

Moved by Alderman Mitchell, seconded by Alderman Smith, that the report be adopted and accounts paid. Motion passed.

GARDENS PARKS AND COMMON ACCOUNTS

Read report of the Committee on Gardens Parks and Common recommending for payment accounts chargeable to Public Gardens \$2079.83 and to Fleming Park \$454.40:

Committee Room, City Hall,  
June 12th, 1928

His Worship the Mayor,  
and Members of City Council.

Gentlemen:-

At a meeting of the Committee on Gardens, Parks and Common held this day, the attached list of accounts chargeable to Public Gardens \$2,079.83 and to Fleming Park \$454.40, was passed as correct and recommended to the City Council for payment.

Respectfully submitted  
S.L. Shannon  
CHAIRMAN

Moved by Alderman Shannon, seconded by Alderman Donovan, that the report be adopted and accounts paid. Motion passed.

POLICE DEPARTMENT ACCOUNTS

Read report of the Police Committee recommending for payment accounts amounting to \$8,944.91

Halifax, N.S.,  
June 11th, 1928

His Worship the Mayor,  
and Members of City Council.

Gentlemen:-

At a meeting of the Police Committee held this date attached accounts, amounting to \$8,940.71 and an amount of \$4.20 provided for in the 1927-28. Estimates, were passed and recommended for payment.

Respectfully submitted  
L.A. Gastonguay  
MAYOR AND CHAIRMAN

June 19th, 1928

BLANK BOOKS

Moved by Alderman O'Toole, seconded by Alderman Smeltzer that the report be adopted. Motion passed.

PRINTING BLANK FORMS ETC

LIBRARY COMMITTEE

Read report of the Citizens Free Library Committee recommending for payment accounts amounting to \$414.14:-

Halifax, N.S. June 11th, 1928

His Worship the Mayor,  
and Members of City Council.

Gentlemen:-

The Library Committee begs to submit the following accounts for payment:

City of Halifax	Salaries	\$233.32
C.E.W. Dodwell	Books	30.00
C.D. Cazenove & Son	"	28.22
		<hr/>
		\$291.54

1927-28 Acct.

Phillips & Marshall	-Binding	\$116.39
T.C. Allen & Co.	Books	6.20
		<hr/>
		\$122.59

Respectfully submitted  
L.F. Barnaby  
LIBRARIAN.

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

TENDERS FOR STATIONERY, BLANK BOOKS,  
PRINTING AND ADVERTISING

Read report of the Tenders Committee re tenders for Stationery, Blank Books, Printing and Advertising:

Committee Room, City Hall,  
June 11th, 1928

His Worship the Mayor,  
and Members of City Council.

Gentlemen:-

Your Committee on Tenders beg to report that tenders had been asked by advertisement in the City Press for the supplying of stationery, printing blank forms, blank books and advertising, and the following tenders have been received:

June 19th, 1928

BLANK BOOKS

Phillips & Marshall-Schedule Prices	\$887.80
A & W. MacKinlay Co. Ltd.	931.81
T.C. Allen & Co.	1,144.80

PRINTING BLANK FORMS ETC

Wm. McNab & Son- Schedule Prices	1,520.72
Nova Print Limited "	1,977.90
T.C. Allen & Co.	2,666.36
Weekly Gazette Ltd-Schedule not completed	
Weeks Printing Co. Ltd "	

STATIONERY

R.W. Wright	1,021.91
F.M. O'Neil & Co.	1,172.79
A & W. MacKinlay Limited	1,292.17
T.C. Allen & Co.	1,400.37

ADVERTISING

Tenders were received from The Halifax Herald Ltd. or Evening Mail @ 98¢ per inch, Halifax Herald and Evening Mail \$1.40 per inch, Morning Chronicle 93¢ per inch, Daily Star 91¢ per inch. Morning Chronicle and Daily Star \$1.40 per inch. Acadian Recorder 70¢ per inch Citizen 40¢ per inch- published weekly only.

Your Committee recommend that the lowest tender for each service viz; Blank Books-Phillips and Marshall, Printing Blank Forms, Wm. McNab & Son -Stationery, R.W. Wright- be accepted.

Also that the tenders for advertising be accepted as follows:

Halifax Herald for advertising in the Evening Mail 98¢ per inch

Morning Chronicle for advertising in the Halifax Daily Star \$0.91 per inch.

Acadian Recorder for advertising 70¢ per inch Citizen 40¢ per inch.

Your Committee wish to bring to the attention of Council that these prices are approximate only as a large number of the items in the Schedule for printing may not be required, and provision is made in the specification for this contingency.

Respectfully submitted,  
Chas E. Smith  
CHAIRMAN

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

ALMON STREET SEWER EXTENSION

Read report of the Committee on Works and City Engineer re sewer extension Almon Street, eastwardly from Dublin Street:

*R. W. Wright*  
*Wm. McNab & Son*  
*Phillips & Marshall*  
*Herald Co*  
*Chronicle*  
*Recorder*  
*Citizen*

June 19th, 1928

City Engineer's Office,  
Halifax, N.S.,  
June 12th, 1928

Almon Street-Sewer Extension

His Worship the Mayor.

Sir:-

I beg to report on the petition for the extension of the sewer eastwardly from Dublin Street on Almon Street, that the extension asked for will be about one hundred and twenty feet long and will extend seventy-five feet eastwardly from Dublin Street. The Estimated cost of the work is \$572.00, the estimated sewerage rates, \$292.50.

Mr. Collins proposes to erect two houses on the street if the sewer is built. I would recommend that the work be ordered to be done in its turn when funds are available, and when the work on the two houses is started.

Respectfully submitted,  
H.W. Johnston  
CITY ENGINEER

City Works Office,  
Halifax, N.S.,  
June 14th, 1928

Almon Street-Sewer Extension

His Worship the Mayor and  
City Council.

Gentlemen:-

A petition for extension of the sewer eastwardly from Dublin Street on Almon Street, together with the attached report of the City Engineer were considered at a meeting of the Works Committee held on the 13th inst., and said report was adopted

Respectfully submitted,  
M A. Hunter  
CLERK OF WORKS

Moved by Alderman Shannon, seconded by  
Alderman Smeltzer that the reports be adopted. Motion  
passed. ✓

WIDENING YOUNG AVENUE, CORNER INGLIS STREET

Read report Committee on Works and City  
Engineer re widening Young Avenue at the corner Inglis  
Street and covering resolution recommending the ac-  
quisition of the property by the City by expropriation:

✓  
Engineer  
Hunter

June 19th, 1928

June 15th, 1928  
City Engineer's Office,  
Halifax, N.S.,  
May 25th, 1928

YOUNG AVENUE

His Worship the Mayor.

Sir:-

At a meeting of the Committee on Works held on the 18th of April, 1928, the City Engineer was empowered to enter into negotiations for the purchase of a strip of land on the west side at the south-west corner of Inglis Street and Young Avenue and to offer the owner a sum not to exceed \$500.00 for it.

I wrote Mrs. Crosby on the 20th of April, making this offer, no reply has been received to this letter and I would recommend that the Committee recommend to the Council that the said land be expropriated.

I have prepared the accompanying plan and description of the land proposed to be expropriated and beg to submit the same for approval.

If these recommendations are approved, the attached resolution prepared by the City Solicitor should be passed by the City Council.

Respectfully submitted,

H.W. Johnston,  
CITY ENGINEER

City Works Office,  
Halifax, N.S.,  
June 14th, 1928

YOUNG AVENUE

His Worship the Mayor and  
City Council.

Gentlemen:

Attached hereto is report of the City Engineer in reference to a strip of land owned by Mrs. Minnie F. Crosby on the west side of Young Avenue at the south-west corner of Inglis Street.

The following resolution was approved by the Works Committee at a meeting held on the 13th inst.

WHEREAS this Committee is of the opinion that it is desirable for the City of Halifax to acquire for the purpose of widening Young Avenue, a portion of land on the western side of that street described as follows:

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All that lot, piece or parcel of land, situated lying and being at the south-west corner of Inglis Street and Young Avenue in the City and County of Halifax, the said lots being more particularly described as follows:

Beginning at a point formed by the intersection of the existing west line of Young Avenue with the existing south line of Inglis Street; thence in a southerly direction by the said existing west line of Young Avenue, for a distance of one hundred and forty-three feet ( 143' ) more or less or until it meets the northern boundary of property now or formerly owned by Mrs. Elvira Hetherington; thence westerly by the said northern line of the said Hetherington property for a distance of ten feet ( 10' ) more or less, or until it meets the official west line of Young Avenue; thence northerly by the said official west line of Young Avenue for a distance of one hundred and forty-three feet ( 143' ) more or less, or until it meets the existing south line of Inglis Street; thence easterly by the said existing south line of Inglis Street ten feet ( 10' ) more or less to the place of beginning.

The same being the property of Mrs. Minnie F. Crosby.

AND WHEREAS the City Engineer acting on instructions of this Committee is endeavouring to make a contract for the purchase of the said property for the City from the said owner, but has failed to succeed in so doing

AND FURTHER RESOLVED that this Committee is of opinion that the said land should be acquired for the City by expropriation, and that this Committee recommend the same to Council.

The City Solicitor has prepared the attached resolution for the approval of the Council.

Respectfully submitted,

M. A. Hunter  
CLERK OF WORKS.

RESOLUTION

WHEREAS the Committee on Works has reported to This Council recommending the acquisition by acquisition by the City by expropriation of said certain lands situated on the west side of Young Avenue and fully described in the said report, for the purpose of widening Young Avenue, the City being according to the said report unable to make a contract with the owner of said lands for the purchase thereof.

June 19th, 1928

AND WHEREAS this Council is of opinion that it is desirable to obtain the said lands for the said purpose.

THEREFORE RESOLVED that the report and recommendation of the said Committee be adopted and that the City do proceed to acquire the said land by expropriation, and that the said Committee and the City Engineer be instructed to proceed forthwith to carry out this resolution

Moved by Alderman Shannon, seconded by Alderman Smeltzer that the reports and resolution be adopted.

Motion put and lost eight voting for the same and nine against it as follows:

FOR THE MOTION

Alderman Shannon  
Mitchell  
Redden  
Smith  
McDuff  
Rains  
Corbin  
Smeltzer -8

AGAINST IT

Alderman Dickie  
Donovan  
Cragg  
Ryan  
O'Toole  
Mullane  
Drysdale  
Robertson  
Robinson- 9

STREET PAVING

Read report of the Committee on Works and City Engineer on permanent pavement:

City Engineer's Office,  
Halifax, N.S. May 1st, 1928

Pavements  
His Worship the Mayor.

Sir:-

I beg to submit the following report on the question of paving certain streets in the City.

It will be within the recollection of the members of the Committee that during the last two winters rains and thaws were very prevalent during December and January which combined with the increased use of autos caused considerable damage to the unpaved streets:

Observation showed that during the Spring thaw there was also a large increase in the number of cars, both passenger and truck, in use over previous years resulting in still further damage being done. During this period the Province closes the highways to motor vehicles, thus allowing the frost to come out and the roads to dry without being cut up by the heavy traffic. The City has not this power, and if it had it is questionable whether it would be practicable to adopt this safeguard. There are too many motorized delivery wagons and trucks used in business to-day to

June 19th, 1928

prohibit their use during this period without causing an undue disruption of business conditions. The alternative is to provide a better type of pavement which will stand this heavier traffic.

There are only about eighteen miles of streets paved in a permanent manner which is indeed a very small proportion of the total mileage in a City of the importance of a City like Halifax. The paving question in Halifax has been at various times more or less acute, due largely to the fact that work has only been undertaken spasmodically and at long intervals of time. With the exception of two short blocks, none was done between 1908 and 1919, consequently notwithstanding the large mileage laid between 1919 and 1922 the total mileage remains small compared to the necessities of the City.

The opinion is expressed that as a measure of economy and convenience a certain amount of this work should be done every year. This will not impose such a heavy burden at one time on the ratepayer, as when an extensive programme is carried out at one time as was necessary to be done in 1919. In addition the advantages due to better streets will be sooner available to the public.

The policy of avoiding capital expenditures has been more or less consistently followed in recent years, but the time has come when in addition to the necessities of public convenience the needs of economy require some such expenditure to be made. Quinpool Road from the Arm Bridge to Oxford Street may be cited as an illustration of what is meant. During the past four years there has been spent on this street an average of \$4,000 per year, a sum sufficient to pay the interest and sinking fund on a capital expenditure of \$60,000 which would more than pay the City's share of a pavement on the street.

It would be an economical proposition as well as a benefit to make this expenditure rather than to keep on paying the present yearly maintenance charges without corresponding advantage.

There are only three main entrances to the City, namely, at Fairview, Dartmouth, Ferry, and the Arm Bridge. The two former are connected with the centre of the City and with each other by well paved streets. In the case of persons entering or leaving the City from or to the western part of the Province unless a detour through Windsor is made, it is necessary for them to cross the Arm Bridge. Two streets lead from here to the centre of the City, Chebucto Road and Quinpool Road, neither of which is paved for over a mile from the bridge. The yearly amounts spent on the former practically equal those mentioned for Quinpool Road.

To pave both these streets, while desirable would necessitate too large an immediate expenditure and in view of the fact that the sewer and water are not yet laid through a considerable portion of Chebucto Road and that there is at present very little demand for



such services and for other reasons, the choice of the road to be paved would seem to narrow down to Quinpool Road, and this street should be paved from the end of the present pavement at Oxford Street to the Arm Bridge.

Two other streets should receive early attention, namely, the paving should be completed on Agricola Street from Cunard to West Streets and from Bloomfield to Almon Streets, and extended on Almon Street from Agricola to Robie Streets.

These connections would enhance the value to traffic of the present paving system

There are very many more streets in the City requiring attention, but those mentioned being main arteries of travel and for the other reasons given are considered as being worthy of consideration first.

I have a memorandum from the City Treasurer that the City has legislative authority to borrow about \$98,000 for permanent pavement which has not yet been used, and is available for any work that may be decided on

Respectfully submitted,

H. Johnston  
CITY ENGINEER

City Works Office,  
Halifax, N.S.,  
June 14th, 1928

PAVEMENTS

His Worship the Mayor and  
City Council

Gentlemen:-

The Committee on Works at a meeting held on the 13th instant had under consideration the accompanying report of the City Engineer on pavements and it was decided to forward same to the City Council for its information. Without recommendation.

Respectfully submitted,  
M.A. Hunter  
CLERK OF WORKS

His Worship the Mayor

Moved by Alderman Shannon, seconded by

Alderman Robinson that the consideration of these reports be deferred until the next regular meeting of this Council, and that in the meantime the City Engineer furnish a copy of his report to each

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member of Council. Motion passed thirteen voting for the same and four against it as follows:-

FOR THE MOTION

AGAINST IT

Alderman Shannon  
Mitchell  
Redden  
Smith  
Donovan  
Cragg  
McDuff  
Rains  
Ryan  
Corbin  
Robertson  
Smeltzer  
Robinson.- 13

Alderman Dickie  
O'Toole  
Mullane  
Drysdale-

-4

NOTICE OF MOTION  
RE ASSESSMENT FOR PERMANENT PAVEMENT

Alderman Dickie gives notice that he will at a future meeting submit a resolution to secure legislation making the assessment on permanent pavement a general charge against the whole City.

CONCRETE SIDEWALK  
BRENTON STREET

Read report of the Committee on Works and City Engineer re construction of a concrete sidewalk curb and gutter on west side Brenton Street in front of property Purdy Motors Limited:

City Engineer's Office,  
Halifax, N.S.  
June 13-28

BRNTON STREET CONCRETE SIDEWALK

His Worship the Mayor.

Sir:-

I beg to report on the application of Purdy Motors Limited for a sidewalk in front of their property on the west side of Brenton Street, that this Company are erecting a garage and automobile show rooms, which is now nearing completion. The sidewalk would connect with an existing sidewalk on Morris Street and undoubtedly would make a big improvement.

June 19th, 1928

The estimated cost of the work including curb and gutter etc., is \$600.00 of which the City's share would be \$300.00. I would recommend that the work be ordered to be done when funds are available.

Respectfully submitted,  
H.W. Johnston  
CITY ENGINEER.

City Works Office,  
Halifax, N.S. June 15-28

Brenton Street Sidewalk

His Worship the Mayor and  
City Council.

Sirs:-

Attached hereto is a report of the City Engineer on application of Purdy Motors Limited., for sidewalk in front of their property on the west side of Brenton Street.

The Works Committee at a meeting held on the 13th instant, decided to recommend that said report be adopted.

Respectfully submitted  
M.A. Hunter  
CLERK OF WORKS

Moved by Alderman Shannon,

seconded by Alderman Smeltzer that the report be adopted. Motion passed.

*✓*  
*Auditor*  
*Engineer*

HALIFAX AIR PORT

Read report of the Committee on Works and City Engineer re Halifax Air Port:

Halifax, N.S. June 11th, 1928

Halifax Airport

His Worship the Mayor

Sir:

The City Council at its last meeting appointed the Committee on Works and the City Engineer as a special Committee with instructions to report on the question of an Airport for Halifax

June 19th, 1928

This memorandum has been prepared to give the Committee a brief summary of the requirements and factors entering into the location and construction of such ports.

An Airport may be defined as a locality either on water or land adapted for the landing or taking off of aircraft and which provides facilities for shelter, supplies and repairs or a place used regularly for the receiving or discharging of passengers or cargo by air. The distinction between Airport and Landing field is that the latter is simply a place for landing or taking off.

In taking off an aeroplane must head into the wind and attain a speed varying from 40 to 80 miles an hour on the ground before rising may be attempted. Lighter machines attain this speed rapidly and under favourable conditions leave the ground in from 400 to 800 feet, heavier planes, those used for freight, mail and passengers require under favourable conditions, a distance of from 1000 to 2000 feet before leaving the ground. It frequently happens that the motor stalls immediately after rising, necessitating landing at once. To provide for this emergency a further length of runway is required. It would appear therefore that a minimum length of runway of about 2700 feet is required to accommodate all the now existing types of planes.

In rising or in landing an aeroplane makes an angle of approximately eight degrees with the horizontal or for each foot of rise it moves forward seven feet which means that the length of field must be increased by seven times the height of any obstructions on the edge of the field in order to correspond with the minimum length.

Considerations to be taken into account in selecting an airfield are-

Area and shape of the property.  
Its proximity to the centre of the City and the means of transportation to it.  
The original cost, and the cost of the development of the property including cleaning grubbing drainage and preparation of the surface.  
Topography of the site.  
The existing and probable development of surrounding territory.  
The direction of prevailing winds with reference to the direction of runways and the meteorological conditions

A preliminary survey was made during the last winter by an Officer of the Air Service of the Department of National Defence. He reported that in his opinion there were only three sites for an Airport in the City limits viz; Highland Park, Bluebell Farm, so called, and the Halifax Common.

Regarding the Common site, he says " This could be made into an excellent Airport, but the property belongs to the Department of National Defence and the City and the development on the Common has been such that it cannot now be obtained for Airport purposes."

June 19th, 1928

It is not proposed to discuss the merits or demerits of this site in detail, as it is hardly conceivable that the Citizens would agree to abandoning this spot for use for commercial purposes. Anyone observing the thousands of children using the Children's Playgrounds in the summer time and the equally large number taking part as players or spectators in games on the North Common would be extremely unlikely to approve of giving up the site.

#### HIGHLAND PARK SITE

The National Defence Department Official reported on this site that "It is ideally situated with relation to the City being within two minutes walk of the street car terminus at the north end, but the nature of the surrounding ground is such that it would be extremely hazardous for aircraft to use this port other than as an emergency field"

He subsequently reported that "Highland Park property is a small plateau situated on top of a hill, the north-east and west slopes incline steeply to the waters of Halifax Harbour at Bedford Basin. Immediately south of the property are numerous dwellings which comprise the northern limits of the City of Halifax.

The maximum distances of the only two possible runways are apparently sufficient for the use of Aircraft with a normal performance. The surrounding ground or in other words, the precincts of the proposed Aerdrome offers no possible landing place within a radius of four or five miles for Aircraft in the event of an emergency such as engine failure immediately after taking off"

Subsequently the Deputy Minister of the Department wrote that after receipt of a plan from the City Engineer it had been possible to study the development of the property more closely, and that if the area designated could be acquired the Department would be prepared to issue a license for its use as a commercial air harbour. In view of the surrounding hazards, however, it would not be recommended for use by the Halifax Aero Club.

To a lay man it would appear that if the site is not considered fit for use by members of the Aero Club, it might also be considered dangerous or hazardous for use in the transportation of passengers and mails, even though it is recognized that in the former case the pilots will not be as experienced as those in charge of the commercial planes. One advantage of this site is that it is freer from fog than any other part of the peninsula.

#### BLUE BELL PARK

This property is bounded by Chebucto Road, Connaught Avenue, Bayers Road, and the rear lines of the properties fronting on Mumford Road. It was examined from the air by Major Tudhope, of the Defence Department, and while no written report has been received, he stated that in his opinion this was a preferable site to the one in Highland Park, and probably the best site obtainable within the City. Its accessibility to the centre of the City is practically the same as Highland Park, and a short extension of the tracks would bring it within reach of the Tramway facilities. Two runways crossing in the shape of an "X"

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each about 2200 feet long, can be obtained.

From information at present available, it is estimated that to acquire the land and develop an air port at either of the two suggested sites would cost between \$75,000, and \$100,000. This is a preliminary estimate only and is subject to revision when detailed surveys and studies are made.

Assuming that the cost would be \$100,000, the annual charges for interest and sinking fund would amount to \$7,000. There is not sufficient data to estimate the yearly operating cost as this will depend largely on the method of operation, but it will not likely be less than \$5,000, per year. The revenue for some time to come would necessarily be small.

Aviation has passed the initial experimental stage as a passenger and mail carrier, and in all likelihood will be developed so that express and light freight will be transported by air routes. When this is accomplished Halifax may be in a better position to overcome the handicap of the long rail haul to central Canada with the consequent high rates made necessary under this system of transportation. If for no other reason, means should be provided to take advantage of such development when it takes place.

Taking it for granted that it is advisable to have air port facilities, the question to decide is who is to make the development? In answer it may be asked, who will reap the most benefit from the development of the port?

Recently in the House of Commons the Minister of Railways replying to a criticism against the construction of the proposed new hotel here that there would be an annual operating deficit of over \$100,000 a year, stated that the item of an hotel could not be considered alone but must be taken in conjunction with the Merchant Marine and Railway services, that the three parts were so interwoven that the apparent loss from one might be more than made up by the increased gains to the whole through its inclusion in the system.

Would this not be equally true if the Railway developed the air route for passengers and mails? If developed by a competitor it would be a serious matter for the Railway and Steamship lines to have to turn these sources of revenue over to a competitor losing the revenue derivable from this transportation.

Halifax is the national winter port of Canada, and that it is so recognized by the Government is evident from the large expenditure made on the Terminal development. Under these circumstances the City is entitled to ask the Government to complete this work by providing a suitable air port to supplement and utilize to the fullest extent the work already done.

The control of the Harbour has been vested in the Harbour Commission with a view to advancing the interests of the port, and if the contention put forward by the advocates of the development of an air port are sound, it would seem that this body is the logical one to take the matter in hand.

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The benefit of an air line mail service will be greater to the people of Montreal, Toronto and western cities than to the citizens of Halifax.

Halifax is the most important military and naval base in Canada, and as such proper air port facilities would appear to be an imperative necessity from the point of view of national defence.

For these reasons and in view of the fact that three different departments of the Canadian Government are deeply interested in the development of an air port in order to prosecute their activities to the fullest extent it would seem to be the logical body to provide and maintain the port.

Canals are nationalized, the Transcontinental and the Government Merchant Marine are also nationalized why not an nationalized transcontinental air line?

The alternatives to the Government providing and maintaining the air port are for the City or for private enterprise to do so. The Portland, Maine, air port is a private corporation having no connection with the City Government. It has three runways, 2800 feet, 2900 feet and 3100 feet long, with a hanger capacity of eight planes, machine shop, office building, restaurant and lighting equipment for night flying.

It is suggested that the first step to take will be to ask the Department of National Defence under whose jurisdiction aviation comes, to have a thorough survey both from the ground and air made by an expert from the Department, and to obtain a complete report, when the Government can then be urged to do the work. If it refuses it will then be necessary for the City Council to decide whether the property should be acquired and developed by the City as a municipal air port or whether inducements should be held out to private enterprises to make the development.

Respectfully submitted,

H. W. Johnston,  
CITY ENGINEER

CITY WORKS OFFICE

Halifax, N.S.,

June 19th, 1928

Halifax Air Port

His Worship the Mayor and  
City Council.

Sirs:-

The Works Committee at a meeting held this day had under consideration the attached report of the City Engineer on Halifax Air Port. Said report was adopted and ordered forwarded to the City Council.

Respectfully submitted

M. A. Hunter  
CLERK OF WORKS

Moved by Alderman S hannon, seconded by

Alderman Smeltzer that the report be adopted. Motion passed.

*Car Mon J L  
Ralston  
Minister  
national*

June 19th, 1928

✓  
PERMANENT SIDE-WALK FUNDS

Read report of the Committee on Works  
and City Engineer re permanent Sidewalk funds:

City Engineer's Office,  
Halifax, N.S. June 18-28

PERMANENT SIDEWALKS-FUNDS

His Worship the Mayor.

Sir:-

By Chapter 47 Acts 1915 the City was authorized to borrow \$100,000, for permanent sidewalks, \$95,000 of this amount has been borrowed leaving a balance of \$5,000 available. In 1919 authority was obtained for borrowing \$200,000 for the same purpose, \$135,000 of this has been borrowed leaving an available balance of \$65,000.

In 1918 authority was obtained for borrowing \$25,000 for the construction of curbs and gutters, not more than \$5,000 to be borrowed in any one year, \$10,000 of this has been borrowed leaving a balance of \$15,000 available.

During the last few years no permanent sidewalks have been constructed. We have had several requests for such sidewalks in different localities, and which have been ordered by the Council to be done when funds are available.

It would appear to be a good policy to pursue to spend a smaller amount yearly for this work rather than the larger one required when it is put off and several years work undertaken in one year increasing the burden to the individual and general taxpayer.

I would recommend that a sum of \$5,000 be included in the borrowings for this year for the purpose of constructing permanent sidewalks.

Respectfully submitted,  
H. W. Johnston  
CITY ENGINEER

City Works Office,  
Halifax, N.S.,  
June 19th, 1928

PERMANENT SIDEWALKS-FUNDS

His Worship the Mayor,  
and City Council.

Sirs:-

The Works Committee recommends for adoption the accompanying report of the City Engineer on permanent sidewalks- funds.

Respectfully submitted  
M. A. Hunter  
CLERK OF WORKS



✓  
Auditor  
✓  
Engineer  
✓  
Clerk of Works

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

MACARA STREET-CONCRETE SIDEWALK

Read report of the Committee on Works  
and City Engineer re construction of a concrete side-  
walk curb and gutter on the north side of Macara Street  
from Gottingen Street to Isleville Street:

City Engineer's Office,  
Halifax, N.S.,  
June 12th, 1928

Macara Street- Concrete Sidewalk

His Worship the Mayor.

Sir:-

I beg to report on the petition for the  
construction of a concrete sidewalk with curb and gutter  
on the north side of Macara Street, from Gottingen  
to Isleville Streets, that the petition is signed by the  
owners of about 41% of the frontage.

The estimated cost of the work, including  
curb, gutter and sodding is \$1,780.00 of which the City's  
share would be \$990.00

There is no question of the improvement  
that would be made by the construction of a sidewalk  
and I would recommend that it be ordered to be done when  
funds are available.

Respectfully submitted,

H.W. Johnston,  
CITY ENGINEER

City Works Office,  
Halifax, N.S.,  
June 19th, 1928

Macara Street-Sidewalk

His Worship the Mayor and City  
Council.

Sirs:-

The attached report of the City Engineer  
on Macara Street sidewalk is recommended to Council for  
adoption.

Respectfully submitted,  
M.A. Hunter  
CLERK OF WORKS

Moved by Alderman Shannon, seconded by  
Alderman Smeltzer that the reports be adopted. Motion  
passed.

✓  
Auditor  
✓  
Engineer  
✓  
Clerk of Works

June 19th, 1928

QUINPOOL ROAD CONCRETE SIDEWALK

Read report of the Committee on Works and City Engineer re concrete sidewalk to be laid on the north side Quinpool Road from Monastery Lane to Harvard Street:-

City Engineer's Office,  
Halifax, N.S.,  
June 12th, 1928

Quinpool Road-Concrete Sidewalk

His Worship the Mayor.

Sir:-

I beg to report on a petition from the owners of property on the north side of Quinpool Road, asking that a concrete sidewalk be laid on the north side of Quinpool Road from Monastery Lane to Harvard Street, that it is signed by owners of about 57% of the frontage.

This block is practically solidly built up. There are shops in it and the walk is used daily by a very large number of people.

The curb and gutter are already laid in this block. The estimated cost of the work is \$1,750.00, of which the City's share would be \$875.00

I would recommend that the sidewalk be ordered to be done when funds are available.

Respectfully submitted,  
H.W. Johnston,  
CITY ENGINEER

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

Quinpool Road Concrete Sidewalk

His Worship the Mayor and City Council.

Sirs:-

The Works Committee recommends that the accompanying report of the City Engineer on Quinpool Road concrete sidewalk be adopted.

Respectfully submitted

M.A. Hunter  
CLERK OF WORKS

Moved by Alderman Corbin, seconded by Alderman O'Toole that the reports be adopted. Motion passed.

*Auditor  
Engineer  
City of Works*

June 19th, 1928

GRAFTON STREET PAVEMENT

Read report of the Committee on Works and City Engineer on the application of Moirs Limited for permanent pavement on Grafton Street from George Street to Duke Street;

City Engineer's Office,  
Halifax, N.S.,  
June 12th, 1928

Grafton Street Pavement

His Worship the Mayor.

Sir:-

I beg to report on the application of Moirs Limited for a pavement on Grafton Street from George Street to Duke Street that this firm owns all the property in this block on each side of the street and are prepared to pay their share of the cost of paving.

There is heavy traffic in this block chiefly due to the operations of the firm and it is difficult to keep the surface of the street in any kind of good condition.

The street should be paved throughout from Sackville Street to Jacob Street, however as the proposed pavement will connect with the permanent pavement on George Street and a good pavement on Duke Street, I would recommend that the work be done when funds are available.

The estimated cost including curbs and gutters and the intersection of Duke Street is about \$6,900.00 of which the City's share would be \$3,500.

Respectfully submitted,

H.W. Johnston  
CITY ENGINEER

City Works Office,  
Halifax, N.S.  
June 19th, 1928

Grafton St. Pavement

His Worship the Mayor and City Council.

Sirs:-

Attached hereto is report of the City Engineer on application of Moirs Ltd., for pavement on Grafton Street from George to Duke Street. Said report was considered at a meeting of the Works Committee held this day, and it was decided to recommend to Council that said pavement be laid.

Respectfully submitted,  
M.A. Hunter  
CLERK OF WORKS

✓  
Mud for  
Engineer  
Clerk of Works

June 19th, 1928

Moved by Alderman O'Toole, seconded by  
Alderman Corbin that the reports be adopted. Motion  
passed. ✓

CAMBRIDGE STREET SEWER EXTENSION

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

City Engineer's Office,  
Halifax, N.S.,  
June 18th, 1928

Cambridge Street Sewer

His Worship the Mayor.

Sir:-

I have an application from the Eastern  
Trust Company for a sewer extension on Cambridge Street  
from the present end of the sewer to Norwood Street.  
At present it is proposed to erect one dwelling with a  
prospect of the immediate construction of two more.

The Company offers to advance the money  
required for the work, the City to repay it without  
interest when the three houses are completed.

In 1923 the City Council approved of a  
similar request from this Company for sewer and water  
extension on Ivanhoe Street.

It is recommended that the offer of the  
Company be accepted under the conditions laid down in  
the attached agreement.

Respectfully submitted,

H.W. Johnston  
CITY ENGINEER

City Works Office,  
Halifax, N.S.,  
June 19th, 1928

CAMBRIDGE STREET SEWER

His Worship the Mayor and  
City Council.

Sirs:-

Attached hereto is report of the City  
Engineer on application from the Eastern Trust Company  
for sewer extension Cambridge Street together with  
proposed agreement between the City and the Eastern  
Trust Company.

At a meeting of the Works Committee  
held this day said report was adopted and ordered for-  
warded to Council together with the agreement.

Respectfully submitted  
M.A. Hunter  
CLERK OF WORKS

June 19th, 1928

Moved by Alderman O'Toole, seconded by Alderman Smeltzer that the reports be adopted.

Motion passed.

*Auditor  
Engineer  
Clerk of Works*

SALE OF KIRKER PROPERTY-MORRIS STREET EXTENSION

Read report of the Committee on Works and City Engineer re sale of property 38 Seymour Street purchased by the City for the extension of Morris Street

City Engineer's Office,  
Halifax, N.S.,  
May 22nd, 1928

Morris Street

His Worship the Mayor,  
and Council.

Sir:-

The property No. 38 Seymour Street was recently purchased by the City for the extension of Morris Street. It was the intention to sell the house and complete the work.

I would recommend that the Engineer be authorized to advertise for tenders for the removal of the house.

Respectfully submitted,

H.W. Johnston  
CITY ENGINEER

City Works Office,  
Halifax, N.S.,  
June 19th, 1928

Morris Street Extension

His Worship the Mayor and  
City Council.

Sirs:-

The Works Committee at a meeting held this day decided to recommend to Council that the attached report of the City Engineer asking that he be authorized to advertise for tenders for the removal of house # 38 Seymour Street be adopted.

Respectfully submitted

M.A. Hunter  
CLERK OF WORKS

Moved by Alderman Smith seconded by Alderman O'Toole that the reports be adopted.

Motion passed.

*Auditor  
Engineer  
Clerk of Works*

WATER METER BILLS

Read report of the Committee on Works and City Engineer re Water Meter Bills on the following properties:

City Works Office,  
Halifax, N.S.,  
June 19th, 1928

WATER METER ACCOUNTS

His Worship the Mayor and City Council.

Gentlemen:-

The Works Committee at a meeting held this day decided to recommend to Council that the following reductions be made in water meter accounts:

14 Rottenburg St.- Consumption shewn February 1928, 8,600 gallons reduced by 2,000 gallons and consumption March 1928, 10,100 gallons reduced by 4,000 gallons.

9 Dresden Row Consumption March, April and May 1928, reduced to an average of 4,000 gallons per month.

144 Maynard St. Account for six months ending April 1928, reduced by 50,000 gallons.

34 John st Consumption shewn March 1928, reduced by 10,000 gallons.

102-04 Gerrish St Account for six months ending April 1928, reduced by 100,000 gallons.

345 Brunswick St Consumption shewn February 1928, viz; 15,600 gallons reduced by 8,000 gallons.

Respectfully submitted

M.A. Hunter  
CLERK OF WORKS

(Reports of City Engineer on file)

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

*Auditor  
Collector  
Clerk of Works*

WATER METER BILLS

Read report of the Committee on Works and City Engineer re Water Meter Bills on the following named properties:

June 19th, 1928

City Works Office,  
Halifax, N.S.  
June 8th, 1928

Water Meter Accounts

His Worship the Mayor and  
City Council.

Sirs:-

The Works Committee at a meeting held May 30th 1928, decided to recommend to Council that the following reductions be made in water meter accounts:

35 Cogswell St- Half year ending April 1927, \$40.73.  
Reduced to \$20.00

201-11 Brunswick St- Consumption January and February 1928, 26,500 gallons reduced to 8,000 gallons.

16 StarrSt. Consumption February 1928, 10,800 gallons, reduced to 2,000 gallons

873 Barrington St Consumption March 1 1928, 18,200 gallons reduced by 5,000 gallons.

388 Gottingen St. Consumption March 6th, 1928, 32,400 gallons, reduced one-half.

454 Robie St. Consumption October, November and December 1927, reduced one-half

152 Upo. Water St. Consumption March 1928, 52,500 gallons reduced to 30,000 gallons

37 Cogswell St Consumption February and Marc 1928, reduced to 15,000 gallons for each mont

133-35 Marcket St Consumption February 1928, 35,900 gallons, reduced to 10,000 gallons.

Respectfully submitted

M. A. Hunter  
CLERK OF WORKS

(Reports of City Engineer on file)

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

CITY COLLECTOR'S DEPARTMENT  
J.R. FOX-ADJUSTER

Read report of the Finance Committee and City Auditor re dispensing with the services of Mr. J.R. Fox, an adjuster on the City Collector's Staff

*✓ Auditor  
✓ Collector  
Clats of Works*

June 19th, 1928

City Auditor's Office  
Halifax, N.S.,  
June 13th, 1928

The Chairman,  
Finance Committee,  
City Hall.

RE: J.R. FOX

Dear Sir:-

As you are aware the City Collector recommended to Council at the last regular meeting dispensing with Mr. Fox's services.

The day following this meeting Mr. Fox in anticipation of leaving the service of the City requested his holidays; these were granted to him and he has been paid up to the end of May. His status at the present time is somewhat in doubt as he is not now working for the City, nor has he resigned.

He has informed me that in lieu of one month's notice or being called upon to work in the Collector's Office for a month he would be satisfied to have his salary paid for the first half of June.

The City Collector, I believe has no work at the present time which he can give to Mr. Fox, and it seems to me that the most satisfactory arrangement is to accede to this employees request if he resigns effective June 15th.

Yours truly,  
A.M. Butler,  
CITY AUDITOR.

Committee Room,  
City Hall,  
June 13th, 1928

His Worship the Mayor,  
and Members of City Council.

Gentlemen:-

At a meeting of the Finance Committee held this day the attached letter of the City Auditor in reference to dispensing with the services of Mr. J.R. Fox a temporary Clerk in the City Collector's Department was submitted and read.

Your Committee recommend that the services of Mr. Fox be dispensed with as from the 15th June inst., and that he be paid his salary up to that date, such payment to be in lieu of notice and in full settlement.

Respectfully submitted

S.L. Shannon  
CHAIRMAN



June 19th, 1928

Moved by Alderman Shannon, seconded by  
Alderman Redden that the report of the Finance  
Committee be adopted. Motion passed.

Auditor  
Collector  
J.R. Fox

CITY COLLECTOR'S DEPARTMENT APPOINTMENT OF STAFF

Read report of the Finance Committee re-  
commending appointment of the staff of the City  
Collector's Office, for the current civic year:-

Committee Room,  
City Hall,  
June 13th, 1928

His Worship the Mayor,  
and Members of City Council.

Gentlemen:-

At a meeting of the Finance Committee held this day a resolution passed at the meeting of the City Council held on the 17th May referring to this Committee a letter from the City Collector in reference to the appointment of the Staff in his Department for the current year was under consideration.

Your Committee recommend that the recommendation of the City Collector as to the appointment of the Officials in his office be adopted, so far as the same relates to the re-employment of all said Officials except Mr. J.R. Fox and Mr. J.F. Henrion, and also as to the disposing of the services of Mr. Fox, and that so far as the same relates to Mr. J.F. Henrion, further consideration of same be deferred and that in the meantime Mr. Henrion's services be continued on a monthly basis.

Respectfully submitted

S. L. Shannon  
CHAIRMAN

City Collector's Office,  
Halifax, N.S.,  
May 17th, 1928

His Worship the Mayor,  
and Members of City Council

Gentlemen:-

You have before you applications from the members of my staff for re-appointment for the year 1928-29.