

The Board after hearing the evidence in this matter came to the conclusion that instead of their being censured by the Chief for not giving him sufficient men, that the Chief was responsible for not having issued instructions for two pieces of apparatus to respond to a telephone call and for not having proper inspection made to apparatus to see that such was in a position to function.

The Chief has always complained of insufficient men. Previous to May 1, 1927, the Force consisted of 96 men. On that date the 3rd Deputy was superannuated and the Force reduced by ten men, such reduction made a cash saving of \$14,000, per year to the tax-payers of the City of Halifax. The Board after careful consideration decided that this reduction was justified in view of the improved modern apparatus introduced in the Department during recent years and felt that it was absolutely necessary to economize as far as possible with safety. The Chief protested against the reduction and gave as his opinion that it was not feasible to carry on the Department with 85 men; in fact, claimed that 96 was not a sufficient number. The Board has had no official protest from the Fire Underwriters in reference to this reduction until the Two Platoon system was adopted on February 1st., The Fire Underwriters now claim and apparently are supported in this claim by Fire Marshal Rudland, that 85 men are not sufficient under the one day off in five system or the present Two Platoon System. We fail to see what grounds the Underwriters have for asking the tax-payers of this City to increase the expense for maintenance of a Fire Department in view of the low fire losses which they have been called on to bear, particularly during the past three years and noticeable during the period that we have been handling the Department with 85 men. If the Board of Underwriters were in a position to point out that the fire losses had materially increased, we would then feel they had a claim for consideration, which they have not at the present time.

We take it for granted that the public have through the press and from other sources, received information in a general way, as to the fact that this Board was waited on by members of the Fire Underwriters who asked for an explanation as to how we proposed to handle the Two Platoon System. We explained to them that the number of men continuously on duty under the Two Platoon system, compared favorably with the minimum number on duty under the continuous system; in fact, during 9 hours of the day, it often happened under the old system, that we had less than 40 men on duty on account of them being away to meals. The result of the two Platoon system since its adoption, has been proved by the evidence of the 1st Deputy and the 8 Captains, to have greatly improved the morale of the departments in their opinion as experienced fire-fighters and that the two platoon system was more efficient and more satisfactory in every way, than the old system of one day off in five. The Board advised Chief Churchill that in their opinion, his scheme of allocating the men under the Two Platoon system was not satisfactory and we had the 1st Deputy prepare a report. As a result of the 1st Deputy's report, we have been able to prepare a schedule which gives four men on each pumper. Copy of this proposed schedule under which we propose to work is attached hereto. This system of allocating the men and handling the apparatus is practically the scheme suggested by the 1st Deputy and approved of by every Captain in the Department.

April 19th, 1928

The Board has given much thought to what has developed into a most vexacious question and we wish to point out that the 1st Deputy Chief and all Captains, in the Fire Department have under oath, confirmed our own opinion, that the Two Platoon is feasible and practical for Halifax, with the present number of men, The only concession we have made to the Two Platoon system is that we undertake to increase the strength of the Department by five men during the months that the regular men are taking their fortnightly vacations. The City Council approved of this by including in the estimates the amount of \$3,200 to pay for the extra men for the summer months.

The Board does not propose to discuss at any length, the report made by Fire Marshal Rudland, as a result of the inquiry into the Trinity Church Fire. Suffice it to say that this inquiry was called at the request of the Fire Underwriters, that Fire Marshal Rudland is too all intents and purposes, an employee of the Fire Insurance Companies, he being engaged by the Fire Prevention Board, and furthermore, it would appear that the only reason the Fire Marshal had for arriving at the decision he did as regards the shortage of men, was the evidence given by Chief Churchill and 2nd Deputy Howley. These gentlemen have at all times opposed the Two Platoon System and it might be well to mention here, that the Chief of the Department under oath at the inquiry held by this Board, admitted that there was much left undone, that might be done, to make the Two Platoon more effective and efficient.

The Board is of the opinion, the Chief has utterly failed to co-operate with them in their efforts to make the Two Platoon a success and if he had done so, instead of taking every opportunity to publicly state that the system was unsatisfactory, we question very much if the Fire Underwriters would have made any more protest during the past two months, than they had previously made since May 1927 and that was none

To go into all the details in connection with the matters we have had to deal with and contend with during the past year, is altogether impractical in a report of this kind. We have decided to content ourselves by saying that in our opinion the Two Platoon System is both feasible and practical and that in our judgment, it would be an unwise move to revert to the old system at the present time. Furthermore, according to the Chief and the Fire Underwriters, even if we did revert to the old system, it would still be necessary to increase the strength of the department by 18 men. This we estimate would cost the tax-payers from \$20,000 to \$25,000 per annum and as already stated, would likely result in dissatisfaction and possibly dis-organization in the Fire Department.

We hesitate to think that it is the intention of either the Fire Prevention Board or the Fire Marshal to dictate to this Board as a committee of the City Council regarding the Two Platoon System and we also feel that the Fire Underwriters could not justify the increasing of the rates in view of the low fire losses the City has had during the past year.

April 19th, 1928

We wish to again emphasize that in our opinion the Two Platoon is satisfactory, providing we have a Chief who will get whole-heartedly behind it. After careful consideration of the responsibility involved we cannot for a moment suggest that the tax-payers of the City be at the present time, called on to spend thousands of dollars to increase the strength of the Fire Department.

As to the Trinity Church Fire, the conclusion arrived at by this Board after reading the evidence submitted at both the inquiry held by Fire Marshal Rudland as well as the evidence taken at the inquiry held by this Board, is that the first alarm was promptly responded to and that the second and third alarms brought to the scene practically the whole fire department on and off duty at the time, and we take this opportunity of congratulating the platoon off duty on the prompt response to the second alarm.

Evidence submitted at both inquiries above mentioned leads us to believe that this fire was so far advanced when the apparatus arrived, that the Trinity Church property was doomed irrespective of whether 18 men or 28 had responded. This Board has given due consideration to the opinion of Chief Churchill and 2nd Deputy Howley, that 3 men on the pumper was not sufficient to give maximum results, although the Captains invariably claimed that there was no undue delay on this account. However, we propose adopting the suggestion of 1st Deputy Keefe, which will give 4 men on the pumpers.

We hereby instruct the Clerk of the Committee to have prepared and forwarded, a copy of this report including the schedule re allocating of the men to apparatus, to His Worship the Mayor, members of the City Council, the Secretary of the Nova Scotia Board of Fire Underwriters, Fire Marshal Rudland and Chief Churchill

The Board embodies in this report, the following instructions to Chief Churchill, that he read this report carefully and kindly act on same without delay and we express the hope that he will use the ability which we believe him to possess to make the Two Platoon a real success and assure him that his future co-operation with this Board will be much appreciated.

For the information of the citizens of Halifax the Board has prepared the following information regarding fire losses for the past eight years. The column headed "Fire Risks" means the amount of insurance carried on the properties which were burned or partially burnt and does not include any insurance on property upon which no fire losses were paid.

FIRE LOSSES CITY OF HALIFAX

Year	Fire Risk	Insurance Losses	Percentage of loss to risk
1920 May to Nov.	\$932,912.00	\$47,786.29	5
1921 May to Dec.	219,900.00	71,126.00	33
1922 Jan. to Dec.	2076,985.00	158,585.31	7

April 19th, 1928

1923	Jan. to Dec.	\$2090,217.00	\$33,615.12	1½
1924	Mar. to Dec.	1521,850.00	25,440.53	1¼
1925	Mar. to Dec.	2481,820.00	25,925.52	1
1926	Jan. to Dec.	2296,788.00	46,205.23	2
1927	Mar. to Dec.	2525,742.00	151,239.63	6
1928	Jan. to Feb.	520,400.00	17,685.00	3
		<u>\$14,666,618.00</u>	<u>\$577,608.63</u>	

x Morses Tea Fire

Average Risks per year last eight years	\$1,833,327
Average Insurance losses per year last eight years	72,201
Average percentage of loss to risk	3-2/10

The Citizens of Halifax have for many years, maintained a salvage waggon, for which until the two platoon system came into effect seven men have been allocated to operate same, not as fire fighters, but to endeavour to save contents of building in the interests of the Underwriters at a cost to the City of over \$9,000.00 annually.

TWO PLATOON SYSTEM
ALLOCATION OF MEN RECOMMENDED BY DEPUTY CHIEF KEEFE

Under the Two Platoon system 40 men are available on the first alarm at all times for manning of the following apparatus;

- Four gas pumpers,
- One-Steam Fire Engine
- Three Ladder Trucks
- Two- Hose and Chemical cars
- One-Straight hose cars
- One- Chief's Car

Or a total of twelve pieces

<u>Brunswick St. Station</u>	Number of men who will go out on each separate piece of apparatus
1 -750 pumper	4 men
1- City Service Truck	4 "
1- Reo Hose Car (new)	2 "
To respond to all alarms with pulmotor and some of equipment now carried on salvage car.	
Balance of rubber coverings to be carried on ladder trucks etc	
1 -man left in Station which leaves	
10 men responding on the above apparatus	
Total	<u>1 man</u> 11 men
<u>West St. Station</u>	
1-600 gallon pumper	4 men
1- Hose Drawn ladder truck	3 "
1 -Motor Hose car (old Reo)	2 "
1- Man left in Station which leaves	
9 men responding on the above apparatus	
Total	<u>1 man</u> 10 men

April 19th, 1928

<u>Morris St. Station</u>	<u>No of Men who will go out on each separate piece of apparatus</u>
1-750 gallon pumper	4 men
1- 75 ft Aerial ladder truck	3 "
1-Chief's Car	1 man
1- Man left in station which leaves 8 men responding on the above apparatus	1
Total	<u>9 men</u>

Bedford Row Fire Station

1-Steam Fire Engine	2 men
1-Motor Hose and Chemical	3 "
1-Man left in Station which gives 5 men responding on the above apparatus	1 man
Total	<u>6 men</u>

Quinpool Road.-Fire Station

1-Bickle Motor Pumper	3 men
1-Man left in Station which leaves 3 men responding on apparatus	1 man
Total	<u>4 men</u>

NOTE: The two deputies, the Chief Engineer, the motor mechanic and carpenter do not appear in the above schedule.

Sgd. S.L.Shannon,
CHAIRMAN

Delegations representing the Nova Scotia Board of Fire Underwriters, the Board of Trade and the Fire Fighters Association, were present.

By Unanimous consent of Council it was agreed that a representative of each delegation be permitted to address the Council on the subject of the report each for a period of twenty minutes. Hon George E.Faulkner for the N.S. Board of Fire Underwriters; Mr. E.J.Cragg for the Board of Trade, and Mr. George J.Richardson for the Fire Fighters Association, addressed the Council on the subject.

His Worship the Mayor then called upon the Deputy Mayor to take the Chair and he addressed Council on the subject of the report and suggested

April 19th, 1928

that further consideration of the matter be deferred until a Conference was held between the Committee of Firewards and the several delegations to see if an amicable settlement could not be arrived at.

Moved by Alderman Shannon, seconded by Alderman Rains that the report of the Committee be adopted.

Moved in amendment by Alderman Ryan seconded by Alderman O'Toole that the further consideration of this report be deferred until next meeting of Council, and in the meantime a Conference be held between the Committee of Firewards, Board of Trade, the Fire Underwriters and other parties interested:

Amendment is put and lost three voting for the same and nine against it as follows

FOR AMENDMENT

AGAINST IT

Alderman Ryan
O'Toole
Robertson

Alderman Shannon
Mitchell
Smith
MacDuff
McCarthy
Rains
Corbin
Drysdale
Smeltzer- 9

-3-

The original motion is put and passed, nine voting for the same and three against it as follows:-

FOR THE MOTION

AGAINST IT

Alderman Shannon
Mitchell
Smith
McDuff
McCarthy
Rains
Corbin
Drysdale
Smeltzer- 9

Alderman Ryan
O'Toole
Robertson

-3-

April 19th, 1928

PUBLIC GARDENS-TENDERS FOR SPRAYING MACHINE

Read report Committee of Gardens,
Parks and Common re tenders for a Spraying Machine:

Committee Room, City Hall,
Halifax, N.S. April 19th, 28

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

Gentlemen:-

At a meeting of the Committee of
Gardens, Parks and Common held this day, the attached
tenders for spraying machine were considered as
follows:

J.W. Harvey- 4 Horse power spraying machine	\$600.00
J.W. Harvey - 608 Horse Power Spraying Machine	800.00
George A. Chase-5 horse power spraying machine	574.00
A.L. Melvin 4½ Horse Power Spraying Machine	570.00

Your Committee recommend that the
tender of A.L. Melvin & Company, Agents for the Massey
Harris Co., Ltd., at \$570.00 being the lowest tender,
be accepted.

Respectfully submitted

S. L. Shannon
CHAIRMAN

Moved by Alderman Shannon, seconded
by Alderman Rains that the report be adopted. Motion
passed.

11.50 o'clock

Moved by Alderman McCarthy, seconded
by Alderman Rains that this meeting do now adjourn.
Motion passed.

LIST OF HEADLINES

Tramway Extension-Point Pleasant Park	723
Resignation-Alderman John J. Power	724
Application Gordon A. Gallagher for increase salary	724
Presiding Officer	725
Fire Dept. Two Platoon System	725
Public Gardens	737

Meeting adjourned

H.S. Rhind
H.S. RHIND
CITY CLERK

J.B. Kenny
MAYOR

J.B. Kenny

April 26th, 1928

EVENING SESSION

HIS WORSHIP THE MAYOR,
AND CITY COUNCIL.

8.10 o'clock,
Council Chamber,
City Hall,

Gentlemen:-

April 26th, 1928

A meeting of the City Council was held this evening. At the above named hour there were present His Worship the Mayor and Aldermen Mitchell, Smith, McCarthy, McDuff, Corbin, O'Toole, Robertson, Robinson, and Smeltzer.

8.10 o'clock

Moved by Alderman O'Toole, seconded by Alderman Smeltzer that the time of meeting 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 and Aldermen Ryan and Drysdale.

The meeting was called to receive the returns of the Civic Elections, to proceed with business standing over and the transaction of other business.

✓
CIVIC ELECTIONS

CITY CLERK'S REPORT

Read report of the City Clerk covering returns of the Civic Elections for Mayor and Aldermen held on the 25th day of April 1928:-

April 26th, 1928

April 26th, 1928

in respect to the Election for the City of Halifax, I herewith submit the original Nomination Papers of Louis Amable Gastonguay for the Office of Mayor for the City of Halifax, he being the only candidate for the Office of Mayor for the City of Halifax, Election held April 25th, 1928.

Office of the City Clerk,
Halifax, N.S. Apr. 26-28

HIS WORSHIP THE MAYOR,
AND CITY COUNCIL.

Respectfully submitted
H.S. Rhind
CITY CLERK

Gentlemen:-

Pursuant to the provisions of the Halifax City Charter and Acts in amendments thereof in respect to the election for Mayor and Aldermen, I have the honor to submit the following returns of the Elections for Mayor and Aldermen held on the 25th day of April, 1928.

I have made separate returns in respect to the Election for Mayor and for the election of Aldermen for each Ward, attached to which separate returns are the original Nominations papers of all the candidates.

ELECTION FOR MAYOR

Louis Amable Gastonguay Returned unopposed

ELECTION FOR ALDERMEN

Ward No. 1	W.W.Dickie	B.A.Weston	Majority
A to K	174	171	
L to Z	190	166	For F.W.Dickie
Totals	364	337	27

Ward No. 2

Wm. Edward Donovan- Returned unopposed

Ward No. 3

Edward Joseph Cragg "

Ward No. 4

Stephen Harry Enoch Rains "

Ward No. 5

William Joseph O'Toole "

Ward No. 6

Alexander Alfred Robertson "

Respectfully submitted,
H.S. Rhind
CITY CLERK

CITY CLERK'S RETURN ELECTION OF MAYOR

City Clerk's Office,
April 26th, 1928

His Worship the Mayor,
and Members of City Council.

Gentlemen:-

Agreeably to the provisions of the Halifax City Charter and Acts in amendment thereof,

April 26th, 1928

in respect to the Election of Mayor and Aldermen for the City of Halifax, I herewith submit the original Nomination Papers of Louis Amable Gastonguay for the Office of Mayor for the City of Halifax, he being the only candidate for said office at the Election held April 25th, 1928

Respectfully submitted
H.S. Rhind
CITY CLERK

His Worship the Mayor,
and Members of City Council.

The City Clerk declares Lewis Amable Gastonguay duly elected Mayor of the City of Halifax for the Civic Year 1928-29

The following Resolution was submitted:

RESOLVED that the City Clerk be and he is hereby directed to notify the Honorable, the Provincial Secretary of the election of Louis Amable Gastonguay 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 oath of office to the Mayor elect.

Moved by Alderman McCarthy, seconded by Alderman Robinson and passed.

ELECTION OF ALDERMEN

Read report City Clerk covering nomination papers of Frederick Warren Dickie and Byron Arthur Weston for the office of Alderman Ward No. 1, together with the Poll Books containing the returns of the Presiding Officers of the several polling places in the said Ward, of the election held on April 25th, 1928, said returns showing Frederick Warren Dickie to have received 364 votes and Byron Arthur Weston 337 votes, giving Frederick W. Dickie the majority of 27 votes over Byron Arthur Weston;

April 25th 1928:

April 26th, 1928

Office of the City Clerk,
Halifax, N.S. Apr. 26th, 1928

His Worship the Mayor,
and Members of City Council.

Gentlemen:-

Agreeably to the provisions of the Halifax City Charter and Acts and amendments thereof in respect to the election of Mayor and Aldermen for the City of Halifax, I herewith submit the original Nomination Papers of Frederick Warren Dickie and Byron Arthur Weston for the Office of Alderman for Ward No. 1, together with the Polling Books containing the returns of the Presiding Officers at the several Polling Places in the said Ward for the election of an Alderman for the said Ward held on the 25th day of April 1928. The said return showing as follows:

WARD NO. 1

Ward 1.	F. W. Dickie	B. A. Weston	Total
A to K.	174	171	
L to Z	190	166	
	<u>364</u>	<u>337</u>	

Majority for Frederick Warren Dickie 27

Respectfully submitted,
H. S. Rhind
CITY CLERK

The City Clerk declares Frederick Warren Dickie, the Candidate having the greater number of votes, duly elected an Alderman for that Ward for the term for which the election was held.

Read report of the City Clerk covering nomination paper of William Edward Donovan for the office of Aldermen for Ward 2, he being the only Candidate nominated for the said office for the election held April 25th 1928:

April 26th, 1928

City Clerk's Office,
April 26th, 1928

His Worship the Mayor
and Members of the City Council.

Gentlemen:-

Agreeably to the provisions of the Halifax City Charter and Acts in amendment thereof, in respect to the Election of Mayor and Aldermen for the City of Halifax, I herewith submit the original nomination paper of WILLIAM EDWARD DONOVAN for the office of Alderman for Ward No. 2 of the City of Halifax, he being the only candidate nominated for said office at the Election held April 25th, 1928

Respectfully submitted,

H.S. Rhind
CITY CLERK

The City Clerk declares William Edward Donovan duly elected an Alderman for that Ward for the term for which the election was held.

Read report of the City Clerk covering nomination paper of Edward Joseph Cragg for the office of Aldermen for Ward 3, he being the only Candidate nominated for the said office for the election held April 25th 1928.

City Clerk's Office,
April 26th, 1928

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

Gentlemen:-

Agreeably to the provisions of the Halifax City Charter and Acts in amendment thereof, in respect to the election of Mayor and Aldermen for the City of Halifax, I herewith submit the original Nomination paper of EDWARD JOSEPH CRAGG for the office of Alderman for Ward No. 3 of the City of Halifax he being the only Candidate nominated for said office at the Election held April 25th, 1928

Respectfully submitted,
H.S. Rhind
CITY CLERK

April 26th, 1928
Halifax, N.S. Apr. 26th, 1928
April 26th, 1928

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

The City Clerk declares
Edward Joseph Cragg duly elected an Alderman for
that Ward for the term for which the election was held
in respect to the Election of Mayor and Aldermen for
the City of Halifax. Read report of the City Clerk
covering nomination paper of Stephen Harry Enoch
Rains for the office of Aldermen for Ward No. 4, he
being the only Candidate nominated for the said
office for the election held April 25th, 1928:

Halifax, N.S. Apr. 26-28

His Worship the Mayor,
and Members of City Council.

Gentlemen:-

Agreeably to the provisions of
the Halifax City Charter and Acts in amendment thereof,
in respect to the Election of Mayor and Aldermen for
the City of Halifax, I herewith submit the original
nomination paper of STEPHEN HARRY ENOCH RAINS for
the office of Alderman for Ward No. 4 of the City of
Halifax, he being the only candidate nominated for
said office at the election held April 25th, 1928

Respectfully submitted,
H.S. Rhind
CITY CLERK

The City Clerk declares Stephen
Harry Enoch Rains duly elected an Alderman for that
Ward for the term for which the election was held.

Read report of the City Clerk
covering nomination paper of William Joseph O'Toole
for the office of Alderman for Ward No. 5, he being
the only Candidate nominated for the said office for
the election held April 25th 1928.

April 26th, 1928

Halifax, N.S. Apr. 26th, 1928

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

Gentlemen:-

Agreeably to the provisions of the Halifax City Charter and Acts in amendment thereof, in respect to the Election of Mayor and Aldermen for the City of Halifax, I herewith submit the original Nomination paper of William Joseph O'Toole for the office of Alderman for Ward No. 5 of the City of Halifax, he being the only candidate nominated for said office at the Election held April 25th, 1928

Respectfully submitted,

H.S. Rhind
CITY CLERK

THE City Clerk declares William Joseph O'Toole duly elected an Alderman for that Ward for the term for which the election was held.

Read report of the City Clerk covering nomination paper of Alexander Alfred Robertson for the office of Alderman for Ward No. 6, he being the only Candidate nominated for the said office for the election held April 25th 1928.

Halifax, N.S. Apr. 26-28

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

Gentlemen:-

Agreeably to the provisions of the Halifax City Charter and Acts in amendment thereof in respect to the election of Mayor and Aldermen for the City of Halifax, I herewith submit the original nomination paper of Alexander Alfred Robertson for the office of Alderman for Ward No. 6 of the City of Halifax, he being the only candidate nominated for said office at the Election held April 25th 1928

Respectfully submitted

H.S. Rhind
CITY CLERK

April 26th, 1928
April 26th, 1928

COMMON LOT COMPUTATION

The City Clerk declares Alexander Alfred Robertson duly elected an Alderman for that Ward for the term for which the election was held.

✓
ISOLATION HOSPITAL

Read application of Robert M. Hector for the position of Janitor of the new Isolation Hospital:

Referred to the City Health Board

✓
TAG DAY S.P. C.

Read application of the Society for the Prevention of Cruelty for permission to hold a Tag Day on Saturday the 12th day of May next:

Halifax, N.S.
His Worship the Mayor,
and Members of City Council.

Gentlemen:-

You were good enough in some of the previous years to give the Society permission to hold a Tag Day during those years, but we did not carry out your kind consent. Our Society is without funds and in a very servious situation. I am asking for the Society if you would be good enough to allow us to have Saturday, the 12th inst., as a Tag Day in the City of Halifax.

Yours sincerely,

R. H. Murray,
PRESIDENT

Moved by Alderman Smeltzer,
seconded by Alderman McCarthy that the request be granted. Motion passed.

A. C. Pettipas

✓
R. H. Murray

April 26th, 1928
April 26th, 1928

COMMON LOT COMMUTATION

Read report of the City Clerk on the application of Dr. Duncan A. Campbell for commutation of a part of Common Lots 20 and 21 fronting on Spring Garden Road:

Halifax, N.S.,
April 18th 1928

His Worship the Mayor,
and City Council.

Gentlemen:-

I beg to submit the attached application of Dr. D.A. Campbell for commutation of part of Common Lot No. 20-21 fronting on Spring Garden Road.

The annual rental of the part Lot is \$2.05, There are no arrears due and the amount required by Ordinance for commutation is \$51.25.

Dr. Campbell has deposited with his application a cheque to cover amount, and I would recommend that the Solicitor be instructed to prepare a deed from the City to Dr. Campbell.

Respectfully submitted,

H. S. Rhind
CITY CLERK

A. W. Jack & Co.
Thompson, Adams & Co. Ltd.
Saunders & Inglis
Halifax Fire
Alfred J. Hall & Co. Ltd.
H. J. Freeman & Co.
Provincial Security Co.
Lalonde & Co. Ltd.
The Acadia Fire Ins.

Moved by Alderman Mitchell,
seconded by Alderman Robinson that the report be adopted and the City Solicitor instructed to prepare a deed from the City to Dr. Campbell of the Lot in question. Motion passed.

*Solicitor
and
Auditor*

Major Bros. Ltd
Geo. J. Lynch
Grant Oxley & Co. Ltd
J. E. Fraser & Co.
Faulkner & Co.
G. W. Dompierre

April 26th, 1928

✓
APPLICATION OF W.P. WARD FOR INCREASE OF SALARY

Read application of Wm.P. Ward Caretaker of the City Market for an increase to his salary:

Referred to the Committee on

*Engineer
Chief of Works* Works.

✓
WORKS DEPARTMENT-TENDERS FOR INSURANCE

Read report of the Committee on Works and City Engineer covering tenders for insurance on City property for one year ending May 1st 1929:

City Engineer's Office,
Halifax, N.S.,
April 23 1928

TENDERS FOR INSURANCE

His Worship the Mayor
Sir:-

I beg to report that the following tenders were received for the insurance of City properties.

	<u>Rate per \$100.</u>
A.M. Jack & Son	\$1.25
Thompson, Adams & Co. Ltd.	1.25
Saunders & Duffus	1.25
Halifax Fire Insurance Co.	1.25
Alfred J. Bell & Co. Ltd.	1.25
H.J. Freeman & Co.	1.25
Provincial Realty Co.	1.25
Rainnie & Co. Ltd	1.25
The Acadia Fire Insurance Co.	1.25
W.J. G. Thompson	1.25
A.S. Wylde	1.25
F.W. Annand	1.25
C. Willis Hebb	1.25
A.J. Haliburton & Co.	1.25
Dale & Co. Ltd	1.25
W.R. MacInnes & Co.	1.25
E.C. Fraser	1.25
Major Bros. Ltd	1.25
Geo. J. Lynch	1.25
Grant Oxley & Co. Ltd	1.25
G.E. Fraser & Co.	1.25
Faulkner & Co.	1.25
C.W. Dompierre	1.25

*Engineer
Inspector
Chief of Works*

April 26th, 1928

WORKS DEPARTMENT TENDERS FOR HARDWARE

In addition to the above, four other tenders were received after 12 o'clock Noon on Tuesday the 10th day of April, which was the hour fixed by advertisement for the receipt of tenders. They are attached hereto unopened.

A.M. Jack & Son in their tender call attention to the service they have given the City for the past five years in connection with the insurance and again offer their facilities in a similar manner.

It will be seen that again the so called Tariff Companies have apparently combined in fixing the rate for the City insurance. The premium quoted \$1.25 per \$100.00 is 10 cents less than the rate quoted last year.

It would seem advisable to pursue the same course as last year and divide the insurance among those firms who have tendered for it.

Respectfully submitted,

H.W. Johnston
CITY ENGINEER:

City Works Office,
Halifax, N.S.,
Apr. 25-28

TENDERS FOR INSURANCE

His Worship the Mayor and
City Council.

Sirs:-

Attached hereto is report of City Engineer on tenders for insurance on city property for one year ending May 1st 1929.

The Works Committee recommends that the accompanying tenders of the tariff companies viz; \$1.25 per \$100.00 be accepted and that the offer of A M. Jack & Son to distribute the premiums and collect the policies as in previous years be also accepted.

Respectfully submitted

M. A. Hunter
CLERK OF WORKS

Moved by Alderman Smith, seconded by Alderman Robinson that the report of the Committee on Works be adopted and that the tender of the Tariff Companies of \$1.25 per \$100.00 be accepted in accordance with the terms of the tenders. Motion passed.

*Engineer
Auditor
Clerk of Works*

April 26th, 1928

WORKS DEPARTMENT TENDER FOR HARDWARE

Read report of the Committee on Works and City Engineer re tenders for the supplying of hardware for the Works Department for the Civic Year 1928-29:

City Engineer's Office,
April 13th, 1928

TENDERS FOR HARDWARE

His Worship the Mayor.

Sir:

In response to an advertisement two tenders were received for the supply of Hardware required by the Works Department during the Civic Year 1928-29:

Jas Simmonds Ltd. Schedule Rates
~~Wm. Stairs Son & Morrow Ltd~~ "

The tenders have been compared and it is found that the tender of James Simmonds, limited is the lower and is recommended for acceptance.

Respectfully submitted

H. W. Johnston
CITY ENGINEER

City Works Office,
Halifax, N.S.,
Apr. 25-28

TENDERS FOR HARDWARE

His Worship the Mayor,
and City Council.

Sirs:-

Attached hereto is report of City Engineer on tenders for the supply of hardware for the Civic Year 1928-29/

The Works Committee recommends that said report be adopted and the tender of Jas Simmonds Ltd. be accepted.

Respectfully submitted
M. A. Hunter
CLERK OF WORKS

Moved by Alderman Smith, seconded
by Alderman Robertson that the report be adopted. Motion passed.

*Engineer
Inspector
Clerk of Works*

April 26th, 1928

WORKS DEPARTMENT-SALE OF MORRIS STREET LOTS

Read report of the Committee on Works and City Engineer re sale of lots on the North East corner of Morris and Summer Street:

City Engineer's Office,
Halifax, N.S., Apr. 24-28

MORRIS STREET LOTS
OLD EXHIBITION GROUNDS

His Worship the Mayor.

Sir:-

I beg to report on the officer of Mr. R.F. Studd, representing a client, offering to purchase the property owned by the City on the north side of Morris Street between the Cathedral property and Summer Street, and his client is prepared to pay \$9,500 for it \$1,000 down and \$500. in three months and the balance within one year, additional payments to carry interest at the rate of 6% per annum. The purchaser would also be willing to have a stipulation in the deed that no house costing less than \$6,000 be built on the lots and that the general design should be subject to the approval of the City. He also asks that he be allowed to lay a sidewalk at once under the supervision of the City Engineer and that the City's share of the sidewalk be deducted from the purchase price.

So that the Committee may be in a position to arrive at a conclusion in this matter a brief summary of what has already been done in connection with the sale of the old Exhibition property is given.

The property originally extended from Tower Road to Robie Street on the north side of Morris Street, that portion of it lying between Robie Street and Carleton Street was deeded to Dalhousie University when the transfer of the College from the Parade to this location was made. The part between Carleton and Summer Streets was also sold by the City and is now occupied by the Health Clinic and the Grace Maternity Hospital.

In 1906 the City was approached by the Authorities of the Church of England with a view to the purchase of land at the corner of Tower Road and Morris Street on which the old Exhibition stood, for the purpose of erecting a cathedral. A subdivision of the property was made and it was divided into thirteen lots with a frontage of fifty feet each on Morris Street and seven lots on the south-west corner of College Street and Tower Road. After negotiations the Cathedral Committee purchased six lots fronting on Morris Street at a price of \$3,000. per lot or \$18,000. The following conditions, among others, were attached to the same.

April 26th, 1928

The plan of any building erected on any portion of the property sold to be subject to the approval of the City.

No part of any building to be nearer the street than thirty feet.

No closed fence to be erected on any part of the property nearer to the street than thirty feet.

The cost of any dwelling house erected on the property to be not less than \$5,000.

No house of entertainment, hotel, boarding house, stable, shop or building for the sale of any article, to be erected without first obtaining the consent of the City Council.

The grade of the property within fifty feet of the street to be subject to the approval of the City Engineer.

The above conditions, so far as they will apply, are intended to cover all the rest of the property when sold. In 1908 and 1909 the lots at the corner of College Street and Tower Road were sold to different parties and in 1910 two lots on Morris Street adjoining the lots owned by the Cathedral Committee were sold to them at a price of \$3,000. No other part of the property has been sold and the City has five lots of fifty feet frontage and two hundred and thirty feet deep according to the original division, left. In 1914 the property was re-divided. In the new division lots, 9, 10 and 11 remained as they were; the depth of lots 12 and 13 was altered to 150 feet and two lots 40 feet by 100 feet fronting on Summer Street were added from that portion of lots 12 and 13 that was cut off. In 1914 previous to the redivision an offer was received of \$4,000 for the corner lot and \$3,000 for No. 12, but Council at that time referred it back to the Board of Control to see if the intending purchaser would buy the five lots, he would not do so and owing to the delay withdrew his original offer. No further definite offers have been received until this one from Mr. Studd.

This property has always been considered a valuable one and the price placed on and obtained for lots sold originally, must at the present date be considered reasonable in view of the enhancement of land values in the City of Halifax in the past twenty-two years

A price of \$15,000 for the whole property is at a rate of less than 25 cents per square foot, which is a moderate valuation and the lots should not be sold for less than this amount. The City Assessor agrees with me in this estimate. If the Council decides to sell the property, the conditions already approved of should be adhered to with the additional provisos, that if dwelling houses are erected on the lots:-

April 26th, 1928

There shall be not more than one house erected on each lot and the houses shall be single family dwellings only. In view of the character of the other buildings on the street these should be preferably of brick or masonry construction of a value of not less than \$10,000 each. If this is not agreed to then the value of any wooden dwelling should be not less than \$8,000.

My own opinion is that this property should be held until such time as it may be sold for the erection of a public building or a building used for public purposes upon it. This opinion is held in view of the character of the existing development on Morris Street between South Park Street and Robie Street.

It will be appanant to anyone that the erection of small wooden residences on the land between Tower Road and Summer Street would be detrimental to the appearance of the whole district.

In justice to the purchasers of the rest of the property sold by the City and looking to the future when Morris Street will be boulevarded from South Park Street to Dalhousie University grounds, the standard of development already set should be maintained.

I cannot recommend the sale of the property for the purposes proposed in the application.

Respectfully submitted,

H. W. Johnston
CITY ENGINEER.

City Works Office,
Halifax, N.S.,
Apr. 25-28

His Worship the Mayor
and City Council.

Sirs:-

Attached hereto is offer of Mr. R. F. Studd to purchase property situated on the north east corner of Summer Street and Morris Street, also report of City Engineer.

The Works Committee at a meeting held on the 25th instant, decided to forward to Council said report and also to recommend that tenders be asked for for the purchase of the property.

Respectfully submitted,
H. A. Hunter
CLERK OF WORKS

April 26th, 1928

Moved by Alderman Smith, seconded by Alderman Robinson that the report be adopted.

Moved in amendment by Alderman Robertson seconded by Alderman McDuff that action on this matter be deferred, and that the Engineer's report be engrossed on the minute for the information of members of Council. Amendment put and passed.

Council

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McDONALD STREET SEWER AND WATER EXTENSION

Read report Committee on Works and City Engineer re Water and Sewer Extension McDonald Street:

City Engineer's Office,
Halifax, N.S.,
Apr. 13th, 1928

McDONALD STREET -SEWER
AND WATER EXTENSION

His Worship the Mayor

Sir:-

I beg to report on the application of Mr. R.A. Carmichael for the extension of water and sewer on McDonald Street, that these services are at present laid to within about forty-five feet of Mr. Carmichael's property. He is erecting a dwelling house.

The estimated cost of the sewer is \$210.00 and the estimated sewerage rates \$100.00. The estimated cost of the water extension if laid in the same trench as the sewer is \$150.00

The properties to the south of the proposed extension pay a bond rate of \$11.24. With the addition of Mr. Carmichael's house and the new extension, the share of this property in the total bond would be \$10.75

I would recommend that the sewer and water be extended providing the applicant will sign a bond for water rates of \$10.75, which rate it is recommended that the Council fixes as a special rate for this property.

Respectfully submitted,
H.W. Johnston
CITY ENGINEER

City Works Office,
Halifax, N.S.,
Apr. 20-28

AN ORDINANCE RESPECTING THE USE OF
PUBLIC LANDINGS IN THE CITY
FOR FERRY
PURPOSES

His Worship the Mayor,
and City Council.

BE IT ENACTED by the Mayor and Council
of the City of Halifax as follows:

Sirs:-

The Works Committee at a meeting held on the 18th instant, had under consideration the accompanying report of the City Engineer on application of Mr. R.A. Carmichael for extension of sewer and water McDonald Street. Said report was approved and recommended to Council for adoption.

Respectfully submitted

M.A. Hunter
CLERK OF WORKS

Moved by Alderman Smith, seconded by Alderman Robertson that the report be adopted. Motion passed.

*Engineer
auditor*

PUBLIC FERRY LANDINGS

Read report Committee on Works and City Engineer covering a Draft Ordinance regulating the use of public landings in the City of Halifax for ferry purposes;

City Engineer's Office,
Halifax, N.S.,
March 30th 1928

His Worship the Mayor.

Sir:-

In 1926 I submitted a report and draft of a proposed Ordinance respecting the use of public landings in the City of Halifax for ferry purposes, This was approved, and on the 20th of April in that year I forwarded the same to the Committee on Laws & Privileges. On enquiry in the City Clerk's Office I find that the matter was never submitted to that Committee.

I am submitting herewith a copy of the proposed Ordinance for your further consideration and if approved I would recommend that the matter be referred to the City Council, with the request that they pass it.

Respectfully submitted
H.W. Johnston
CITY ENGINEER.

April 26th, 1928

April 26th, 1928

AN ORDINANCE RESPECTING THE USE OF
PUBLIC LANDINGS IN THE CITY
OF HALIFAX FOR FERRY
PURPOSES

BE IT ENACTED by the Mayor and Council
of the City of Halifax as follows:

1. Except as is hereinafter otherwise provided, no person shall make use of any public landing in the City of Halifax for the purpose of operating a ferry therefrom or shall land or embark therefrom any passenger carried or to be carried in any ferry boat taking passengers for hire without having first obtained a license for that purpose as hereinafter provided.
 - (a) Nothing in this ordinance shall apply to prevent any person from bringing for hire a passenger to or from any public landing from or to any vessel in Halifax Harbour.
2. Every such license may be granted by the Committee on Works and shall be issued by the Clerk of Works, and shall expire on the 30th day of April next succeeding the date on which it is granted.
3. The fee payable on every such license shall be ten dollars (\$10.00) payable in advance
4. Every holder of a license under this Ordinance hereinafter referred to as a ferryman) shall submit to the Committee on Works for approval a time table on which he proposes to operate his ferry and such time table when approved shall be adhered to by him so far as conditions of weather, ice and other adverse conditions permit. Different time tables for different parts of the year may be submitted to the said Committee and approved; and a time table may be altered by permission of the Committee, but no ferry shall be operated without a time table, or not in accordance with one approved by the Committee. A Copy of every such time table shall be pasted in a conspicuous place in a glass covered frame at or near the landing at which it is proposed to operate the ferry.
5. Every ferryman shall maintain in a safe condition the landing from which he operates and the approach thereto and keep the same clean and in good order to the satisfaction of the City Engineer.
 - (a) No float shall be attached to any public landing place or used in connection with any ferry until the same has been approved by the City Engineer, and every such float shall be maintained and kept safe and in good order and clean by the ferryman to the satisfaction of the City Engineer. A light shall be placed and maintained on or near to any float, if the City Engineer so directs.
 - (b) The Committee on Works may if it sees fit place a float at any public landing for the use of all ferries operating from that landing, and a charge for the use of such float may be added to the amount payable for a license. In such case no private float shall be permitted at such landing.
6. Every ferryman shall maintain a light satisfactory

April 26th, 1928

to the City Engineer at or near his landing place and keep the same lighted when the ferry is being operated after dusk.

7. The Committee on Works may refuse to grant more than one license in respect to one landing place.

8. If more than one license is granted in respect to one landing place the Committee may require the licensees to adjust their respective time tables so as to be most convenient for the persons using the ferry. And in such case the expense of maintaining the landing and approach and keeping the same clean and in good order and properly lighted shall be borne equally by the ferryman operating from that landing and in the event of any dispute the same shall be determined by the City Engineer whose decision shall be final.

9. Every ferryman must endeavour to work in harmony with any other ferryman operating from the same landing and to that end must obey any instructions from the Chief of Police.

10. Every boat and vessel used as a ferry shall be subject to the approval of the City Engineer and shall be kept safe, clean, painted and in good order and subject to his approval and he may at any time order the discontinuance of the use of any boat or vessel which in his opinion is not in a fit condition to be used as a ferry.

12. A ferryman shall endeavour to prevent the overcrowding of any landing and for that purpose may request the assistance of the Police.

13. No ferry boat shall be so crowded as to be dangerous. If the Chief of Police is of the opinion that any ferryman permits such overcrowding or operates his ferry in such a way as to be dangerous to passengers he may order the discontinuance of the ferry and report his action to the Committee on Works who shall deal with the matter at its next meeting.

14. If any ferryman contravenes or fails to comply with any provision of this Ordinance, or with any direction of the said Committee or of the Chief of Police or the City Engineer, the Committee on Works may at its option cancel his license or impose a fine not exceeding ten dollars for any such contravention or failure of compliance and for non payment of any fine may cancel the license.

15. If any unlicensed person operates a ferry from any landing or takes on or lets off at any public landing within the City of Halifax any passenger carried or to be carried for hire in any boat or vessel he shall for each such offence be liable to a penalty not exceeding twenty dollars and in default of payment to imprisonment for a period not exceeding one month.

April 26th 1928

Before discussing the
drawn to the Charter requirements of the Company
with regard to snow removal.

By Schedule A, Rule 9 -
and ice from its tracks or
enable it to operate its cars.
City Works Office,
Halifax, N.S.
Apr. 20-28

His Worship the Mayor
and City Council.

Sirs:-

The Works Committee at a meeting held
on the 18th instant, had under consideration the
attached report of the City Engineer also an
ordinance respecting the use of public landings
in the City of Halifax for ferry purposes. It
was resolved that the same be sent to the City
Council with a request that it be passed.

Respectfully submitted,

M.A. Hunter
CLERK OF WORKS

Moved by Alderman Mitchell, seconded by
Alderman Smith that action on this matter be deferred
and the reports and Ordinance engrossed on the minutes
for the information of Council. Motion passed

REMOVAL OF SNOW AND ICE FROM STREETS

Read report of the Committee on Works
and City Engineer in reference to removal of snow
and ice on streets:

City Engineer's Office,
Halifax, N.S.,
Nov. 3rd, 1927

His Worship the Mayor.

Sir:-

I beg to report on the proposition made by
the Nova Scotia Tramways & Power Co., Ltd., that the
City assume the responsibility for the removal of the
snow and ice thrown out from the street railway tracks
for a fixed yearly sum to be agreed upon, that the
proposition provides that the sweeping and removal
of the snow from the tracks will be done as at present
by the Company at its own expense and that on the
removal of the material from the track the City will
take charge of it and carry it away, or otherwise
dispose of it as it sees fit.

April 26th, 1928

Before discussing the matter attention is drawn to the Charter requirements of the Company with regard to snow removal.

Schedule A. Rule 9- "The Company may remove snow and ice from its tracks or any portion of them, to enable it to operate its cars, provided however, that in case said snow and ice shall be removed from its track, it shall be its duty to level it to uniform depth to be determined by the City Engineer, and to such a distance, each side of the track, as the said Engineer shall direct or to remove from the street, all snow and ice disturbed, ploughed or thrown out by the plough, leveller or tools of the Company within 48 hours of the fall or disturbance of said snow or ice if the City Engineer shall direct".

It would appear that, under this clause the material which the Tram Company is bound to remove is that which has been thrown out from the tracks or disturbed by any of the apparatus or tools used by the Company in keeping the tracks clear.

The Tramways Company have given me a statement of the cost to them of snow removal during the past seven years. During this period the maximum amount expended in any one year 1926, was \$25,661.71 and the maximum in 1925 was \$3,475.30. The average yearly cost for the period was \$12,507.00. The maximum snow fall was 104 inches, minimum 46 inches, and the average 78 inches. In all these cases, and elsewhere in this report, unless otherwise stated, the cost of snow removal includes shovelling, truckage and some small miscellaneous items, but does not take into account the cost of sweeping, ploughing and levelling by the Company's machines.

At first blush it might appear that a sum in the vicinity of \$13,000.00 approximating the yearly average cost would be a fair basis on which to calculate the amount that the Tram Company should pay the City for undertaking the work. This might be so if the work done for this amount was all the Tram Company is obliged to do. On further analysis the following facts develop.

A single track railway requires that the snow be swept, ploughed or removed from the street for a width of at least nine feet without taking into account the snow disturbed by the leveller outside of the track allowance; each foot in depth of snow on this width means a volume of 1564 cubic yards per mile. The proportion of this that may have to be removed is uncertain, being dependent on several factors such as the intensity of any particular snow storm, whether the storm is accompanied by high winds or not, and the temperature following the snow fall. In the absence of sufficient data it is assumed that forty per-cent of the total snow fall required to be removed from the street or an amount equal to 625 cubic yards per mile.

April 26th, 1928

In 1926 the year of maximum snow fall in the period under discussion, the fall was 104 inches or 8.66 feet or 5400 cubic yards of snow per mile to be removed; in 1925 the year of minimum snow fall there was 46 inches 3.84 feet or 2400 cubic yards; and the average for the seven years gives a snow fall of 78 inches 6.5 feet or 4060 cubic yards per mile.

The cost of removal of snow varies, the Manager of the Tramways Company stated before the Committee on Private and Local Bills, that in the Company's experience it amounts to about 40 cents per cubic yard. Assuming this to be the case, then the cost per mile of single track for the work to be done under the Company's Charter would be for the minimum year \$960.00 per mile, for the maximum \$2,160.00 and for the average year \$1,624.00 per mile.

Excluding the extension made last Autumn on Gottingen Street, there is in operation in Halifax a street railway trackage equivalent to 22.62 miles of single track. Multiplying the figures given above by this mileage shows that under a strict interpretation of the Charter requirements, had they been lived up to, the expenditures of the Tram Company for snow removal for the years mentioned would have been for the minimum year \$21,715.00 for the maximum year \$48,859.00 and for the average year \$36,743.00. A comparison of these figures with the amounts actually expended on this work, viz, for the minimum year \$3,475.30 for the maximum \$25,661.75 and for the average year \$12,507.00 would seem to establish the fact that the Company has not removed the equivalent of all snow thrown out from its tracks by its apparatus

In fixing the yearly amount the Tramway should pay the City for taking over the snow removal, account must be taken of the maximum obligations that the Tram Company will be released from and the City will be assuming. If the conclusions drawn from the figures set out above are correct, the City cannot take the actual amounts spent by the Tram Company as a criterion of the value of the work that should be done. The demand may easily be made at any time that the conditions called for in the Charter be strictly carried out, in which case unless there is something very wrong in the figures on which the above calculations are based, the amounts spent by the Tram Company would prove to be wholly inadequate and should be largely increased if the City is to take over the responsibility.

In any case the City in assuming such responsibility for a fixed yearly sum would be entering into a speculation depending for its success on the vagaries of the weather. The only condition on which the City should undertake this work would be that the actual cost be paid by the Company.

April 26th, 1928

There can be very little question of the advantage of having one body responsible for the snow removal on any street instead of the divided responsibility as at present existing, but as this Department is not at present equipped with proper apparatus for satisfactorily carrying on the work of clearing all the snow from the Tramway streets and its acquisition would mean a considerable capital outlay, it is recommended that no change in the existing system be made at present.

Sirs:- If the Committee does not accept this view, then it is suggested that any other arrangement that may be made before a limited term of years only, when with the experience gained during this time, both parties would be in a better position to make a fair and equitable agreement.

In any case the City should not recede from the position already taken by it that as the removal of snow on Tramway streets is necessitated largely by the presence of the tracks thereon, the Company should remove all the snow from curb to curb, especially on the narrow streets

Respectfully submitted
H. W. Johnston
CITY ENGINEER

City Works Office,
Halifax, N.S.,
Apr. 20-28

His Worship the Mayor and
City Council.

Sirs:-

At a meeting of the Works Committee held on the 18th instant it was decided to forward to Council for its information the attached report of the City Engineer on proposition of the Nova Scotia Tramways and Power Company Limited, that the City assume responsibility for the removal of snow and ice thrown out from the street railway tracks for a yearly sum to be agreed upon.

Respectfully submitted,
M. A. Hunter
CLERK OF WORKS

FILED. ✓

REMOVAL AND DISPOSAL OF CITY WASTES

Read report Committee on Works and City Engineer re removal and disposal of City wastes.

April 26th, 1928

City Engineer's Office,
Halifax, N.S.,
January 17th, 1928

REMOVAL AND DISPOSAL OF CITY WASTES

His Worship the Mayor.

Sir:-

I am asked by the Committee on Works to report on the question of the collection and disposal of City wastes, in which term for the purposes of this report is included ashes, garbage and rubbish, and for my opinion on the relative merits of the present system compared with doing the work by contract. In addition the closing of the Incinerator and the disposal of the wastes by dumping is suggested. These two matters will be taken up separately under the headings of "Collection" and "Disposal". The latter was reported on last year but to make this report comprehensive and so that the new members may be familiar with the subject such portions of it as are relevant will be repeated.

In order to better understand the question it may be stated that under our method of collection ashes are required to be placed in one container and garbage and rubbish in another. The latter material is taken to the Incinerator and burnt, the residue from the furnaces being carted to the City dump. The ashes are used for street and sidewalk work and for filling purposes near the district from which they are collected. Night soil is collected by persons licensed by the Health Board and is disposed of into the City sewer system. The carcasses of large animals go to the fertilizer plant when it is in operation, otherwise they are buried on the City Prison grounds.

COLLECTION OF WASTES

For the past twenty seven years the work of collection has been done by City teams and employees. Previous to this the work has been done by contract. The change was made owing to the almost universal dissatisfaction with the type of service rendered and the continual complaints received from householders.

Sometime afterwards a notice of motion was given in the City Council looking to the return to the former system, but on account of the protests received it did not receive a seconder and was never pressed to a vote. Among others was one from the Trades and Labor Council emphatically protesting against such a resolution, giving as one reason that "the Work as done by the City at the present time is giving the greatest satisfaction which was not the case under the contract system"

April 26th, 1928

and the City were forced to take it over a considerable outlay would be required. When the contract system was in force collections were made only between May and November, less than half the present number of premises received the benefit of the service, and the length of haul to the dumping grounds was very much shorter than it is at present.

In this municipal activity service is a primary element to be considered and this should not be subordinated to the question of cost entirely. The collection of wastes should be in the hands of the City because of the superior opportunity it has for enforcing the rules and regulations which aim towards satisfactory service, sanitation, comfort and health of the people who make up the community rather than the saving of money which produces inconvenience, nuisance and other ills.

Do not let this statement be misunderstood, it is not suggested that the work should not be done in an economical manner, but if the service is now performed in a satisfactory manner and with due economy, a contract price would have to be considerably lower than the present cost to the City to warrant a change as a difference in the quality of the service would more than counteract any small saving that might be made.

During the past year the City teams collected and removed 10058 tons of garbage and rubbish, and 11,411 tons of ashes or a total for the year of 21,469 tons of wastes, at a cost of \$22,787.41. This equals \$1.06 per ton or .39 cents per capita assuming the population as 58,000.

This price compares with records from more than seventy municipalities where the cost varies from .42 to .65 cents per capita. As far back as 1913 Ottawa was paying .60 cents for the collection and removal only. Our horses cost for feed, shoeing, harness renewals and repairs stableman's wages, veterinary services and also including repairs etc., to waggons \$7.14 per week. Drivers receive \$23.75 per week and helpers \$19.00. So much for the economical side of the question.

As regards the efficiency of the service, during last year it is estimated, and the figures are believed to be conservative, that wastes were removed from 7,000 premises a week averaging more than two containers at each or a total of more than seven hundred thousand "pick ups", complaints received at the office have not averaged four a week or about two hundred for the year. In probably half of these cases the complaint was due to violations of the regulations. Compare this with the experience during the period when the removal was done by contract, when with less than one quarter the number of pickups a considerable part of the time of a clerk was taken up in receiving and transmitting complaints.

If a change were made, the present equipment owned by the City would have to be sold probably at a loss, and if the new service proved unsatisfactory, as it may be safely predicted it would