

March 14th, 1929.

- FIRST SCHEDULE -

AMOUNTS TO BE BORROWED AND INCLUDED IN THE ESTIMATES FOR 1930-31

To pay deficit in appropriation for police for year 1928-29, not exceeding..... \$ 550.00

To pay cost of advertising Halifax in Special Edition of Halifax Chronicle and Halifax Herald, not exceeding..... 390.00

To pay cost of advertising Halifax in Financial Post, not exceeding..... 150.00

To pay cost of repairing Memorial Tower, Sir Sanford Fleming Park, not exceeding.... 1,000.00

- SECOND SCHEDULE -

AMOUNTS TO BE BORROWED ON FIVE YEAR DEBENTURES.

To pay the City's share of the cost of Sewers in streets abutting on property of the Provincial Exhibition Commission, not exceeding.....\$3,200.00

For Tractor, Snow Plow and Grader..... 6,000.00

- THIRD SCHEDULE -

AMOUNTS TO BE BORROWED ON TEN YEAR DEBENTURES.

For Office Equipment in office of City Collector, not exceeding.....\$1,200.00

For Sanitary Conveniences at Public Gardens, not exceeding..... 6,000.00

For Incinerator Runway, not exceeding..... 2,000.00

H. S. Rhind,
CITY CLERK.

March 14th, 1929.

✓
AN ACT TO ENABLE THE CITY OF HALIFAX
TO BORROW MONEY

BE IT ENACTED by the Governor and Assembly as follows:-

The City of Halifax may borrow the sums set out in the Schedule hereto for the purposes specified in respect to each sum respectively.

The sums so borrowed, which may be borrowed from time to time, and in such amounts as the Council of the City determines, shall be in addition to the amounts authorized by the Halifax City Consolidated Fund Act 1905, and amendments thereto, and shall form part of the City of Halifax Consolidated Fund 1905, and shall be secured by stock or debentures to be issued in conformity with the provisions of that Act, at a rate of interest not exceeding five per cent. per annum, and the dates on which the same are payable shall be determined by the Council.

- SCHEDULE -

For the cost of new Public Schools and additions to such schools, not exceeding..\$200,000.

For the further construction of Sewers, not exceeding..... 20,000.

To pay cost of extension to City Home, not exceeding..... 75,000.

✓
Solemnly
Moved by Alderman McCarthy seconded by Alderman Robinson that the Legislation as amended be adopted as a whole and submitted to the legislature for enactment. Motion passed.

11.45 o'clock.

Moved by Alderman Dickie seconded by Alderman Robertson that this Council do now adjourn until Thursday evening next, March 21st, 1929.

Motion passed.

Meeting adjourned.

L. A. Gastonguay
L. A. Gastonguay,

MAYOR.

H. S. Rhind
H. S. Rhind,
CITY CLERK.

March 14th, 1929.

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D. G. G. G.
Mayor
J. R. L.
City Clerk

EVENING SESSION

8.10 o'clock
Council Chamber, City Hall,
March 21st 1929.

An adjourned meeting of the City Council was held this evening. At the above named hour there were present His Worship the Mayor and Aldermen Shannon, Dickie, Redden, Donovan, McCarthy, McDuff, Cragg, Ryan, Corbin, Rains, Drysdale, Mullane, O'Toole, Robinson, Smeltzer and Robertson.

The Council was called pursuant to adjournment, to proceed with business standing over, and the transaction of other business.

FIRE DEPARTMENT- PURCHASE OF TIRES

Read report of the Committee of Firewards covering report of Chief Churchill in re the purchase of Goodrich tires:

Fire Department,
Halifax, N.S. March 12th, 1929

Board of Firewards.

Gentlemen:-

On February the 5th I recommended the purchase of four 38x 4 pressed on truck tires at a cost of \$141.12 applied from the Goodyear Tire and Rubber Co., This report was passed by your Board and subsequently by the City Council.

While awaiting the extracts of the meeting of Council I received a letter on February 16th, from the Goodyear Rubber Co., stating that since their original quotation there had been a marked increase in the price of those tires and also quoting a new price of \$64.18 less 2% each which would bring the cost of those tires to \$253.59 applied.

It has since transpired that the Goodyear Company was quoting on Goodrich Tires. I have now received a quotation direct from the Goodrich Company of \$50.00

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each less 2% which amounts to \$216.00 applied. As this apparently is the only rubber company in a position to furnish tires of size and make required, I would therefore recommend the acceptance of the Canadian Goodrich Company's offer.

Property at risk
Insurance losses
Losses not insured

Respectfully submitted
J.W.Churchill,
CHIEF OF DEPARTMENT.

Committee Room, City Hall,
March 12th, 1929.

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

Gentlemen:-

At a meeting of the Committee of Firewards held this day, the attached report of Chief Churchill recommending the purchase of four (4) 38 x 4 pressed on tires from the Goodrich Tire & Rubber Company at a cost of \$216.00 instead of from the Good-year Tire & Rubber Company at a cost of \$141.12 as passed by the meeting of the City Council held February 14th, 1929, was considered.

Your Committee recommend that the previous motion be rescinded and that the tires be now purchased from the Goodrich Tire & Rubber Company at a cost of \$216.00 applied.

Respectfully submitted,

Thomas Robinson
CHAIRMAN

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

Chief Churchill

FIRE DEPARTMENT-FIRES THEIR CAUSES AND LOSSES

Read report of the Committee of Firewards covering report of Chief Churchill re fires their causes and losses during the month of January:

Fire Department,
Halifax, N.S. March 12th, 1929
Board of Firewards,

Gentlemen:-

During the month of January there were 72 alarms from the following causes:

Chimneys 36, defective wiring in cars
4 poor construction 2, hot fat 2 overheated stove pipes
2, defective fire places 3, children with matches 4,

March 21st 1929

smoke 1, false 9, careless use of gasoline 1,
careless smoking 2, unknown 2, oil stove 1, buring
rubbish 2.

Property at risk	\$291,600.00	
Insurance losses		\$22,921.00
Losses not insured		<u>2,990.00</u>

Total losses \$25,011.00

Respectfully submitted,

J.W.Churchill,
CHIEF OF DEPARTMENT.

Committee Room, City Hall,
March 12th, 1929

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

Gentlemen:-

At a meeting of the Committee of Fire-
wards held this day the attached report of Chief
Churchill re Fires, their causes and losses during the
month of January was submitted and recommended to the
City Council for its information.

Respectfully submitted
Thomas Robinson
CHAIRMAN

FILED.

CITY PRISON-TENDERS FOR UNIFORM CLOTHING

Read report of the City Prison Committee
re tenders for supplying 6 suits of uniform clothing
for the staff at the Prison:

Committee Room, City Hall,
March 7th, 1929.

His Worship the Mayor,
and City Council.

Gentlemen:-

At a meeting of the City Prison
Committee held this day, tenders were received for
supplying Uniform Clothing for the Prison Staff as
follows:

Clayton & Sons-		
Sample No. 71814 D.B. Sac. Suit		\$25.00
Extra Trousers		6.50
Sample No. 72021 & No. 72022-		
D.B. Sac Suit		27.00
Extra Trousers		7.25
T.M. Vaughan		
Sample V 2		25.50
" V 3		27.00
J.S. Kirkwood		
Sample 19 oz		45.00
" 17 Oz		42.00

Your Committee recommend that the tender of T.M. Vaughan for sample V 3 Six suits at \$27.00 each be accepted.

Respectfully submitted
A.A. Robertson
CHAIRMAN

Gov. Grant

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

MAINTENANCE OF PRISONERS CONVICTED UNDER THE NOVA SCOTIA TEMPERANCE ACT, CUSTOMS AND EXCISE ACTS

Read report of the City Prison Committee re Legislation affecting fines under the Nova Scotia Temperance Act, Customs Act and Excise Act:

Committee Room, City Hall,
March 7th, 1929

His Worship the Mayor,
and Members of City Council

Gentlemen:-

At a meeting of the City Prison Committee held this day, it was unanimously resolved to recommend to Council the adoption of the following resolution:

"RESOLVED that this Committee recommend to Council that legislation be sought from the Dominion Parliament and also from the Provincial Legislature to the effect that either

(a) all fines payable by persons convicted in the City of Halifax of offences against the Nova Scotia Temperance Act, the Customs Act or the Excise Act be paid to the City

March 21st 1929

(b) that the Dominion Government or the Provincial Government as the case may be pay to the City a sum sufficient to compensate the City for the cost of maintaining in gaol persons committed to prison for offences against the said Acts.

Respectfully submitted

A.A. Robertson
CHAIRMAN

Moved by Alderman Robertson

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

Solicitor

ISOLATION HOSPITAL-TENDERS FOR WINDOW SCREENS

Read report of the City Health Board covering tenders for window screens and screen doors for the new Isolation Hospital:

Office of the City Health Board
Halifax, N.S. March 14th, 1929

His Worship the Mayor,
and Members, City Council.

Gentlemen:-

At a meeting of the City Health Board held on Wednesday, March 13th, at which there were present DR. W. D. Forrest (Chairman) Aldermen T. Robinson and C. E. Smith, tenders were opened for supplying screens for the windows and doors at the new Infectious Disease Hospital on Morris Street as follows:

John Inkpen, 132 Windsor Street	\$731.30
Dartmouth Lumber Co., Ltd.	700.00
Nickerson Bros., 31 Cunard St.	390.00
The Keefe Construction Co. Ltd.	1,217.00
Windsor Sash & Door Factory, Windsor	395.00
Herbert Hemming, 5 Woodill St.	708.00
The Percy Supply Co., Ltd.	800.00

The tender of Nickerson Bros., Contractors 31 Cunard Street, being the lowest, is recommended for acceptance, to be payable out of the Hospital Capital Account.

Copy of the advertisement inviting tenders for the work, with copy of the specification are attached for your information.

Respectfully yours
Arthur C. Pettipas
SECRETARY C.H.B.

March 21st 1929

Continued)
Civic Year
1928-29

✓
Secy C H B

Moved by Alderman Robinson seconded by Alderman McCarthy that the report be adopted. Motion passed.

CITY HOME AND T. B. HOSPITAL MONTHLY REPORT

Civic Year
1928-29

Read report of the Charities Committee for the month of February 1929 showing the number of inmates in the City Home to be 373 and the number of patients in the T.B.Hospital to be 49

FILED.

TAX COLLECTIONS

Read report of the City Auditor covering statement of Tax Collections for the month of February 1929:-

City Auditor's Office,
March 14th, 1929

His Worship the Mayor and Members of City Council.

Gentlemen:-

Report on Tax Collections for the month of February 1929 is submitted. Collections from the usual sources reported each month amount to \$60,572.57 which is a decline in round figures of \$43,000.00 from the same sources in February of last year.

The decrease is explained in the decline of \$19,000.00 in collections for the tax years prior to 1925, a decline of \$7,000.00 for the year 1925 and \$7,000.00 for the year 1926. Current Collections show a small increase. There is a decline in Water collections of \$11,000.00

ARREARS TAXES	Outstanding Balance Previous Month	New Accounts Added and other debits	February Collections	Amounts Written Off and other credits	Outstanding Balances February 28, 1929
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Civic Year Prior to May, 1925	\$705,781.63		\$1,321.38	\$362.10	\$704,098.15
Civic Year, 1925-26	91,579.95		696.48	99.46	90,784.01

March 21st 1929

(Continued)

Civic Year 1926-27	\$120,244.66	9,439.30	\$188.92	\$110,616.44
Civic Year 1927-28	240,383.32	15,382.68	82.33	224,918.31
	\$1,157,989.56	\$26,839.84	\$732.81	\$1,130,416.91

CURRENT TAXES

Civic Year 1928-29	549,224.24	29,032.42	221.74	519,970.08
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WATER DEPARTMENT

Rates and Taxes	70,389.57	5,340.01	4,700.31	71,029.27
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GRAND TOTALS	\$1,777,603.37	\$5,340.01	\$60,572.57	\$954.55	\$1,721,416.26
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Respectfully submitted

A.M. Butler,
CITY AUDITOR

FILED

DEPARTMENTAL APPROPRIATIONS

Read report of the City Auditor
covering statements of Departmental Appropriations
as at February 28th, 1929:

City Auditor's Office,
Halifax, N.S., March 14th, 1929

His Worship the Mayor
and Members of City Council.

Gentlemen:-

I am enclosing herewith Statements
of Appropriation for the month of February, copies of
which have been supplied to the Heads of Departments.

Yours truly,

A.M. Butler
CITY AUDITOR

FILED

COAL WEIGHERS REPORT

Read report of the Supervisor of
Coal Weighers showing that the Permanent Weighers re-
ceived the sum of \$112.90 each in fees during the
month of February :

FILED

March 21st 1929

NOTICE OF MOTION RE RAILWAY TRACK
WATER STREET BY ALDERMAN DICKIE

By unanimous consent of Council
the consideration of this motion is deferred until
next meeting of Council.

✓
AIR PORT

Read notice of motion given by
Alderman Smeltzer at a meeting of this Council
held on the 22nd February 1929:

RESOLVED that the City Council
seek legislation at this session of the
Provincial Legislature for authority to
borrow a sum not exceeding \$150,000.00 for
the equipment and purchase of an Airport,
but that before such expenditure shall be
made that same be decided by a plebiscite on
the date of the Civic Elections in April
1929"

Moved by Alderman Smeltzer
seconded by Alderman Dickie that said resolution
be now adopted.

Read the following reports and
letters on this subject;

- (1) Report Committee on Works and
City Engineer
- (2) Letter Board of Trade
- (3) " Gyro Club
- (4) " Commercial Club

City Engineer's Office,
Halifax, N.S. Jan. 9th, 1929

HALIFAX AIRPORT

His Worship the Mayor

Sir:-

I beg to report on the matter
of the proposed Halifax Airport as follows:

March 21st 1929

On the 17th May, 1928 the City Council by resolution, appointed the Committee on Works together with the City Engineer as a special Committee on Aviation to take steps to locate suitable landing fields and submit a report on the cost of the same.

The members of the Committee of the Halifax Board of Trade, engaged in the task of securing the construction of an Airport for the City, were asked by the Mayor to associate themselves with the Civic Committee and they have attended the meetings and gave valuable advice and assistance.

On June 11th a report was made by the City Engineer setting forth generally the requirements involved in the location and construction of airports, the suitable sites within the City, and reasons why an airport should be provided either by the Dominion Government, Canadian National Railways or the Harbour Commission. This report was referred to the City Council and will be found in the Minutes of the Council meeting held on the 19th of June.

Interviews were had with the Minister of National Defence, the Premier of Nova Scotia and the Chairman of the Harbour Commissioners. In each case the answer was the same, that while the project had their sympathetic support, for various reasons no financial aid could be given.

Two Companies have been formed in Halifax for the purposes of taking part in aviation work, but from the best information obtainable neither is at present prepared to undertake the construction of an Airport.

This throws the whole matter back on the shoulders of the City, and if an airport is to be built the cost of the site and its construction will apparently have to be financed by the City itself.

Various sites within the City limits and adjoining territory were examined and the one finally selected as having the most advantages is the property situated north of Chebuoto Road and East of Kline Street, known as the Blue Hill Farm site, which has an area of about 96 acres.

On the 14th of July the Department of National Defence was requested to have a survey made of the proposed landing fields within the City. Department officials made such a survey and the results are embodied in a letter from the Deputy Minister dated the 14th of September and the report of Inspector Wakeman of the 11th of that month. A previous survey had been made earlier in the year by Major Tudhope of the same Department.

At a meeting held on the 27th of July an offer was made by the Board of Trade to finance the services of an engineer to make a survey of available sites and submit an estimate of cost. This offer was

March 21st 1929

Accepted and Mr. Dyer, the engineer chosen, reported on the 31st of August that of the several sites proposed outside the City limits, none appeared to have the necessary characteristics to be desired in connection with an Airport. Of those within the City limits the Blue Hill Farm site was suitable. An estimate of cost was also included in the report.

In the present report this will be the only site dealt with. The Committee is referred to the documents above mentioned for discussions of alternative proposals

A summary of the report of the officials of the National Defence Department indicates that the Blue Hill Farm site constitutes the site found most suitable for development for a Terminal Land-Air Harbour within the precincts of the City of Halifax, confirming the previous opinion of the City Engineer, Mr. Dyer and Major Tudhope. A further recommendation was, however, made that the eastern boundary of the site should be extended eastwardly to Oxford Street. As this would entail an expense which would make the cost of the airport prohibitive a letter was sent to the Deputy Minister enclosing a plan of the boundaries originally proposed and asking whether in the opinion of the expert officials of his Department this site when properly graded would be sufficient for use as a landing field for proposed mail and other air services.

A reply was received on the 5th of November in which he says: "Your proposals submitted will provide for the operation of most of the single engined air craft in use today, but it is strongly recommended that for future development of air traffic at an important terminus such as Halifax will undoubtedly become, you should endeavor to take steps to insure that the larger area (to Oxford Street) may be acquired at such time as future development will require. The topography of the country surrounding Halifax is such that your City has no alternative site which might be developed in future without going into a very large appropriation. Your proposed runways will be quite satisfactory for present requirements"

It may be judged from this that while the development of the smaller project will provide the necessary facilities for present use, yet in the opinion of the experts of the Aviation Branch of the Department it is practically essential that the additional land necessary for the larger development be reserved for future requirements.

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One objection to the smaller site is that owing to its narrowness a runway cannot be laid out east and west. The proposed runways lie in North-east and southwest, and northwest and southeast directions.

On the other hand from enquiries made, it is found that in a large number of landing fields at present in operation the runways are no longer if as long, as those proposed in the original site. Attention is also drawn to the statement of the Deputy Minister that there is no alternative site available without incurring a very large expenditure for its development.

The assessment value of the land and buildings in the proposed site is \$48,300. For purposes of estimate it is thought that it will cost not less than \$70,000. to acquire the property. The grading is estimated at \$40,000. This does not include the surfacing of the runways with permanent material. While this type of surfacing is being done in fields having a large traffic with heavy planes, it is not essential at the start, although a firm unyielding surface must be obtained. Practically all the airports in western Canada are grassed.

A high voltage pole line running across the northerly part of the property will have to be removed to another part of the property or placed under ground at an estimated cost of \$8,000.

To properly drain the site will cost approximately \$4,000. and the Chebucto Road sewer should be extended eastwardly for about five hundred feet. Poles, wires, etc., for lighting and the fencing will cost \$8,000. The construction of one small hangar and office building about \$4,000. Miscellaneous work and contingencies \$13,000 or a total estimated cost of \$147,000.

This estimate of cost in comparison with the cost of a large number of other Canadian Airports may seem high, but it must be remembered that in the prairie provinces the flatness of the land requires a minimum of grading and the type of soil makes it easy to grow a sod. It is also found that in several instances the lands have been acquired through reversion to the Cities by tax sale purchases; in others they have been bought on an acreage basis. On the other hand the cost of the property for the site of the Hamilton Airport was \$300,000

The City assessment value of the lands and buildings in the additional area recommended by the National Defence Department to be acquired is \$112,695. No estimate of grading or equipment has been made of this as it is felt that for the present it is out of the question that the City could afford the necessary expenditure to acquire and develop it.

Taking \$150,000 as the cost, the annual charges for interest and sinking fund will amount to \$10,500. It is difficult to foretell the cost of operation, but it may be assumed that it will not be less than \$5,000 per year and may reach a higher figure.

March 21st 1929

The amount of Revenue that will be derived from the operation of the airport is still more problematical. The receipts for the first year will probably be negligible, as air travel to the City developed they would increase in volume, but to what extent can only be guessed at.

It was stated at a meeting of the Committee that a company was prepared to guarantee a revenue starting at \$1,000 a year if it were given a long lease, the Committee however, has been unable to obtain any definite offer.

The largest source of Revenue will likely be from the operation of a regular air mail and passenger service to St. John Montreal or American ports.

A list is on file of the contracts at present let by the Post Office Department for the air carriage of mails. The rates paid are generally from \$1.00 to \$1.25 per mile, although in some cases payment is made on the weight carried.

A schedule of operating charges, tolls and rates approved for government shows that the landing fee including ground storage for one day, varies from \$1,000 for a light plane to \$3.00 for a heavy one. The monthly hanger storage fees including landing privileges varies from \$30.00 to \$60.00. It has been difficult to obtain the operating costs and revenues in other Canadian Cities in such form as to be of much service in forming an estimate of these items for Halifax.

It may be a matter of interest to know that at the present time there are in Canada nine municipal and two Chamber of Commerce Air-harbors, either air-dromes or sea plane stations, promoted and operated under the influence of the Cities or their Chambers of Commerce. The remainder are the result of promotion and operation by private companies or individuals. There are thirty-two public air-dromes and twenty-two public sea-plane stations, giving a total of fifty-four air-harbours under licenses. In addition to this there are twenty or more other air-harbor sites particularly air-dromes which are in course of development.

For reasons set out in this report and from other information obtained, the following conclusions may be drawn:

No financial assistance may be looked for from the Dominion and Provincial Governments or from the Harbour Commission, and if an airport is to be erected in Halifax immediately, the cost of the site, grading, etc., will have to be borne by the City.

The most suitable site available within the City limites is the so-called Blue Hill Farm site, and this has received the approval of the Department of Civil Aviation:

March 21st 1929

If aviation develops into the use of heavier planes without some further development in the method of taking off, additional land will be required;

The Blue Hill Farm site is of sufficient extent for present purposes;

The cost of acquiring the land and developing this site will be approximately \$150,000.

The annual cost of Operation will probably be between \$5,000. and \$10,000 to which must be added \$10,500. for interest and sinking fund;

The annual revenue to be derived from the operation of the airport could only at the best be in the nature of a guess, and will probably not exceed \$1,000. per annum for the first few years, and possibly may not reach this figure

There can be no difference of opinion on the advisability of Halifax having an airport, the only contentious question being whether the City can or cannot afford to spend the money necessary for its development and operation. The facts and figures are before you and the expenditure is a matter of policy to be decided by the City Council.

The City Solicitor has advised that the City under the existing law has not the power to expropriate land for the purpose of an airport. If the Council decides to proceed with the work, it will be necessary to obtain legislation giving such power to the City, and also the power to borrow the money required for this purpose.

Respectfully submitted,
H.W. Johnston,
CITY ENGINEER.

Dept. of National Defence
Air Service, Ottawa,
Sept. 14th, 1928

Your Worship:

With further reference to the letter of July 14th last from Mr. H.W. Johnston, City Engineer, in relation to a further survey by an official of the Department covering several sites proposed for an air harbour for the City of Halifax.

Complying with your request, on September 5th an inspector of the Department was instructed and proceeded by air to Halifax, for the purpose of making a further investigation in respect to the position and particulars of a suitable site for an air harbour for land aircraft.

I have the honour to tender a copy of the report as submitted to the Department by Inspector Wakeman, which is attached for your information.

The summary of his report indicates that:—

March 21st 1929

(a) The Highland Park property is not suitable for the development of what may constitute one of the most important terminal land air harbours in the Dominion.

(b) The Bluehill Farm Site (so called) does constitute after a survey from the air and based upon past investigations and surveys on the ground the site found most suitable for development for a terminal land air harbour within the precincts of the City of Halifax

Your attention is drawn to the recommendation made that the east boundary should be extended to Oxford Street, beyond Connaught Avenue as originally studied, in order to provide an unrestricted run of 3000 feet in almost any direction.

It is essential that heavily loaded commercial aeroplanes should take off and land into wind which may vary in direction hourly. An aircraft of this type should not be restricted in operation to several narrow runways. For this reason, consideration should be given to the developing of the entire area of the property to give a surface as level throughout as possible, enabling aeroplanes to take off and approach to land on any part of the air harbour.

It is hoped that this added information will be of material assistance to your Committee in the acquisition and development of property for a commercial air harbour for Halifax

I have the honor to be, sir
Your Obedient Servant
(Sgd) G.J. Desbarats
DEPUTY MINISTER.

MEMORANDUM

September 11th, 1928

HALIFAX AIRHARBOURS

C.C.A.

1. On September 7th before departure from Saint John, N.S. I wired to City Engineer, H.W. Johnston of Halifax, N.S. that we expected to arrive shortly after noon.

We arrived Halifax at 13.35 hours Sept 7th in Fairchild G-CYYT and landed at Dartmouth R.C.A F. Air Station. We went into the City of Halifax and had lunch, after which I called upon the office of the City Engineer at the City Hall. Mr. Johnston was out but Mr. Doane, Asst. City Engineer, arranged for a car and accompanied me, to observe two sites, which I had selected as being the only ones apparently suitable and which turned out to be two sites which they had already had under consideration.

- (A) HIGHLAND PARK SITE
- (B) BLUE HILL FARM SITE.

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March 21st 1929

2. Memorandum reports of the particular features of those two sites are attached.

3. The site "A") Highland Park Site, in my opinion is not satisfactory for the following reasons:

(a) The area is very undulating and the surface is rock. In some places bedrock is visible with no soil which would indicate that the bedrock is generally found a few feet below the surface of the area which has soil, and this would prevent leveling off for grading. In order to make it level it would be necessary to fill it in, and doubtless this method would be an unsatisfactory one and would not likely produce a firm surface that would be well drained.

(b) That the runways under contemplation are too short in view of the dangerous hazard existing on three sides of this site where the land drops sharply to the water of Bedford Basin. To expand the area would mean acquiring property to the south and taking in considerable area upon which there is at present many residences. Should a heavy loaded commercial machine of the future have any difficulty in taking off North, Northeast and East through lack of distance in runway or temporary engine trouble in taking off, the result would simply mean complete disaster to the aircraft and its occupants.

(c) This site is unsatisfactory for the reasons given and it does not meet the requirements of a good airharbour, nor is it believed that the requirements could be developed as expected of an airharbour that is likely to be an important terminal airharbour for the City of Halifax.

4. In relation to site "B" Bluehill Farm Site, The features of this site are such that it will require the expenditure of considerable money, but it can be developed into a reasonably good terminal airharbour for land aircraft, taking into account that no other suitable sites were observed within the City limits of Halifax, and with the knowledge that others have also investigated the situation.

It is very difficult to find an area in the proximity of Halifax City that can be made into an air harbour, with any reasonable dimensions and with any surface, that if necessary, can be developed or extended, and likewise free from any serious obstructions in approach.

A great deal of work is necessary on the Bluehill Farm to level the area, also to clean up and arrange for drainage of the section through the center, which is now light swamp, spongy surface and covered with fir scrub. Some parts of the area is rolling surface, and it is considered possible that the knolls can be cut away and thus assist in filling in lower areas. The lay of the land in general is of such a nature that if drainage is taken care of by a qualified engineer, it should tend, with the development, to give a surface dry and generally free of surface water at any time. The soil, appears to be a light loam, and meets with the condition desired.

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There are two permanent obstructions on the west boundary, viz, St. Patrick's Boys' School, a building of perhaps 50 ft. high and 150 ft long, which restricts the length of a runway already under proposal, as well as a church that has a cupola and spire of about 75 ft high.

Such executive buildings and hangers as may be required for this airharbour should be built along this boundary in line with these obstructions, otherwise it would not be necessary to acquire the property extending from these buildings to the east for at least 300, feet, or in the ratio of 7 to 1 according to the actual height of the obstruction, as this space would not be of any use for the purpose of taking off or landing of aircraft. Other obstructions such as some residences, board, wire and stone fences, trees, etc., are removable.

It is understood that the Eastern Boundary of the property is now considered to be Connaught Avenue.

5. I recommend, and it is my opinion, that this Eastern boundary should be extended East as far as Oxford St., which would mean the acquisition of an area of property that has apparently just been subdivided, and upon which there are, in the South East corner, a few residences. This additional area comprises some level land being the best on the entire tract, and it is understood that the prevailing wind is, in the summer, south, southwest, in winter, North, Northwest, in this vicinity. This extension of the Eastern boundary will permit runways East and West of 300 feet, which in my opinion is necessary considering that machines are required to land and take off over some residential areas, and obstructions in the surrounding country that cannot be eliminated.

In my consideration of the site it should be bounded as follows:

On the North by Bayers Road
On the East by Oxford Ave.
Southeast corner Oxford and Summit St.,
and continuing through to Chebucto Road.
West by Mumford Road, or a line North and South drawn 100 yds. East of the Church and St. Patrick's School, unless the aerodrome buildings were built in this section, as I have mentioned. North West can be extended as far as open land which allows for a runway from approximately a point at Mumford and McDonald St., across to Alder St., and Bayers Road of Approx 2800 feet.

There are some obstructions to the West of this site, such as the Robert Simpson factory and water tower, but this area lies at a lower level than the proposed air harbour and this relieves the hazard of approach considerably.

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6. From my observation of the Common, even if this could be acquired, I do not think it would make a good airharbour, due to the many obstructions in the boundaries of the property, which comprise large permanent buildings and sharp rises of ground and residential areas entirely surrounding the site. Take off and landing of aircraft from this site would always be fraught with danger due to obstructions in approach and also that it would seem that the present area could not be expended if present dimensions are not found sufficient.

7. I also looked into the situation of satisfactory sites on the Dartmought side. Inspected on foot a piece of property at the Asylum but while this was quite a large area of clear land, the contour of the land was not satisfactory and could not be made level as the depression at the West was too severe, also there were at least half a dozen quite high factory chimneys a short distance to the southwest, as well as the asylum and some other buildings, the sites of which are upon high ground and offered very serious obstructions in approach to the property from the air.

8. On approaching Halifax by air a rather favourable site was seen toward Windsor Junction, and on our return flight after leaving the City we approached Windsor Jct., and observed this from about 1000 feet. There was quite a good area of farm land now in crop and in my opinion it would deem an inspection on foot, to establish an opinion that it would be suitable emergency air harbour for land aircraft to use. at such times when it may not be possible to get into the proposed air harbour in the City of Halifax, due to perhaps a temporary condition of fog.

9. A map of the City of Halifax showing the location of the Blue Hill Farm property is attached, and the City Engineer's Office has promised to send us other plans on a larger scale that will show the site more favourably.

10. Snaps have been taken of this site from the air with kodak, films are now being developed.

Sgd. Geo. G. Wakeman

Dept. of National Defence
Air Service, Ottawa,
November 5th, 1928

Your Worship:

Referring to the letter dated Oct. 26th forwarded to this Department by your City Engineer.

I Have the honor to request you to refer to page three paragraph five, of the report submitted to you with my communication dated Sept. 14th, 1928, dealing with the extension of the area proposed for your air harbour. The recommendations contained in the paragraph were that the area outlined in pencil on the enclosed print would provide the ideal lay out for your air port.

Your proposals submitted with the above mentioned communication will provide for the operation of most of the single engined aircraft in use today, but it is strongly recommended that for future developo

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of air traffic at an important terminus such as Halifax will undoubtedly become, you should endeavour to take steps to ensure that the area outlined may be acquired at such time as future development will require. The topography of the country surrounding Halifax is such that your city has no alternative site which might be developed in future without going into a very large appropriation. Your proposed runways of 3600' and 2200' will be quite satisfactory for present requirements

I have the honour to be,

Sir,

Your obedient servant,
Sgd. C.N.Sweet
for G.J.Desbarats,
Deputy Minister

His Worship the Mayor
City of Halifax,
Halifax, N.S.

City Works Office, Halifax, N.S.
Jan. 17th, 1929

AIR PORT

The City Council.

Gentlemen:-

The Committee on Works have over a period of several months endeavoured to secure all possible data to assist them in making a recommendation in regard to the establishment of an Air Port.

At a meeting of the Committee held on the 16th instant, it was decided that while in sympathy with the suggestion, this Committee is not at present prepared, in view of the financial position of the City, to make any recommendation, and the accompanying report of the City Engineer is herewith forwarded to the Council for its information and consideration.

Respectfully submitted

M.A.Hunter
CLERK OF WORKS

Board of Trade,
March 14th, 1929

His Worship the Mayor,
and Members of City Council.

Gentlemen:-

For the past two years, the Council of the Halifax Board of Trade, through its Aviation Committee, has worked diligently in an endeavour to secure an "air Port" for the City of Halifax and wishes to place before you the stand taken in this connection.

We have been instrumental in bringing speakers to the City for the purpose of informing our citizens the value of having the City equipped for the reception of this modern mode of transportation and have not been lax in our efforts with the Federal

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Government, which, in the opinion of some of our citizens, should furnish one. In this connection the Mayor has also been untiring, but from correspondence received it is definitely stated by Hon. J.L.Ralston, Minister of National Defence, that Halifax must supply its own field or find means of obtaining one.

The air mail service from Montreal, east has been in operation for some weeks, and now the ultimatum comes from Hon. P.J.Veniot, the Post Master General, that unless Halifax is equipped with an Air Port, the eastern air mail will terminate at the City of Saint John, which City has supplied its own air port.

We appreciate the position in which the request for an air port places your honourable body,- it is acknowledged the City financially, is in far from an easy position, but we feel Halifax must be progressive and request that more than ordinary passing consideration be given, by you, to this most important subject; also, that immediate steps be taken to obtain legislation for the borrowing of sufficient money should the City eventually decide upon the building of a landing field, otherwise, the Legislature may rise before your decision has been reached.

If any feasible way can be suggested by you and your Council towards obtaining a field, other than the method the City generally follows in securing facilities, the Council of this Board assures you it will lend every assistance.

I have the honor to be,

Sir,
Your obedient service

E.A.Saunders,
SECRETARY

Gyro, Club,
Halifax Canada
March 12th, 1929

Sir:

I am directed by the Officers and Members of the Halifax Gyro Club to forward to you the following resolution which is unanimously passed on at the Gyro Luncheon held March 11th, 1929

RESOLVED that the Gyro Club of Halifax is in favour of the City of Halifax establishing an Air port within its limits, and respectfully urges the City Council to obtain legislation at the present sitting of the Legislature for the borrowing of a sum of money necessary for the purpose"

I am, Sir,
Your obedient servant
E.N.Macnamara
SECRETARY

March 21st 1929

The Commercial Club,
Halifax,
March 21st 1929

His Worship the Mayor,
Halifax,

Dear Sir:-

I beg to submit the following as a copy of a resolution passed to-day at a regular meeting of the members of the Commercial Club:

RESOLVED that the Commercial Club of Halifax is in favor of the City of Halifax establishing an Air Port within its limits, and respectfully urges the City Council to obtain legislation at the present sitting of the Legislature for the borrowing of a sum of money necessary for the purpose"

Yours very truly,

R. E. Inglis
SECRETARY

The resolution is put and passed unanimously the following named Aldermen being present and voting for the same:

Alderman Shannon, Dickie, Redden, Donovan, Cragg, McDuff, McCarthy, Rains, Ryan, Corbin, O'Toole, Mullane, Drysdale, Robertson, Smeltzer, Robinson.

✓
Solicitor

NOTICE OF MOTION RE FARRELL PROPERTY KEMPT ROAD
BY ALDERMAN REDDEN

Alderman Redden informed the Council that he does not desire to press this matter further as he understands an Act is being presented to the Legislature asking for relief on behalf of Mr. Farrell.

FILED.

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PAVING ASSESSMENTS

Read report of the Committee on Works and City Engineer re paving assessments:

City Engineer's Office,
Halifax, N.S.,
Aug. 15th, 1928

Paving Assessment

His Worship the Mayor.

Sir:-

The City Council at its meeting referred the resolution seeking to amend the provision of the City Charter requiring the property owners to pay half the cost of permanent pavement, to the Committee on Works for report.

The theory of Special Assessments or Betterment charges rests on the principle that if some action of the City confers upon an individual some measurable advantage it is only fair to the community that he should pay for it. To the extent that the community as a whole is interested, it is proper that it should contribute. If it is wholly a matter of public interest the public should pay all, if wholly a matter of individual benefit the individual should pay all, if it is partly public and partly individual the cost should be divided in proportion to the properties benefited.

It is usually impossible to gauge exactly the relative values of certain improvements to the property owner and community and the best that can be done is to make an approximation thereto.

Granted that the theory is sound it remains to devise a workable method of apportioning the betterment charges. In Halifax for years the various charges have been levied on the supposition that the benefits from permanent sewers, pavements and sidewalks are equally divided between the individual properties and the City at large. In the case of sewers, the charge is a flat rate per foot frontage, which is arrived at by fixing such rate so as to provide a return of approximately one half the cost of the work. In the case of sidewalks and pavements, half the cost is charged against the abutting properties in proportion to their frontage on the street on which the improvements are made.

To repeal the existing law will open up the whole question of reimbursing the property owners who have already paid their share of the cost of local improvements. Taking the case of pavements alone, between the years 1919 and 1923, approximately \$1,500,000 was spent for this work of which some \$600,000 was assessed against the property owners. Will not these owners be able to put forth a strong argument for the return or cancellation of the amounts paid or assessed?