

EVENING SESSION

8.10 o'clock,
Council Chamber,
City Hall,
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

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

HIS WORSHIP THE MAYOR,
AND CITY COUNCIL.

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

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

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

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 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, she 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

The City Clerk declares
Edward Joseph Cragg 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 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

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.

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

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
Clerk*

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

Works.

*Engineer
City 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.

Rate per \$100.

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

April 26th, 1928

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

*Engineer
Auditor
Clerk of Works* passed.

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 appaxant 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,
M. 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

✓
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. 20-23

His Worship the Mayor,
and City Council.

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
inspector*

✓
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

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 ferris 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

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

Council

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.

BeMedule 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.

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 25th, 1928

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 \$1.04 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

April 26th, 1928

and the City were forced to take it over a considerable outlay would have to be made to replace the horses, waggons, etc., sold. The wages of at least one inspector would have to be provided.

The contractor for this kind of service would naturally, and the City has proved it by experience, try to collect the wastes at as small a cost as possible and consequently will not take pride in keeping the equipment up to a proper standard nor will he employ as high a grade of labour as it is desirable to employ in this work where the collectors are constantly coming in contact with householders.

We have now a competent staff of drivers and helpers, many of whom have served the City for a long time and who are familiar with the work, who would have to be discharged if a change were made. If the City resumed the service a new organization would have to be built up and some time would elapse before it could become as efficient as the present staff.

Another important point is that in a contract certain work and methods of doing it are specified and if different conditions warrant or necessitate changes, these will be difficult to make; whereas when the City does the work itself the service will be much more flexible, the men being directly under its control, and changes for the betterment of the service can be made on short notice.

DISPOSAL OF WASTES

Previous to 1912 the garbage and rubbish had been disposed of in dumps in various places in the City. The one in use at that date being on the Exhibition grounds. Numerous complaints of the nuisance caused by it were received and it was strongly urged by the Health Board and the Medical Society that the time had come when a more sanitary method of disposal had become a necessity. After consideration of various methods it was decided to build an incinerator for the destruction of the garbage and rubbish. This was done and the plant was put into operation.

At the outset for a short time owing to inexperience the plant was not operated in as skilful a manner as it should have been and on two occasions owing to carelessness conditions arose which led to complaints from near by residents, but in a short time, with added experience, the plant operated successfully. Fears were also expressed that the value of surrounding property would be seriously depreciated, but these have apparently proved groundless judging by the increase in the number of houses erected in the vicinity, and by the maintenance of values compared with other parts of the district.

Few complaints of any nuisance have been received in recent years.

The total cost of operation of the incinerator during the calendar year 1927 was \$5,842.75. During the period 12,777 tons of garbage and rubbish were incinerated at an average cost of forty six cents (.46) per ton. In 1924 this cost was seventy cents, in 1925 sixtytwo cents and in 1926 it was fifty-seven cents.

April 26th, 1928

Statements have been made that there is a large expense for coal. It is pointed out that less than five tons were used in 1926 and two tons in 1927. This coal was used mainly for the purpose of providing steam to heat tank cars of road tars and oils, when the plant was not operating. Under our system of collection there is usually found enough combustible material in the rubbish to evaporate the water in the garbage so that it will be consumed. Occasionally a few loads of ashes have been used.

To anyone who remembers the stench and intolerable nuisance arising from the dumps on Queen and Fenwick Streets, Camp Hill, and later on the Exhibition grounds, the thought of reverting to this system of disposal is most repugnant.

Where dumping on land is practiced the modern method is to make a so called sanitary fill, by spreading thin layers of garbage from ten to twelve inches thick and covering them with ashes, street sweepings or other deodorizing matter to a depth of eighteen to twenty-four inches. Very careful supervision of the fill has to be exercised and even with this a nuisance is liable to be caused. Where the garbage and rubbish are collected together as is done here, it is impracticable to properly dispose of these wastes in this manner, and the dumps would become as offensive as they were previous to the erection of the incinerator.

Any dumping method will necessitate the truckage of the ashes to the dumps. As stated previously these are now used in various ways in connection with streets and fills. With the numerous places where they can be do used it would be poor policy to abandon this material, useful for the purposes mentioned, and which could not be otherwise obtained except at considerably increased cost.

The additional cost involved in the longer hauls for the ashes and garbage now going to the incinerator and the extra labour at the dump, will equal or exceed the cost of operating the incinerator and the disposal of ashes as at present, without receiving the benefits now obtained through the incineration of nearly thirteen thousand tons of garbage and rubbish a year, and the utilization of the ashes for useful purposes.

To close the incinerator and take the ashes, garbage and rubbish to the dump would be a retrograde step which is not justified on either economical or sanitary grounds.

To sum up, the problem of the collection and disposal of these wastes is so closely related to the health, comfort and convenience of the community that the most sanitary and efficient methods should be employed in dealing with it, even at some added expense.

This report is longer than intended, but the subject is a most important one and in the light of the experience gained in our own City with the contract system of collection and the dumping system of disposal, it was felt to be necessary that the arguments against the return to either should be presented at some length.

Respectfully submitted
H. W. Johnston
CITY ENGINEER

April 26th, 1928

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

Removal and Disposal of City Wastes

His Worship the Mayor
and City Council.

Sirs:-

At a meeting of the Works Committee held on the 18th instant the attached report of the City Engineer on removal and disposal of City wastes was referred to Council for it's information.

Respectfully submit

M.A. Hunter
CLERK OF WORKS

FILED.

✓
WATER METER BILL 156 UPPER WATER STREET

Read report Committee on Works and
City Engineer re Water Meter Bill 156 Upper Water Street

City Engineer's Office,
Halifax, N.S.,
March 31st 1928

No. 156 Upper Water Street-
Water consumption

Mr. H.W. Johnston,
City Engineer

Sir:-

I beg to report on the complaint of the owner of the premises No. 156 Upper Water Street of excessive water consumption for the period January to March 1928. The record of consumption is as follows:

Nov. 14-	2,100	
Dec. 16	2,300	
Jan. 18	10,600	N. 20-1-28
Feb.	-	
Mar. 19	11,300	
Mar. 27	900	

A large consumption was recorded in January and a notice sent on the 30th of that month. The consumption is now considerably less. The premises

Apr. 26th 1928

were inspected March 27th at which time there was no waste, but the tenant stated that water was allowed to run in cold weather to prevent freezing. The premises are heated by three hard coal stoves and one soft coal stove. I cannot recommend any reduction.

Respectfully submitted,

H.W. Johnston,
ASST. CITY ENGINEER.

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

His Worship the Mayor
and City Council.

Sirs:-

Attached hereto is report of the City Engineer on water consumption 156 Upper Water Street. The Works Committee at a meeting held on the 18th instant resolved to recommend to Council that the consumption for January, February and March 1928, be reduced to 3,000 gallons for each month.

Respectfully submitted,

M.A. Hunter
CLERK OF WORKS

*Auditor
Collector
Clerk of Works*

Moved by Alderman Smith, seconded by Alderman Robinson that the report of the Committee on Works be adopted. Motion passed.

✓
NO. 18 STARR STREET- WATER METER BILL

Read report Committee on Works and City Engineer re Water Meter Bill 18 Starr Street:

City Engineer's Office,
Halifax, N.S.,
March 31st 1928

H.W. Johnston,
City Engineer

Sir:-

I beg to report on the complaint of the owner of the premises No. 18 Starr Street of excessive water consumption for the period February 1928. The record of consumption is as follows:

Dec. 14	3,800
Jan. 17	3,900
Feb. 20	31,500
Mar. 27	9,900

April 26th, 1928

A large consumption was recorded in February and a notice sent on the 22nd of the month. The consumption for March has reduced somewhat but is not yet down to normal. The premises were inspected March 27th at which time no waste was found. The tenant states that water was allowed to run to prevent freezing as W.C. is in a very cold place at the end of the hall. The building is heated by three soft coal stoves. I cannot recommend any reduction.

Respectfully submitted,

H.W.L. Doane
As st. City Engineer

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

18 Starr Street-Water Acct.

His Worship the Mayor
and Members of City Council.

Sirs:-

Attached hereto is report of the City Engineer on Water Account at premises # 18 Starr St.

The Works Committee at a meeting held on the 18th instant decided to recommend to Council that the consumption shown February 20th, 1928, viz- 31,500 gallons, be reduced to 5,000 gallons.

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. Motion passed.

✓
WATER METER BILL MR. DANIEL CHISHOLM
PROPERTY

Read report Committee on Works and
City Engineer re Water Meter bill property Mr. Daniel
Chisholm Dutch Village Road:

City Engineer's Office,
Halifax, N.S.
March 6-28

His Worship the Mayor.

Sir:-

I beg to report on a letter from Mr. Daniel Chisholm asking for a reduction in the water bill for the half year ending October 1927, that the

April 26th, 1928

amount of the bill is \$63.49 of which \$2.00 is for rental. The monthly consumption during the period covered by the bill was as follows:

1927	May 31-	28,200
	June 30	23,900
	July 30	108,100
	Aug. 30	112,600
	Sept. 30	32,800
	Oct. 30	20,800

The half yearly bills for the past three years have been as follows:

Six months ending	April 1925	\$41.28
"	Oct. 1925	19.14
"	Apr. 1926	21.56
"	Oct. 1926	23.16
"	Apr. 1927	28.54
"	Oct. 1927	63.49

A reduction is claimed on the grounds that there was a leak in the pipe supplying this house, which was attended to when the owner had notice of the large consumption. This property obtains its water supply from a pipe running through private property and connected to the 27 inch main. The owner pays under a special agreement as the property is outside the City Limits. On investigation I find that after the meter reader drew the attention of the owner to the large consumption he took steps to locate the trouble. It was found that there was a leak in the pipe under the lawn in the property belonging to Mrs Egan. In order to avoid digging up the lawn Mr. Chiholm laid a new pipe around it, since which time the consumption was returned to normal.

The application for a reduction was made on the 27th of February, whereas the owner had notice of the large consumption in September. The law provides that application must be made within sixty days, as this was not done I am unable to recommend any reduction in the bill.

Respectfully submitted

H. W. Johnston
CITY ENGINEER

City Works Office,
Apr. 20th 1928

His Worship the Mayor,
and City Council.

Sirs:-

Attached hereto is report of the City Engineer on Water Meter Account Dutch Village Road for half year ending October 1927.

The Works Committee at a meeting held on the 18th instant resolved to recommend to Council that the bill for said period amounting to \$63.49 be reduced to \$35.00.

Respectfully submitted,
M. A. Hunter
CLERK OF WORKS

April 26th, 1928

Auditor
Collector
Chief of Works
Moved by Ald. Smith, seconded by Ald. Robinson that the report of the Committee on Works be adopted. Motion passed.

TRAMLINE EXTENSION CHEBUCTO ROAD TO
ROBERT SIMPSON EASTERN
LIMITED

✓
Read report of the Committee on Works and City Engineer re Tramway extension to Robert Simpson Eastern Limited on Chebucto Road:

Halifax, N.S.,
Apr. 16th, 1928

His Worship the Mayor,
and Members of City Council.

Gentlemen:-

In the matter of the proposed Tramway extension of the Armdale Trams from its present terminus at the Arm Bridge, east on Chebucto Road to the Canadian National Railway right-of-way thence north to the Canadian National Railway Boundry Line, or to the point at which a platform has been erected for the stopping of certain trains at Armdale.

The erection of this platform was through the courtesy of this Company and in-co-operation with the Canadian National Railway for the purposed of more expedient dispatch of Mail and for the convenience of the general travelling public residing in this district.

Daily it is becoming more necessary for Tramway Service from this point, to servè the Travelling Public, the Robert Simpson Eastern Limited, Staff of 252 Employees and Clients of this Company who make use of the Tramway service, but who are forced to walk a quarter of a mile before or after paying for such service.

We respectfully request that the matter of this Tramway extension as outlined in our letter of August 8th, 1927, be given the serious consideration that it merits, and the hearty support of the City Council be given this project

Trusting that it may be convient to deal with the matter immediately.

Yours respectfully,
THE ROBERT SIMPSON EASTERN LIMITED

H. V. Dalley
Manager Halifax Branch.

City Works Office,
Halifax, N.S.
April 19-28

Tramway Extension-Robert Simpson Eastern Limited

His Worship the Mayor and City Council.

Sirs:

The Works Committee at a meeting held on the 18th instant had under consideration the attached letter from the Robert Simpson Eastern Ltd., asking that the matter of the tramway extension to their premises be given consideration.

After discussion it was decided to recommend to Council that the Nova Scotia Tramways and Power Co., Ltd., be requested to extend their line on Chebucto Road from Quinpool Road to the eastern line of the Robert Simpson property

Respectfully submitted,
M.A. Hunter
CLERK OF WORKS

Moved by Alderman Smith, seconded by Alderman Robinson that the report be adopted and that the Nova Scotia Light and Power Company Limited be requested to make the extension. Motion passed

Engineer

CAMP HILL CEMETERY AMENDMENT TO ORDINANCE

Read report of Camp Hill Cemetery covering draft amendment to Ordinance No. 13, relative to Camp Hill Cemetery.

Committee Room, City Hall,
April 11th, 1928

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

Gentlemen:-

At a meeting of the Committee of Camp Hill Cemetery held this day the attached Draft Ordinance relating to Camp Hill Cemetery was submitted and recommended to the City Council for enactment.

Respectfully submitted,
Albert A. Drysdale
CHAIRMAN

An Ordinance to amend Ordinance No. 13 of Camp Hill Cemetery.

Be it enacted by the Mayor and Council of the City of Halifax Section 2 of Ordinance No. 13 of the City of Halifax entitled of Camp Hill Cemetery is hereby repealed.

April 26th, 1928

Action on this matter is deferred, the Chairman Alderman Drysdale and City Engineer to have a plan of the lots proposed to be sold submitted to the Council before the Ordinance is read the third time.

Engineer

The Agenda having been completed Alderman McCarthy addressed the Council stating that he much regretted that this would be the last meeting of the present Council and expressed on behalf of the Council his deep feeling of gratitude to His Worship the Mayor for the able manner in which he had conducted the meetings of Council and business of the City during his term of office. He then submitted and read the following Resolution.

RESOLVED that this Council hereby express its deep sense of appreciation of the valuable services rendered by your Worship to the Citizens while you occupied the position of Chief Magistrate of the City of Halifax during the past three years you have at all times conducted the business of the Council with unfailing courtesy and decorum.

In retiring from your present high office you may rest assured you carry with you the very best wishes of every member of Council for your future happiness and prosperity.

Moved by Alderman McCarthy, seconded by Alderman Corbin and on being put to the Council by the City Clerk the members of Council gave their unanimous assent of a standing vote.

Mayor

Moved by Alderman Ryan, seconded by Alderman Smeltzer that the thanks of this Council be tendered to the retiring Deputy Mayor Alderman O'Toole for the indefatigable manner in which he had performed the duties of Deputy Mayor during the past year. Motion passed unanimously.

Ald O'Toole

Apr. 26th, 1928

9.40 p.m.

Moved by Alderman Mitchell

seconded by Alderman Smith that this meeting do now
adjourn. Motion passed.

LIST OF HEADLINES

Civic Elections- City Clerk's Report	738
Isolation Hospital	745
Tag Day S.P.C.	745
Common Lot Commutation	746
Application of W.P.Ward for increase of Salary	747
Works Dept. Tenders for insurance	747
Works Dept. Tender for Hardware	749
" " Sale of Morris Street Lots	750
McDonald Street Sewer and Water Extension	753
Public Ferry Landings	754
Removal of Snow and Ice from Streets	757
" and disposal of City wastes	760
Water Meter Bill 156 Upper Water Street.	764
" " 18 Starr Street	766
" " Daniel Chisholm property	767
TramLine Extension Chebucto Road	769
Camp Hill Cemetery Amendment to Ordinance.	770

Meeting adjourned



H. S. RHIND
CITY CLERK

J. B. Kenny
MAYOR

