laidlaw.....	2,000.00
Miss Hopewell.....	1,200.00
Miss King.....	900.00

Total.....\$4,300.00

General estimates pay the City Collector, \$3,550.00 and the four sub-collectors \$5,600.00. An independent audit would condemn this allotment of expenditure at once, and for that reason I am obliged to protest against any further charge against this Department for collections. If the City Collector requests another assistant it should be provided for in the general estimates, and if your Committee decide that he cannot wait until that time, some temporary provision should be made so that the salary may be assessed next year.

F.W.W. Doane,  
City Engineer.

\* \* \* \* \*

Office of City Collector,  
Halifax, N.S. March 3rd, 1922.

To His Worship the Mayor,  
City.

Dear Sir:-

In making up the estimates for the incoming year I trust that you will take into consideration the need of more help in my office. I know that at this particular time we should all strive to keep down expenses; but the fact remains that I have no typist in my office now. Miss King, who has been here about five years as a typist, has really been doing clerical work. The clerical work of this office has increased by leaps and bounds. The matter of pavement, sidewalk and now the Street Oiling bills are cause extra work, and I would like to have Miss King appointed as a Clerk, or an amount apportioned for the payment of a stenographer. I need not tell you what you know from personal observation, that the work in this office is ever increasing while the staff remains as it has been for some time. Only from the fact that I am utilizing a portion of the time of two sub-collectors I can not possibly overtake the work.

I leave the matter with you to do your best, and I am,

R. Theakston,  
City Collector.

Moved by Alderman Ackhurst seconded by Alderman Sanford that the Council do hereby authorize the City Collector to appoint such additional help as he may require in his office and that the Finance Committee provide the necessary money for paying it, and that

April 25th, 1922.

the City Solicitor arrange with the Government of Nova Scotia for authorization to supply the money.

Motion passed.

TAXES UNCOLLECTED

Moved by Alderman Whitman seconded by Alderman Power that the Finance Committee enquire into the matter of uncollected taxes and the collection thereof and report to this Council. Motion passed.

WORKS DEPARTMENT SUPPLIES TENDERS

Read reports Committee on Works and Assistant City Engineer re tenders for supplies for the Works Department.

Office of Clerk of Works,  
Halifax, N.S. April 18th, 1922.

To the City Council.  
Gentlemen:-

At a meeting of the Works Department held on the 18th April the attached report of the City Engineer on tenders received for supplies was approved and recommended to Council for adoption.

A.F. Messervey,  
Clerk of Works.

\* \* \* \* \*

City Engineer's Office,  
Halifax, N.S. April 18th, 1922.

His Worship the Mayor,  
Sir:-

I beg to report that tenders for the various services mentioned, were received as follows:-

Valves

Eleven tenders were received for one hundred, six inch valves.

The tender of T. McAvity & Sons, at \$17.50 each, is recommended for acceptance, it being the lowest tender for the valves, to our specification.

Scrap Iron

Fleming Bros.....\$12.50 per ton.  
It is recommended that this tender be accepted.

Drain Pipe

The Standard Clay Products, New Glasgow, N.S. 60% discount from list.

Eagar Coombs & Co. Ltd. Halifax, N.S. 60% discount from list.

Brookfield Bros. Ltd. " " 60% discount from list

All prices quoted are f.o.b. New Glasgow, N.S. with inspection at the works.

It is recommended that one-half of our requirements be purchased from Brookfield Bros., Ltd. and the other half from Eagar Coombs & Co. Ltd.

Collector ✓  
Solicitor ✓  
Auditor ✓  
Engineer ✓  
Ald. Whitman ✓  
Asst. City Clerk ✓  
Collector ✓  
Chr. Finance ✓  
Com. ✓  
Asst. City Clerk ✓

April 25th. 1922.

Lead Pipe

Wm. Stairs Son & Morrow Ltd.	\$8.80	per 100 lbs.	for 18 lbs.
Geo. D. Hatfield.....	8.80	" " "	" 18 "
Geo. D. Hatfield.....	9.00	" " "	" 5 "
Jas. Robertson & Co. Ltd.....	9.03	" " "	" 5 "
Jas. Simmonds Ltd.....	9.59	" " "	" "

We used eighteen tons of lead pipe last year and this is the amount shown in the specification on which tenders would be compared.

Prices were also asked for five ton lots.

It is recommended that the lead pipe required, be purchased from Geo. D. Hatfield and Wm. Stairs Son & Morrow, in five ton lots.

Corporation Cocks

- H.B. Mueller Co. Ltd.
- Empire Brass Mfg. Co.
- Canadian Brass Co.
- Jas. Robertson Co. Ltd.
- T. McAvity & Sons Ltd.

The tender of the Empire Brass Mfg. Co., is considerably lower than any of the others for each of the different sizes required and they tender to supply the good similar to our pattern and sample. It is recommended that their tender be accepted.

Bricks.

	<u>I.C.R.</u>	<u>Del. Cotton Factory</u>
Piercey Supply Co. Ltd.....	\$15.70.....	\$15.95
Eagar Coombs & Co. Ltd.....	16.90.....	16.44
R.C. McMann Co. Ltd.....	16.50.....	16.73
Brookfield Bros. Ltd.....	16.75.....	17.00

All subject to  $1\frac{1}{2}\%$  Sales Tax Additional.

It is recommended that the tender of the Piercey

Supply Co. Ltd., be accepted.

Special Castings

- Fleming Bros. Ltd - Schedule Prices.
- Hillis & Sons Ltd. - " "
- Douglass Fullerton Co. Ltd. " "

It is recommended that the tender of Fleming Bros. Ltd. being the lowest, be accepted.

Crushed Stone

- Nova Scotia Supply Co. Ltd. Schedule prices.
- Fairview Crushed Stone Co. Ltd. " "
- Nova Scotia Stone Co. Ltd. " "

The Nova Scotia Supply Co's tender is contingent on a maximum delivery of 500 bushels per day.

It has been difficult to compare these tenders on account of the variation in prices for delivery in different parts of the City.

The price of delivery north of North Street of the Fairview Crushed Stone Co., is lower, in other parts of the City, that of the Nova Scotia Supply Co. Ltd. is lower.

It is recommended that the contract be divided and that the stone be purchased from the Nova Scotia Supply Co. Ltd., and the Fairview Crushed Stone Co. Ltd., where required, so that we may obtain the lowest prices from both.

Lumber

- John McInnes & Son Ltd. - Schedule prices
- Brookfield Bros. Ltd. - " "
- The R.C. McMann Co. Ltd. - " "

It is not considered advisable to accept any of these tenders and it is recommended that the contract be not awarded but that the City Engineer be authorized to obtain



April 25th, 1922

prices as lumber is required, and purchase the same at the best price obtainable.

Hardware

Lawrence Hardware Co. Ltd	-	Schedule prices.
James Simmonds, Ltd.	-	" "
Austen Bros. Ltd.	-	" "

The tender of the Lawrence Hardware Co. Ltd., is the lowest and is recommended for acceptance.

Sand and Gravel

	<u>Sand</u>	<u>Gravel</u>	<u>Delivered</u>
Hendry Ltd.....	\$1.48 cu.yd.	\$1.52 Cu.yd.	Wharf
Terminal Supply Co. Ltd..	1.45 ton	1.55 ton	- On Railway siding.
Musgrave & Co.....	.08 $\frac{3}{4}$ bus.	.04 $\frac{1}{4}$ bus.	- Wharf.
McNab Const. Co. Ltd.....	1.20 ton.	1.20 ton	- Wharf.

The tender of Hendry Limited, being the lowest, is recommended for acceptance.

Oils

Canadian Oil Companies Ltd.....	Schedule rates.
The Imperial Oil Ltd.....	" "

In addition to these a tender was received from Bauld Bros., Ltd. for lubricating oil and one from Brandram Henderson Ltd. for linseed oil, on which none of the other bidders quoted.

It is recommended that the tender of the Canadian Oil Companies Ltd., be accepted and that the linseed oil be purchased in the open market when required.

*Engineer*

H. W. Johnston,  
Assistant City Engineer.

Moved by Alderman Ritchie seconded by Alderman Godwin that said reports be adopted. Motion passed.

Moved by Alderman Whitman seconded by Alderman Ackhurst that the Council adjourn. Motion passed.

LIST OF HEADLINES

- Concrete Walk Across the Common--Reconsideration - 961.
- Tenders for Construction of Sidewalks--Reconsideration - 962.
- City Home--Superannuation of John H. Grant Reconsideration - 962.
- Fire Department Accounts - 962.
- Larch Street Widening - 963.
- Tenders for Trenching - 963.
- Tenders for Fire Hose - 964.
- City Home Officials - 965.
- Oxford and North Streets Widening--Foster Property-966.
- Water Department--Estimates 1922-23 - 969.
- Street Light Equipment - 970.
- Unemployment Situation--Questions by Unemployed Workmens' Association - 973.
- Watershed Properties--City Water Supply - 974.
- City Collector's Staff - 975.
- Taxes Uncollected - 977.
- Works Department Supplies Tenders - 977.

Council adjourns 10.55 o'clock.

*L. Fred Monaghan*  
L. Fred Monaghan,  
CITY CLERK.

J.S. Parker,  
MAYOR.

EVENING SESSION

8.10 o'clock.

COUNCIL CHAMBER, CITY HALL,

April 27th, 1922.

A meeting of the City Council was held this evening. At the above named hour there were present His Worship Mayor Parker and Aldermen Godwin, Colwell, Power, Bissett, Cameron, Whitman and Guildford.

Moved by Alderman Power seconded by Alderman Colwell that the time be extended until a quorum is present or until 8.30 o'clock. Motion passed.

8.30 o'clock. Roll Called; Present the above named together with Aldermen Ackhurst, Finlay, Schaffner, Scanlon, Ritchie, Mason and Hubley.

The Council was summoned "To receive the returns of the Civic Elections, to proceed with business standing over and the transaction of other business".

LIST OF HEADLINES

(For the purpose of ready reference the list of papers submitted and the list of other headlines are all incorporated in one schedule at the end of the meeting).

ELECTIONS FOR MAYOR AND ALDERMEN APRIL 26th, 1922

The City Clerk submits returns of the Election for Mayor and Aldermen held April 26th, 1922.

Read return of City Clerk covering nomination papers of John Murphy and John William Regan for the Office of Mayor of the City of Halifax, together with the poll books containing the returns of the Presiding Officers at the several polling places in the City at the election held April 26th, 1922, said returns showing John Murphy to have received 3474 votes, and John William Regan 1001 votes, giving John Murphy a majority of 2473 votes.

April 27th, 1922.

The City Clerk declares John Murphy, duly elected Mayor of the City of Halifax for the civic year 1922-23.

The following resolution is submitted:-

RESOLVED that the City Clerk be and he is hereby directed to notify the Honorable the Provincial Secretary of the election of John Murphy, Esquire, to the Office of Mayor of the City of Halifax, and to request that His Honor the Lieutenant-Governor may be pleased to name a time and place at which His Honor may be pleased to administer the Oaths of Office to the Mayor elect.

Moved by Alderman Whitman seconded by Alderman Hubley and passed.

Read return of City Clerk covering nomination papers of Henry Stubbs Colwell for the office of Alderman for Ward No. One, he being the only candidate nominated for said Office for the election held April 26th, 1922.

The City Clerk declares Henry Stubbs Colwell duly elected an Alderman of the City of Halifax for Ward No. One.

Read return of City Clerk covering nomination papers of Andrew Joseph Finlay for the office of Alderman for Ward No. Two, he being the only candidate nominated for said Office for the election held April 26th, 1922.

The City Clerk declares Andrew Joseph Finlay duly elected an Alderman of the City of Halifax for Ward No. Two.

Read return of City Clerk covering nomination papers of Louis Amable Gastonguay for the Office of Alderman for Ward No. Three, he being the only candidate nominated for said Office for the election held April 26th, 1922.

The City Clerk declares Louis Amable Gastonguay duly elected an Alderman of the City of Halifax for Ward No. Three.

Read return of City Clerk covering nomination papers of James Tanner McDonald, Michael Day and Hugh Pynn for

April 27th, 1922.

the office of Alderman for Ward No. Four, together with the poll books containing the returns of the Presiding Officers at the several polling places in said Ward at the election held April 26th, 1922, said returns showing James Tanner McDonald to have received 469 votes, Michael Day 325 votes and Hugh Pynn 32 votes, giving James Tanner McDonald a majority of 144 votes.

The City Clerk declares James Tanner McDonald duly elected an Alderman of the City of Halifax for Ward No. Four.

Read return of City Clerk covering the nomination papers of William Joseph O'Toole and Alden West Faulkner for the office of Alderman for Ward No. Five together with the poll books containing the returns of the Presiding Officers at the two Polling places in said Ward at the election held April 26th 1922, said returns showing William Joseph O'Toole to have received 453 votes and Alden West Faulkner 354 votes, giving William Joseph O'Toole a majority of 99 votes.

The City Clerk declares William Joseph O'Toole duly elected an Alderman of the City of Halifax for Ward No. Five.

Read return of City Clerk covering the nomination papers of Robert Daw and John Edward Godwin for the Office of Alderman for Ward No. Six together with the poll books containing the returns of the Presiding Officers at the two Polling places in said Ward at the election held April 26th, 1922, said returns showing Robert Daw to have received 474 votes and John Edward Godwin 447 votes, giving Robert Daw a majority of 27 votes.

The City Clerk declares Robert Daw duly elected an Alderman of the City of Halifax for Ward No. Six.

Office of the City Clerk,  
Halifax, N.S. April 27th, 1922.

To His Worship the Mayor,  
and City Council.

Gentlemen:—Pursuant to the provisions of the Halifax City Charter and the Acts in amendment thereof in respect to

April 27th, 1922.

the election of Mayor and Aldermen, I have the honor to submit the following returns of elections for Mayor and Aldermen held on the 26th day of April inst.

I have made separate returns in respect to the election for Mayor and the election of an Alderman for each ward, attached to which separate returns are the original nomination papers for all the candidates.

Election for Mayor

Ward	Sec.	For John Murphy	For John William Regan
1	A to K	170	66
	L to Z	182	94
2	A to K	281	129
	L to Z	292	143
3	A to K	165	99
	L to Z	183	116
4	A to K	351	72
	L to Z	347	50
5	A to K	376	48
	L to Z	332	59
6	A to K	404	64
	L to Z	<u>391</u>	<u>61</u>
Totals.....		3474	1001

Total for John Murphy.....3474  
 Total for John William Regan 1001  
 Majority for John Murphy.... 2473

Election for Aldermen

Ward		A to K	L to Z	Total
1	Henry Stubbs Colwell	By acclamation		
2	Andrew Joseph Finlay	By acclamation		
3	Louis Amable Gastonguay	By acclamation		
4	James Tanner McDonald	247	222	469
	Michael Day	159	166	325
	Hugh Pynn	14	18	<u>32</u>
	Majority for James Tanner McDonald.....			144
5	William Joseph O'Toole	232	221	453
	Alden West Faulkner	192	162	<u>354</u>
	Majority for William Joseph O'Toole.....			99
6	Robert Daw	233	241	474
	John Edward Godwin	236	211	<u>447</u>
	Majority for Robert Daw.....			27

L. Fred Monaghan,  
 CITY CLERK.

CITY PRISON--TENDERS FOR SUPPLIES--ACCOUNTS

Read report City Prison Committee re accounts, and tenders for supplies.

Committee Room, City Hall,  
 April 27th, 1922.

The City Council.  
 Gentlemen:-

The Committee on City Prison beg to report that a meeting was held this afternoon at 3.30 o'clock

April 27th, 1922.

present Aldermen Ritchie, Chairman, Colwell, Hubley and Finlay.

Accounts

The accounts referred to in the attached schedule were examined, found correct and are recommended for payment, totalling \$885.68.

Supplies Tenders

In response to tenders called for bids for various supplies for the Prison for a period of six months ending October 31st, 1922 were received and dealt with as follows:  
Bread per 1 1/2 lbs Loaf

Scriven's Bakery 10 cents.  
O'Malley's Bakery 7 3/4 cents.  
Moirs Ltd. 7 1/5 cents.

The tender of Moirs Ltd. being the lowest is recommended for acceptance.

Beef, Fresh Forequarters Weighing not less than 150 Lbs per Quarter

J.A. Leaman & Co. 7 cents per lb.  
The Maritime Market 8 1/2 cents per lb.  
W.A. Maling & Co. 12 cents per lb.

The tender of J.A. Leaman & Co. being the lowest is recommended for acceptance.

Groceries, as per schedule

Payzant & King.  
Bauld Bros. Ltd.  
M.J. Ritcey & Co. Ltd.  
Wentzells Ltd.

The tender of Wentzells Ltd. being the lowest is recommended for acceptance.

G.E. Ritchie,  
CHAIRMAN.

Accounts

T. O'Malley	Bread	102.55	
Wentzells Ltd.	Groceries	155.19	
Maritime Market	Beef	71.92	
S.C. Thompson	Feed	52.80	
The Robt, Taylor Co.Ltd.	Boots	19.79	
Evans & Co.	Hardware	58.40	
Neil Fox	Harness Supplies	19.10	
Nova Scotia Tramways & Power Co.	Current	8.28	
Maritime Tel. & Tel. Co.	Rental	6.93	
Black & Flinn	Lime	6.39	
J.T. Hagen & Co.	Repairs to Plumbing	9.00	
John McInnes & Son	Cutting Shafts	.70	
Henry Getley	Supplies Refrigerator	200.00	
J. Wonnacott	Keys	2.25	
McLeod & Balcom	Drugs	1.35	
A.L. Melvin & Co.	Agricultural Splis.	34.11	
George Grant	Prisoners Postage	6.92	
Fred Johnson	Horseshoeing	11.00	
McKenzie Henderson	Coal	17.00	
		\$ 783.68	
J.T. Hagen	Installing Drinking fountain	102.00	\$885.68

Moved by Alderman Ritchie seconded by Alderman

Hubley that the report be adopted and the accounts paid.

Motion passed.-

April 27th, 1922.

NORTH WEST ARM SEWER--HOWARD AWARD

Read report Laws and Privileges Committee re the award of Arbitrators in the matter of the expropriation of certain rights in property of G.M. Howard in connection with right of way for the North West Arm Sewer (See minutes City Council April 6th, 1922).

Committee Room, City Hall,  
April 12th, 1922.

His Worship the Mayor,  
and City Council.  
Gentlemen:--

Your Committee on Laws and Privileges beg to report that at a meeting held this day there being present; Aldermen Power, Chairman, Finlay, Guildford and Burgess the attached minute of a meeting of City Council of the 6th day of April 1922 referring to this Committee the reports of the Committee on Works and City Engineer covering the award of the arbitrators in the matter of the expropriation of certain rights on property of G.M. Howard for right of way for North West Arm Sewer was under consideration.

Your Committee has instructed the City Solicitor to prepare and submit a report on this subject and recommend that the amount of the award \$9,700.00 be paid on the basis of said report as summarized from the evidence.

With respect to the account for arbitrators fees your Committee recommend that the said accounts be taxed and on the certificate of taxing master be paid. Alderman Power dissents and recommends the whole award be appealed to the Court in vance including the amount of the Arbitrators fees of \$1,500.00.

John J. Power,  
Chairman.

\* \* \* \* \*

Office of City Solicitor,  
Halifax, N.S. April 19th, 1922

J.J. Power, K.C.  
Chairman Committee on Laws & Privileges  
City.

Sir: Re Howard Award

In compliance with your request that I should state concisely probable grounds upon which the award of \$9,700. was made in this matter, I beg to say as follows:

Mr. Howard's property consisted of a triangular lot bounded on two sides by the North West Arm, and on the third by Pryor Street, measuring in extreme length 380 feet, and containing 63,366 square feet, with good sized house, large barn and boat house. It is admittedly a fine residential property. The sewer takes a strip thirty feet (30) in width across the whole length. The ownership of this is not taken by the City, but the owner cannot build upon, and it is liable at any time

April 27th, 1922.

to be broken up for repairs, etc. The sewer in places comes some feet above the ground necessitating the regrading of the property. The cutting of the sewer would also affect some of the trees standing on or close to the sewer trench.

I can only judge of the grounds of the award from the manner in which the claimant presented his case and the evidence in support of it. This consisted in large part of the evidence of two real estate experts, Mr. M.S. Clarke and Mr. T.A. Brenton, who valued the property at \$35,000. and \$37,500. respectively. They based their estimate of the depreciation caused by the sewer on its loss of saleability more than on present detriment. According to these gentlemen the natural and most profitable way of disposing of the property would be by a sub-division into three lots, a centre nearly square with the present house on it, and a northern and southern lot. These latter would in their opinion be rendered practically unsellable, as the sewer would leave no room on which to put a house, and their only value would be as part of the existing property undivided. They estimated a depreciation on these, of fifty per cent. The depreciation of the centre lot they put at twenty five per cent. Evidence was also given of heavy cost of re-grading, and of the damage to the trees. In all the estimate of damage as presented amounted to \$15,900.

The evidence for the City, apart from lengthy cross examination of plaintiffs witnesses consisted of the evidence of the City Assessor as to value, and of the Assistant City Engineer as to the probable injury to the trees, and the cost of re-grading. In addition, I contended as strenuously as I could that the contention of the claimants experts was fundamentally wrong, inasmuch as it was a capitalizing of possibilities and speculations, treating them as certainties and allowing them a present cash value. The arbitrators evidently attached some value to the City's evidence and contentions, because they struck upwards of Six Thousand Dollars off the claim. I still think the amount awarded excessive, but in view of the recent re-statement of the law as the impossibility of upsetting an award on a mere question of weight of evidence by the Privy Council in the Kelly case, I am unable to see what the City can do.

F.H. Bell,  
City Solicitor.

Moved by Alderman Power seconded by Alderman Cameron that the report be adopted and the amount of the Howard Award paid into Court. Motion passed Aldermen Power and Mason dissenting.

ARBITRATION ACT AMENDMENT

Moved by Alderman Power seconded by Alderman Mason that the matter of amending the Arbitration clauses in the City Charter in regard to the furnishing of full details as to the findings of the Arbitrators and as to

Auditor ✓  
Engineer ✓  
Solicitor ✓  
\$9699.00 ✓  
into court ✓  
May 1/22 ✓



April 27th, 1922.

*Solicitor*  
the fees of Arbitrators be referred to the Laws and Privileges Committee and the City Solicitor to prepare the necessary legislation. Motion passed.

PAVING STREETS

Read reports Committee on Works and City Engineer re Paving of Streets.

Office of Clerk of Works,  
Halifax, N.S. March 29th, 1922.

To the City Council.  
Gentlemen:-

At a meeting of the Works Department held on the 29th March the attached report of the City Engineer re Street Paving was read and approved and recommended to Council for adoption.

A.F. Messervey,  
Clerk of Works.

\* \* \* \* \*

City Engineer's Office,  
Halifax, N.S. March 22nd, 1922

His Worship the Mayor,  
Sir:-

The paving of some of the principal streets has made a great improvement which I believe is much appreciated by the general public, judging by the comments which have been made to me in person. The change in traffic conditions, however, and the dust trouble every year makes it desirable that a genuine effort be made to place a wearing surface on all the principal streets that will remove the dust trouble to a minimum and put such streets in such a condition that the general public will not be ashamed of them, and the advertisement to the City will be a benefit instead of being left-handed.

The heavy borrowing for sewers is over for the present and the heavy borrowing for the water system will be over this year, it is probable also that the sidewalk order sheet will be wiped out this year.

In the present condition of unemployment a special effort should be made to provide as much necessary work as possible so that next winter will not be a repetition of the one just closing. I have made a study of the situation and have prepared tables as follows:-

1. Showing streets with tramway tracks unpaved.
2. The principal streets which are either on the main lines of traffic, or are so situated that the dust will blow from them along the business streets; many of them are the hill side streets which it is difficult and expensive to keep in good order without a more permanent wearing surface.
3. Secondary streets which although not as important as those classed as primary, are streets which should have a more permanent roadway than gravel or mud, which is to be found on most of

April 27th, 1922.

the less important streets of the City.

The roadway on unpaved tramway streets measures about eight miles, on primary streets four miles and on secondary streets twenty-two miles.

I have consulted with the Tramway Company and endeavoured to form an opinion from the information I could get as to how much can be overtaken by that Company this year. Their financial situation has not been cleared up and consequently they are not able to give me a definite reply to my inquiry yet.

I have reached the conclusion however, that the Tramway Company will endeavour to construct a mile of double track paving this year at a cost of about \$100,000.00.

I have tried to select as the first years program the paving of the streets which are most urgent and believe that the following list is the better choice for this year.

- Morris Street from Water to Hollis.
- Buckingham, from Barrington to Brunswick.
- Brunswick, from Buckingham to Jacob.
- Agricola, from West to Bloomfield.
- Cunard, from Gottingen to Agricola.
- Coburg Road, from Edward to Oxford.

This list would be a little over a mile of double track and would be nearly a mile and a quarter of roadway.

I would recommend that Legislation be obtained to borrow this year \$200,000.00. With that appropriation we should be able to pave the tramway streets above mentioned and about a mile and three quarters of the primary streets shown in the table, or all the streets in that table except Agricola, Artz, Gerrish, Maynard, West, Grafton, Market and Robie. With all these streets paved, there would be practically no streets unpaved which would carry the dust from mud roadways to the business district of the City including Gottingen Street. Until the north end of Gottingen Street can be paved, from Gerrish to Kaye, it is not so important that Gerrish Street be finished and for that reason I have left it over for a future year.

The schedule as submitted is of course subject to the criticism and approval of the Works Committee and the Council, but for the purpose of deciding the question of policy, it can be taken as submitted.

The mileage of paved streets in Halifax and the proportion of paved streets to unpaved is the smallest of any city of its size from which I have returns, except St. John N.B., and since the advent of the motor car such cities have been increasing the mileage of paved streets rapidly.

It is unlikely that the prices will ever be lower than they will be in 1922, and for that reason I am strongly of the opinion that the important work which is included in the program for the first year should be carried out this year.

F.W.W. Doane,  
City Engineer.

\* \* \* \* \*

Tram Tracks Unpaved.

<u>Street</u>	<u>From</u>	<u>To</u>	<u>Length feet</u>	<u>Double or single</u>
Agricola	Almon	Bloomfield	260	Double
"	West	" (1/2)	2430	Single

April 27th, 1922.

Agricola	West	Cunard	770	Double
Almon	Agricola	Robie	420	"
"	Windsor	"	1500	"
Barrington	King Edward Hotel	Roome	5083	"
Brunswick	Jacob	Buckingham	460	Single
Buckingham	Brunswick	Barrington	400 260	660 "
Coburg Rd.	Edward	Oxford	2490	Double
Cogswell	Gottingen	Robie	2700	"
Cunard	Agricola	Gottingen	930	"
Gottingen	Kaye	Gerrish	4030	Single
Grafton	Jacob	Buckingham	440	"
Inglis	Barrington	Park	1800	Double
Jacob	Brunswick	Grafton	360	Single
Morris	Water	Hollis	290	"
Oxford	South	Coburg Rd.	1320	"
"	Quinpool Rd.	"	2620	Double
Park	Inglis	Morris (South St)	1440	"
Quinpool Rd.	Windsor	Oxford	2400	"
"	Chebucto Rd.	"	5720	Single
Windsor	Quinpool Rd.	Chebucto Rd.	1640	Double
"	Almon	"	2330	"
			42,093	- 7.97 miles of Street.

\* \* \* \* \*

Primary Streets to be paved in next ten years in addition to Tram Streets

Street	From	To	Length Feet	Material
Agricola	Almon	Livingston	2010	Asphalt
Artz	Barrington	Brunswick	340	Block
Barrington	Inglis	Railway	400	"
Bell	Barrington	Argyle	110	"
Bishop	"	Water	560	"
Blowers	"	Market	160	"
Brunswick	Uniacke	North	1120	Asphalt
Cornwallis	Gottingen	Park	845	"
Fawson	Hollis	Water	320	Block
George	Argyle	Brunswick	480	"
Gerrish	Gottingen	Maynard	500	Asphalt
Grafton	Sackville	Buckingham	1480	"
Hurd	Water	Brunswick	490	"
Jacob	Argyle	Grafton	170	Block
Market	Blowers	Jacob	2290	Asphalt & Block
Maynard	Gerrish	West	200	"
North	Robie	Windsor	1210	"
Park	Morris	South	600	"
Prince	Argyle	Brunswick	480	Bituminous Macadam
Proctor	Water	"	450	Block
Queen	Morris	Sackville	1810	Asphalt
Robie	Macara	Livingston	1300	Asphalt & Block
Robie	South	Jubilee	2570	"
West	Maynard	Robie	1250	"
			21,145	- 4.00 miles

\* \* \* \* \*

Street	From	To	Length Feet	Material
Agricola	Livingston	Duffus	1950	Bituminous Macadam and Block
Barrington	Roome	"	350	" Macadam

April 27th, 1922.

Bilby	Gottingen	Robie	1310	Bituminous
Birmingham	Morris	Queen	1700	" Macadam
Bloomfield	Gottingen	Agricola	850	" "
Charles	"	Windsor	2470	" "
Chebucto Rd.	Windsor	Quinpool Rd.	7350	" "
Coburg Rd.	Oxford	Waegwoltic	1090	" "
Connaught Ave.	Jubilee	Bayers	5680	" "
Creighton	Cogswell	Bloomfield	4345	" "
Dresden Row	Morris	Sackville	1700	" "
Duffus	Barrington	Lady Hammond	2750	" "&Block
Falkland	Maitland	Bauer	890	" <del>&amp;Block</del>
Inglis	Park	Tower Rd.	500	" "
Islesville	Bloomfield	Duffus	4010	" "
Jubilee Rd.	Pryor	Summer	6050	" "
Kaye	Gottingen	Barrington	1280	" "
Lady Hammond Rd.	Duffus	Kempt Rd.	3800	" "&Block
Lilac	Payzant	Coburg Rd.	240	" "
Macara	Gottingen	Robie	1320	" "
Maitland	Portland Pl.	Gerrish	1710	" "
Maynard	Cogswell	Bloomfield	4345	" "
Morris	Park	LeMarchant	3325	" "
North	Windsor	Chebucto	1800	" "
Oxford	Quinpool	Young	4330	" "
Park	Bell Rd.	Cunard	2630	" "
Payzant	Preston	Lilac	40	" "
Poplar Grove	Jacob	Hurd	430	" "
Portland Place	Brunswick	Maitland	270	" "
Preston	Quinpool	Payzant	2370	" "
Prince Arthur	"	Norwood	690	" "
Prince William	Gottingen	Maitland	200	" "
Pryor	Jubilee Rd.	Norwood	650	" "
Robie	Oakland Rd.	South	700	" "
Robie	Livingston	Lady Hammond	2250	" "&Block
Sackville	Park	Summer	900	" "
South	Barrington	Oxford	6700	" "&Block
Starr	Jacob	Hurd	370	" "
Summer	Morris	Bell Rd.	3140	" "
Tower Rd.	College	Miller	5620	" "
Uniacke	Gottingen	Brunswick	520	" "
Russel	"	Barrington	1260	" "&Block
Vernon & Seymour	South	Quinpool Rd.	3980	" "
Victoria Rd.	Inglis	Tower Rd.	2040	" "
Willow St.	Agricola	Chebucto Rd.	3060	" "
Windsor	Almon	Kempt Rd.	6300	" "&Block
Young	Oxford	" "	2460	" "
Young Ave.	Inglis	Miller	2840	" "
Young St.	Gottingen	Barrington	1300	" "
			115600	- 21.90 miles

Moved by Alderman Ritchie seconded by Alderman Godwin that the said reports be adopted.

Moved in amendment by Alderman Whitman seconded by Alderman Power that the consideration of this matter be deferred until next meeting of council.

The amendment is put and lost 4 voting for the same and 10 against it as follows:-

April 27th, 1922.

For the Amendment:- Aldermen Whitman, Bissett, Cameron, Power - 4.

Against it:- Aldermen Colwell, Ackhurst, Finlay, Schaffner, Guildford, Scanlon, Ritchie, Mason, Godwin, Hubley - 10.

The original motion is put and passed 10 voting for the same and 4 against it as follows:-

For the Motion:- Aldermen Colwell, Ackhurst, Finlay, Schaffner, Guildford, Scanlon, Ritchie, Mason, Godwin, Hubley - 10.

Against it:- Aldermen Whitman, Bissett, Cameron, Power - 4.

Alderman Whitman gives notice of reconsideration.

CONNAUGHT AVENUE WIDENING

Read reports Committee on Works and City Engineer re widening Connaught Avenue.

Office of Clerk of Works,  
Halifax, N.S. April 21st, 1922.

To the City Council.  
Gentlemen:-

At a meeting of the Works Department held on the 21st April the attached report of the City Engineer recommending the purchase of land owned by Frederick Sleigh on Connaught Avenue was approved and recommended to Council for adoption.

A.F. Messervey,  
Clerk of Works.

\* \* \* \* \*

City Engineer's Office,  
Halifax, N.S. April 21st, 1922

His Worship the Mayor,  
Sir:-

It was recommended in reference to the request of Frederick Sleigh, that the City purchase his property on Connaught Avenue, which is seriously affected by the establishment of the lines of Connaught Avenue, at a price fixed by the assessors as fair value, \$400.00. Mr. Sleigh states that he will accept that price, provided we increase it by \$27.86, the amount he owes on it in taxes. I would recommend that the City accept his offer and purchase two lots and offer for re-sale part of the lots not required by the City, Mr. Sleigh to pay the City the \$27.86 he owes for taxes.

F.W.W. Doane,  
City Engineer.

April 27th, 1922.

Moved by Alderman Ritchie seconded by Alderman Godwin that the same be adopted. Motion passed.

GASOLINE AND PUBLIC COMFORT STATION

Read reports Committee on Works and City Engineer re application of Canadian Oil Companies Ltd. for permission to establish a Gasoline Service and Public Comfort Station on the Common near the Willow Tree.

Office of Clerk of Works,  
Halifax, N.S. April 21st, 1922.

To the City Council.  
Gentlemen:-

At a meeting of the Works Department held 21st April the attached report of the City Engineer on application of Canadian Oil Co. for erection of a Gasoline Station on the Common, was approved and recommended to Council for adoption.

A.F. Messervey,  
Clerk of Works.

\* \* \* \* \*

City Engineer's Office,  
Halifax, N.S. April 21st, 1922

His Worship the Mayor,  
Sir:-

I beg to report on the application of the Canadian Oil Companies Ltd. for permission to place a gasoline supply station at St. Andrews Cross, that a similar proposition being considered by the Council at its meeting on June 28th, 1921 and August 4th, 1921 it was decided that permission should not be granted. If the Council should consider favourably the application of the Canadian Oil Companies, Ltd., I beg to report again what was stated last year namely, that the most suitable location from the City standpoint for such a station is the south-east angle of St. Andrew's cross quite near the play-ground, where the structure will be over the sewer and water mains, without making it necessary to open the street. If permission is granted it can be granted under the Act of 1920. The station to be of such design and so located and subject to such conditions as are recommended by the Engineer and approved by the Council.

The attractiveness of the proposal from a City point of view would be the furnishing of public comfort accommodation. If permission should be granted by the Council, I would recommend that the design of the building should be subject to the approval of the City. The public comfort accommodation to be of such extent and nature as the City would provide itself if it were erecting such a station; the location to be well back from the travelled roadway in each case, so that cars stopping for supplies would have to leave the roadway; that the dimensions of the building be subject to the approval

Engineer  
Solicitor  
Collector  
Auditor  
Clerk of Works

April 27th, 1922.

of the City; that regulations for conduct of the comfort station be named in the lease, with the power to make such other regulations as the City Works Committee may decide to be necessary from time to time; that the building shall be maintained in perfect condition and appearance; that the station shall be used by the lessees only for the purpose named in their application, namely for the supply of gasoline; that the comfort station shall be available to every person desiring to use it between such hours as the City Works Committee may decide; that the building shall be kept heated during cold weather, so that there will be no danger of water pipes and fixtures freezing; that in case pay compartments are required by the City, such service shall be provided in such compartments as the City may direct and that only such fees shall be charged for any service given in the public comfort station, as the City Works Committee may approve.

There should be at least two free closets and urinals and pay closet, as a minimum of accommodation. The comfort station should be properly lighted, from dusk to the hour of closing and if at any time the petitioners fail to operate the station for a period of six months, the place shall become the property of the City of Halifax.

Such other conditions should be added as the City Works Committee, the City Council or the City Solicitor think desirable.

F.W.W. Doane,  
City Engineer.

\* \* \* \* \*

Canadian Oil Companies, Limited,  
Halifax, N.S. April 17th, 22

City of Halifax,  
Halifax, N.S.

Gentlemen:- Attention His Worship the Mayor

Recognizing more fully the automobile public appeal to us for a modern "In and Out" drive White Rose Gasoline, and En-ar-co Motor Oil Service Station, may we ask of your good office to lay before the Committee, our application for ground lease and permit to operate. Location:- Corner Bell Road and Robie Street (per accompanied sketch),

Groundage required:- Approximately 100' x 100'

Term of Lease:- Ten years, longer if possible.

On these premises, it would be our pleasure to erect a Modern Service Station, building, (similar to photographs attached), meeting all City Building and Fire Regulation By-Laws.

In consideration of the lease, we would agree to installation of Public Lavatories, in rear of the building.

You further have our positive assurance that the station, grounds, etc., will be kept in the cleanest of condition, and business conducted on business basis. The work would be proceeded with at once.

Awaiting your council report, we remain.

H.F. Hoecker,  
Secretary.  
T.W.R. Ellis,  
Halifax Manager.

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Moved by Alderman Ritchie seconded by Alderman Mason that the permission asked for be granted under restrictions recommended by the City Engineer.

Moved in amendment by Alderman Ackhurst seconded by Alderman Colwell that for the protection and preservation of the rights of the Citizens in the Common the request of the Canadian Oil Companies Ltd. be refused.

The amendment is put and passed 7 voting for the same and 6 against it as follows:-

For the Amendment:- Aldermen Colwell, Ackhurst, Finlay, Guildford, Scanlon, Godwin, Hubley - 7.

Against it:- Aldermen Whitman, Bissett, Schaffner, Cameron, Ritchie, Mason - 6.

MAYOR PARKER'S RETIREMENT FROM OFFICE--FELICITATIONS

Before adjournment of Council at its last meeting during the incumbency of His Worship Mayor Parker, His Worship extended thanks to all members of Council who served during his time of Office and to all Civic Officials for loyal service to their duties.

In response each member of Council present made remarks in appreciation of the public spirit and unflagging zeal exhibited by His Worship whilst occupying the high position of Chief Magistrate of the City of Halifax for three years.

APPRECIATION OF SERVICES OF ALDERMAN GODWIN

Expressions of regret at the retirement of Alderman Godwin as a representative from Ward No. 6 having been feelingly spoken by the retiring Mayor and by various Alderman it was:

Moved by Alderman Colwell seconded by Alderman Whitman that the thanks of this Council be extended to Alderman Godwin for his energetic efforts and faithful



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services in the public interest during these seven years he represented Ward No. Six as an Alderman and for his splendid work in connection with the Unemployment situation throughout the past winter as Chairman of Committee having that problem in hand and that the City Clerk forward to Alderman Godwin a letter suitably conveying to him the regret of the members of this Council at his severance for a time from active participation in the deliberations of the Council.

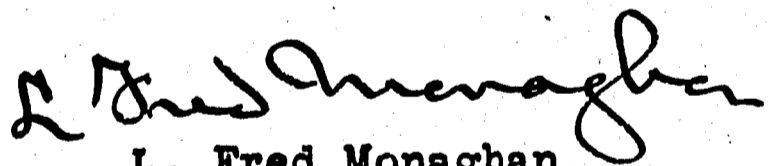
The motion is put and passed unanimously.

Moved by Alderman Ackhurst seconded by Alderman Finlay that the Council adjourn. Motion passed.

LIST OF HEADLINES

Elections for Mayor and Aldermen April 26th, 1922 - 980  
City Prison--Tenders for Supplies--Accounts - 983.  
North West Arm Sewer--Howard Award - 985.  
Arbitration Act Amendment - 986.  
Paving Streets - 987.  
Connaught Avenue Widening - 991.  
Gasoline and Public Comfort Station - 992.  
Mayor Parker's Retirement from Office--Felicitations-994  
Appreciation of Services of Alderman Godwin - 994.

Council adjourns 10.20 o'clock.

  
L. Fred Monaghan,

CITY CLERK.

J.S. Parker,

MAYOR.

*Ald. Godwin  
and letter ✓*