

April 29th, 1929

The City Clerk declares Louis Amable Gastonguay duly elected Mayor of the City of Halifax for the Civic Year 1929-30:

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 McDuff seconded by Alderman Robertson and passed.

ELECTION OF ALDERMEN

Read return of the City Clerk covering nomination papers of Samuel Leonard Shannon and Henry John Stech for the office of Alderman for Ward No. 1, together with the poll books containing the returns of Presiding Officers of the several polling places in the said Ward of the election held on April 24th, 1929; said return showing Henry John Stech to have received 361 votes and Samuel Leonard Shannon 333 votes giving Henry John Stech a majority of 28 votes over Samuel Leonard Shannon:

Office of the City Clerk,  
Halifax, N.S. Apr. 25-29

Ald. Ward No. 1

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 Samuel Leonard Shannon and Henry John Stech 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 24th day of April 1929. Said return showing as follows:

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WARD NO. 1

Ward 1	S.L.Shannon	H.J.Stech	Total
A to K	175	173	
L to Z	158	188	
	<u>333</u>	<u>361</u>	

Majority for Henry J. Stech ..28

Respectfully submitted

H.S.Rhind  
CITY CLERK

The City Clerk declares Henry John Stech, the Candidate having the greater number of votes duly elected an Alderman for Ward No. 1 for the term for which the election was held.

Read return of the City Clerk covering nomination papers of William Steward McDonald and Verne William Redmond for the office of Alderman for Ward No. 2, together with the Poll books containing the returns of Presiding Officers of the several polling places in the said Ward for the election held on April 24th, 1929, said return showing Verne William Redmond to have received 464 votes and William Steward McDonald 437 votes giving Verne William Redmond a majority of 27 votes over William Steward McDonald:

Office of the City Clerk,  
Halifax, N.S. Apr. 25th, 1929

Alderman Ward No.2

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

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Nomination Papers of W.S.McDonald and V.W.Redmond for the office of Alderman for Ward No. 2, 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 24th day of April 1929. The said Return showing as follows:

WARD NO. 2

Ward 2	W.S.McDonald	V.W.Redmond	Total
A to K	215	232	
L to Z	222	232	
	<u>437</u>	<u>464</u>	
	Majority for Verne W.Redmond		27

Respectfully submitted,

H.S.Rhind  
CITY CLERK

The City Clerk declares Verne William Redmond , the Candidate having the greater number of votes, duly elected an Alderman for Ward No. 2 for the term for which the election was held.

Read return of the City Clerk covering nomination papers of James William McCarthy and Russell McInnes for the office of Alderman for Ward No. 3 , together with the poll books containing the returns of Presiding Officers of the several polling places in the said Ward for the election held on April 24th, 1929, said return showing Russel McInnes to have received 368 votes and James William McCarthy 306 votes giving Russell McInnes a majority of 62 votes over James William McCarthy:

Office of the City Clerk,  
Halifax, N.S. Apr. 25-29

Alderman Ward No.3

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 resepct to the election of Mayor and Aldermen for the City of Halifax, I herewith submit the

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the original Nomination papers of James W. McCarthy and Russell McInnes for the office of Alderman for Ward No. 3 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 24th day of April 1929; the said Return showing as follows:

<u>Ward No. 3</u>	<u>McCarthy ,J.W.</u>	<u>McInnes R.</u>	<u>Total</u>
A to K	155	169	
L to Z	151	306	199 368
	Majority for Russell McInnes		62

Respectfully submitted

H. S. Rhind  
CITY CLERK

The City Clerk declares Russell McInnes, the Candidate having the greater number of votes, duly elected an Alderman for Ward No. 3 for the term for which the election was held.

Read return of the City Clerk covering the nomination papers of James Festus McDonald and John Frances Ryan for the office of Alderman for Ward No. 4, together with the Poll Books containing the returns of Presiding Officers of the several polling places in the said Ward for the election held on April 24th, 1929, said return showing James Festus McDonald to have received 338 votes and John Frances Ryan 307 votes giving James Festus McDonald a majority of 31 votes over John Frances Ryan:

Office of City Clerk,  
Halifax, N.S. Apr. 25, 1929

Alderman Ward No. 4  
His Worship the Mayor,  
and Members of City Council.

Gentlemen:-

Agreeably to the provisions of the  
Halifax City Charter and Acts and amendments thereof

April 29th, 1929

in respect to the election of Mayor and Alderman for the City of Halifax, I herewith submit the original nomination papers of James Festus McDonald, and John F. Ryan, for the office of Alderman for Ward No. 4, 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 24th day of April 1929, the said return showing as follows:

WARD NO. 4

<u>Ward No. 4</u>	<u>J.F.McDonald,</u>	<u>J.F.Ryan,</u>	<u>Total</u>
A to E	176	167	
L to Z	162	140	
	<u>338</u>	<u>307</u>	
	Majority for J.F.McDonald		31

Respectfully submitted

H.S.Rhind  
CITY CLERK

The City Clerk declares James Festus McDonald, the Candidate having the greater number of votes, duly elected an Alderman for Ward No. 4 for the term for which the election was held.

Read return of the City Clerk covering nomination papers of Albert Alfred Drysdale for the office of Alderman for Ward No.5 he being the only Candidate nominated for the said office for the election held on April 24th, 1929:

Office of the City Clerk,  
Halifax, N.S. Apr. 25-1929

Alderman Ward No.5

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 Albert Alfred Drysdale for the Office of Alderman for Ward No. 5 of the City of Halifax he being the only Candidate nominated for the said Office at the election held April 25th, 1929.

Respectfully submitted,  
H.S.Rhind  
CITY CLERK

April 29th, 1929

Read return of the City Clerk covering nomination papers of Thomas Robinson and Frank Adams for the office of Alderman for Ward No. 6 , together with the Poll Books containing the returns of Presiding Officers of the several polling places in the said Ward for the election held on April 24th, 1929 said return showing Frank Adams to have received 470 votes and Thomas Robinson 252 votes giving Frank Adams a majority of 218 over Thomas Robinson:

Office of the City Clerk  
Halifax, N.S. Apr. 25th,

ALDERMAN WARD NO. 6

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 Frank Adams and Thomas Robinson for the office of Alderman for Ward No. 6 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 24th day of April 1929; the said Return showing as follows:

WARD NO. 6

<u>Ward 6</u>	<u>Frank Adams</u>	<u>Thomas Robinson</u>	<u>Total</u>
A to K	250	119	
L to Z	220	133	
	<u>470</u>	<u>252</u>	

Majority for Frank Adams 218

Respectfully submitted

H. S. Rhind  
CITY CLERK

The City Clerk declares Frank Adams duly elected an Alderman for Ward No. 6 for the term for which the election was held.

✓  
April 29th, 1929

AIRPORT PLEBISCITE

Read report of the City Clerk covering returns of the Poll taken on the question of establishing an Airport in the City of Halifax at an initial cost not exceeding \$150,000.00:

Office of the City Clerk,  
Halifax, N.S.,  
April 25th, 1929

His Worship the Mayor,  
and Members of City Council.

Gentlemen:-

I have the honor to report that under an Act passed at the present session of the Legislature and assented to by His Honor the Governor of Nova Scotia on the 16th day of April 1929 entitled "An Act Respecting the Establishing of an Air Port in the City of Halifax", a poll of the electors of the City of Halifax held before duly appointed Presiding Officers was taken on the 24th day of April 1929 to ascertain their wishes as to the establishing of an Air Port in the City of Halifax at an initial cost not exceeding \$150,000.00

The ballot form submitted to the voters was as follows:

BALLOT PAPER

AIRPORT PLEBISCITE APRIL 24, 1929

	Yes	No
1. Are you in favor of the City of Halifax establishing an Air Port at an initial cost not exceeding \$150,000.00		

If in favor mark a cross "X" in the column "Yes"  
If against in the column "No"

The result of the Poll as shown by the returns in the Poll Books submitted to me by the Presiding Officers was as follows:

Ward	For	Against
1. A to K	255	87
L to Z	261	71
	516	158
2. A to K	343	93
L to Z	350	93
	693	186
3. A to K	231	93
L to Z	259	92
	490	185

April 29th, 1929

		Continued	For	Against	
4.	A to K		206	123	
	L to Z		185	86	
			391		209
5.	A to K		42	39	
	L to Z		45	39	
			87		78
6	A to K		239	121	
	L to Z		221	121	
			460		242
			2637		1058
Total vote			3695		
Majority in favor			1579		

Clause six of the Act reads as follows:

6 "If a majority of the votes cast on such plebiscite, "is in the affirmative for the establishment of such "air port, the City may proceed with the work of "establishing the same, including the acquisition "of land for the site thereof and such acquisition "shall be deemed for a public work or service within "the meaning of Sections 678 and 679 of the Halifax "City Charter"

This report is submitted for the information and action of the Council.

Respectfully submitted

H.S. Rhind  
CITY CLERK

FILED

TAG DAY-SALVATION ARMY

Read application of the Salvation Army for permission to hold a tag day on Saturday June 1st in connection with their annual Self Denial Appeal:

Halifax, N.S. Apr. 17, 1929

Mayor L.A. Gastonguay,  
City Hall,  
Halifax, N.S.

Dear Sir:-

In connection with our annual Self Denial Appeal that is scheduled to take place during the month of May we contemplate, as in past years, holding a Tag Day toward the conclusion of the effort, and shall be greatly obliged if the Council will agree to this being conducted on Saturday, June 1st.

We wish to express our sincere thanks for the courtesy extended to us in past years, and



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trust that our request shall again meet with their united approval. A reply at the Council's convenience will be greatly appreciated, as we are desirous of completing our arrangements, for the success of this special appeal.

Sincerely yours

Robert Tilley,  
BRIGADIER.

Moved by Alderman Rains seconded by Alderman Robinson that the application be granted.

Motion passed. ✓

PAVING TRAM WAY TRACKS

Read report of the Committee on Works and City Engineer re paving of street railway tracks:

City Engineer's Office,  
Halifax, N.S.,  
March 12th, 1929

NOVA SCOTIA LIGHT &  
POWER CO., LIMITED -PAVING TRACKS

His Worship the Mayor.

Sir:-

I beg to report on the petition of the Nova Scotia Light & Power Company, Limited for relief from the obligation imposed upon them under their Charter of having to pave the street railway track allowance with permanent pavement whenever the City paves the rest of the Street that in accordance with the request of the Committee the Company have submitted the attached memorandum setting forth in detail the changes proposed and other matters concerning the operation of the Tramway.

The requirements of the Charter applicable to the question of paving are contained in Section 27 and Rule 15, Schedule "A" as follows:-

Section 27 " Then a street upon which a track or tracks of the Company has been laid in to be paved by the City in a permanent manner, the company shall remove its track or tracks and substructure, and replace the same according to the best modern practice of paving, and according to the manner adopted on the rest of the street, with approved rails points and substructures of such description as may be determined on by the said Engineer as most suitable for the purpose, and under the provisions thereof"

Rule 15 "The Company shall pave and keep in good repair all the spaces between the rails and tracks, and two feet outside of each rail with such material and in such manner as the City Council shall approve

*R. Tilley*

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"on the recommendation of the City Engineer, and on such streets and at such time or times as the said City Council shall determine, by a two-thirds vote thereof. The Company shall not put or place any material whatever on its roadbed between the tracks and for two feet outside of each rail, or any part thereof, without the said material having been first approved by the said City Engineer, in writing, whose decision thereon shall be final; but nothing herein contained shall in any way relieve said company from maintaining and keeping its roadbed and tracks in proper repair, as required by this Act. No salt shall be used by the Company, except on the rails, and then only in the manner approved of from time to time by the City Engineer"

The change proposed by the Company is to substitute for Sec. 27 the following:

"When a street upon which a track or tracks of the Company has been laid is to be paved by the City, the Company shall be required to provide between the rails and two feet outside of each rail, a foundation suitable for the support of its tracks and such foundation shall be at least equal in strength and durability to the foundation laid by the City for its paving in that particular locality on any such street, part of street, or crossing".

And to amend Rule 15 so that it will include only the obligation for maintenance eliminating therefrom the paving obligations.

The practical result of compliance with the request would be that when permanent pavement is laid on a double track tramway street thirty-six feet wide, an additional burden will be cast on the City and abutting property owners of about 20% increase in their respective shares of the cost of the work

The company claims that during the past few years their track and equipment have been put in first class condition and the service given has been satisfactory. It will be freely conceded that there has been a marked improvement in conditions and it must be gratifying to the Company to find that their efforts in respect to the provision of increased facilities and service have been appreciated by the public as evidenced by the increased patronage and presumably larger financial returns. An adequate transportation system is essential to the necessities, and convenience of a modern city, and the results would seem to indicate that when such "adequate system" is provided the returns justify the expenditures involved. The memorandum then goes on to say that a number of extensions and improvements are foreseen, some of which should be carried out immediately, but that all these improvements involve the laying of additional tracks with the consequent liability of the Company to pave when the City paves the portion of the street not occupied by them; and that there is no reasonable possibility of earning enough revenue to warrant the expenditure of the Capital involved.

Among the extensions mentioned are the double tracking of Gottingen Street from Cunard to Young Street and a portion of Quinpool Road from Oxford St. Westwardly.

If I am correctly informed the traffic on the Gottingen Street line is as heavy as on any line in the City and its operation is one of the most profitable to the Company. The convenience of the patrons and the satisfactory operation of the line and the resulting increase in revenue, would seem to necessitate its double tracking. If this is so I cannot see on what principle the Company can approach the City for the cancellation or modification of the terms of their Charter as a condition precedent to doing work essential to the proper operation of the line and the carrying out of the *raison d'etre* of the Charter, namely, the providing of a satisfactory street railway service into the City. The same remarks apply to the proposed work on Quinpool Road.

Some three years ago there was an urgent demand for an extension of the tracks on Gottingen Street from the end of the rails to Duffus Street, ( a demand by the way which has been proved by results to have been amply justified) . The Company bartered with the City for a cancellation of part of their Charter obligations before agreeing to proceed with the work. The necessity of the extension appealed to the City Council to such an extent, that the Company were relieved from having to do any permanent pavement on this extension for a period of ninety-nine years. Another example of demanding practically a subsidy from the City before undertaking a necessary and paying extension.

The Company claim that the paving requirements contained in the Charter are a relic of the days of horse drawn cars. It may be pointed out that the Charter was obtained for an electrically operated and not a horse operated railway. The various provisions of the Charter are in many respects the results of a series of compromises arrived at between the promoters of the enterprise and a Committee of the City Council, before being submitted to the Legislature. One contention of the City is recalled, namely, that the Company should remove all the snow from the streets on which the tracks were laid the theory being that the only necessity of snow removal was caused by the presence of the tracks on the street. This was compromised by the Company being required to move the snow thrown out or disturbed by their apparatus, and the City, the remainder . Then there was the question of the percentage of receipts to be paid to the City by the Company, the City asking for 6% and the Company offering 4% and eventually both agreeing on 5% which was cut down to 4% by the Legislature.

These matters are mentioned only for the purpose of showing that there may be a disturbance of the equilibrium existing between the obligations and the privileges of both the City and the Company to the detriment of either one or the other if a change is made in any one clause of the Charter

This point was made by the representatives of the Company at hearings before the Council and Committee of the Legislature two years ago, when the City introduced a bill to compel the Company to remove all the snow from streets on which the tramway tracks were laid.

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At that time they also stressed the danger of making changes in Charters of this description owing to the fact that investors were reluctant to invest or provide capital for enterprises where the element of unstability entered into the Charter.

If these arguments were sound when used in opposition to the City's request for a change in one clause in the Charter, they should be equally sound in the present case in opposition to the Company's request for a change in another clause.

This whole question was discussed at considerable length in reports made on the 4th and 21st of September, 1926, which may be found in the minutes of the Council for that year and to which you are respectfully referred for fuller details, although regarding the statement that the fact of the rails being on the street does not add to the wear of the pavement, I would like to repeat that the presence of rails on a street has an important and serious effect on the pavement and its upkeep, the traffic is confined largely to a limited space which throws this much more wear on portions of the pavement. If there were no tracks on the street the traffic would spread out evenly over the whole width of the street. Another and serious effect is produced on sheet pavement by the pounding effect of wheels crossing from the non-yielding rails to the softer surface. Inspection of pavements laid a few years ago on any of our streets will show the effects of this.

In the latter of the two reports it was suggested that if the Council thought fit, a certain amount of relief could be given by limiting the amount of paving that the City would call on the Company to do in any one year. This concession would not be an unreasonable one for the City to grant and should be of considerable benefit to the Company and would avoid a recurrence of what happened in 1919 and 1920 when the Company were called upon to pave a very large trackage in one year, and when owing to their neglect in carrying out the provisions of their Charter the City was mulcted in damages to the extent of over \$60,000

The members of the Committee are familiar with these reports and it is not deemed necessary to enlarge further upon them. The conclusion reached at that time was that necessary alterations and extensions of tramway facilities should be made by the Company in accordance with the provisions of their Charter without asking the City to bear a share of the expense which would have the effect of cancelling Clause 27.

A compilation of returns from thirty Canadian Street Railway Companies shows that in the case of thirteen they are compelled to pay the whole cost of paving the track allowance in eleven the work is done by the City and in six the Company pays a part of the cost of the work

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The whole question is one of policy and not of engineering, my own opinion being, as stated elsewhere in this report, that when extensions or alterations are proposed which will tend to improve the service with a consequent increase in revenue, the Company should make such extensions or alterations without demanding concessions from the City and that the City should go very slow in disturbing the conditions of the existing Charter by granting concessions to the Company at the expense of the property owner and taxpayer generally.

Respectfully submitted,

H.W. Johnston  
CITY ENGINEER.

City Works Office,  
Halifax, N.S.,  
April 27th, 1929

Nova Scotia Light and  
Power Co., Ltd. Paving Tracks

THE CITY COUNCIL.

Gentlemen:-

The attached report of the City Engineer on a petition of the Nova Scotia Light and Power Company, Limited., for relief from the obligation imposed upon them under the Charter of having to pave the street railway track allowance whenever the City paves the rest of the street, was adopted by the Committee on Works on the 26th instant.

Respectfully submitted  
M.A. Hunter  
CLERK OF WORKS

Moved by Alderman Smith seconded  
by Alderman Corbin that the report be adopted.  
Motion passed, Alderman Robinson dissenting.

STREET OILING

Read report of the Committee on  
Works and City Engineer on Street oiling:

City Engineer's Office,  
Halifax, N.S.,  
April, 26th, 1929

STREET OILING

His Worship the Mayor.

Sir:

During the year several streets

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have been ordered by the City Council to be treated with bituminous material and are now on the order paper to be done. I would recommend that in addition to these, all streets that have been previously treated be re-treated this year where necessary

The area to be oiled on some of the streets is small and on others the whole street will have to be done.

Respectfully submitted  
H.W. Johnston,  
CITY ENGINEER.

City Works Office,  
Halifax, N.S.,  
April 27th, 1929

STREET OILING

The City Council.

Gentlemen:-

Attached hereto is a report of the City Engineer on Street oiling, which the Committee on Works on the 26th instant, recommended to Council for adoption.

Respectfully submitted

M.A. Hunter  
CLERK OF WORKS

Moved by Alderman Robertson seconded by Alderman Corbin that the reports be adopted. Motion passed. ✓

*Engineer*

WORKS DEPARTMENT- MOTOR CAR

Read report of the Committee on Works recommending the exchange of the Works Department motor car for this years model at a cost of \$475.00:

City Works Office,  
Halifax, N.S.  
April 29th, 1929

AUTOMOBILE-CITY ENGINEER'S DEPT

The City Council.

Gentlemen:

The Committee on Works on the 4th instant, had under consideration an offer from the Archibald Motor Company Limited, to exchange for the sum of \$475.00 the Studebaker Car now in use in the City Engineer's Department for one of this year's models.

It was resolved to recommend to Council that the said offer be accepted, and the exchange made.

Respectfully submitted  
M.A. Hunter  
592- CLERK OF WORKS

*Engineer*

April 29th, 1929

Moved by Alderman Smeltzer

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

*Engineer*

BATHING BEACH JUBILEE ROAD

Read report of the Committee on Works and the City Engineer on the application of the Sunshine Swimming Club for a renewal of their lease of the Bathing Beach on City property south of Jubilee Road:

City Engineer's Office,  
Halifax, N.S.,  
April 26th, 1929

BATHING BEACH JUBILEE ROAD

His Worship the Mayor.

Sir:-

I beg to report on the application of the Sunshine Swimming Club for a renewal of their lease of the Bathing Beach on City property south of Jubilee Road, that for the past two years this Club has been granted the privilege of the beach and the arrangement has proved quite satisfactory to the City.

I would recommend that they be given a lease on similar terms to that given last year.

Respectfully submitted

H.M. Johnston  
CITY ENGINEER

City Works Office,  
Halifax, N.S.,  
April 27th, 1929

BATHING BEACH-JUBILEE ROAD

The City Council,

Gentlemen:-

The Committee on Works recommend that a renewal of lease be granted to the Sunshine Swimming Club for the bathing beach Jubilee Road, for the season of 1929 on similar terms to that given last year.

Respectfully submitted

M.A. Hunter  
CLERK OF WORKS

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

Motion passed

*Engineer*

April 29th, 1929

INSURANCE CITY PROPERTY

Read report of the Committee  
on Works and City Engineer covering tenders for  
insurance on City Property for one year ending  
1st May 1930:

City Engineer's Office,  
Halifax, N.S.,  
April 26th, 1929

TENDERS FOR INSURANCE

His Worship the Mayor.

Sir:-

I beg to report that in  
response to an advertisement, tenders were received  
from the undersigned:

<u>TENDERER'S NAME</u>	<u>RATE</u>
C.W.Dompierre	\$13.46 per \$1,000
Geo. J. Lynch	" " "
Dale & Co., Limited	" " "
E.C.Fraser	" " "
A.S.Carten	" " "
E.C.Stailing	" " "
Grant Oxley & Co.Ltd.	" " "
John Strachan & Co.,Ltd.	" " "
G.E.Fraser & Co.	" " "
W.R.McInnes & Co.	" " "
Wm.Currie Agencies Limited.	" " "
A.J. Haliburton & Co.	" " "
H.J. Freeman & Co.	" " "
F.W.Annand	" " "
A.S.Wylde	" " "
Alfred J. Bell & Co.	" " "
John S.Beator	" " "
Royal Insurance Co.Ltd	" " "
Saunders & Duffus	" " "
Thompson, Adams & Co.Ltd	" " "
Acadia Fire Insurance Co.	" " "
Rainnie & Co.Ltd.	" " "
Major Bros.Ltd.	" " "
C.Willis Hebb	" " "
Halifax Fire Insurance Co.	" " "
A.M.Jack & Son	" " "
North Western Mutual Fire Association	\$12.30 per "

This latter Company is the  
lowest tender and in addition pay a dividend on  
May 1st, 1930, which they estimate at \$774.90  
The City Solicitor when consulted by the Committee  
on Works at to-day's meeting gave it as his opinion  
that legally the City could not enter into an agree-  
ment with this Company for the insurance, and under  
**these circumstances the tender, while apparently**  
the lowest cannot be considered.



A.M. Jack & Son in a letter accompanying their tender offered to give their services free, as they have done for the past few years in connection with the policies and premiums, which offer it is in the interests of the City to accept.

It is recommended that the insurance be allotted pro rata to the firms whose names are set out above who have submitted tenders, with the exception noted.

Respectfully submitted  
H.W. Johnston  
CITY ENGINEER.

City Works Office  
Halifax, N.S.,  
April 29th, 1929

TENDERS FOR INSURANCE

The City Council.

Gentlemen:-

Attached hereto is a report of the City Engineer on tenders for Insurance on City Properties for the year ending May 1st, 1930 which the Committee on Works at a meeting on the 29th instant, ordered forwarded to the City Council for their consideration

Respectfully submitted  
M.A. Hunter  
CLERK OF WORKS

Moved by Alderman Dickie seconded by Alderman Mitchell that the report of the City Engineer be adopted.

A lengthy discussion took place on the merits of the tenders.

Moved by Alderman Dickie seconded by Alderman Mitchell that the question be now put.

Motion put and lost three voting for the same and eleven against it as follows:

FOR THE MOTION

Aldermen Shannon  
Dickie  
Donovan -3

AGAINST IT

Alderman Smith  
McDuff  
McCarthy  
Rains  
Corbin  
O'Toole  
Mullane  
Drysdale  
Robertson  
Smeltzer  
Robinson-11

Moved in amendment by Alderman Rains seconded by Alderman Robinson that the report be referred back to the Committee on Works for further consideration and if necessary to call for new tenders.

Amendment put and passed eight voting for the same and six against it as follows:

*✓  
Engineer  
Clerk of Works*

FOR AMENDMENT

Alderman Smith  
McDuff  
Rains  
Corbin  
O'Toole  
Mullane  
**Robertson**  
Robinson- 8

AGAINST IT

Alderman Mitchell  
Dickie  
Donovan  
McCarthy  
Drysdale  
Smeltzer

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WORKS DEPARTMENT  
TENDERS FOR SUPPLIES

Read report of the Committee on Works and City Engineer covering tenders for supplies for the various services of the Department for one year from the 1st of May 1929:

City Engineer's Office,  
Halifax, N.S.,  
April 29th, 1929

TENDERS FOR SUPPLIES

His Worship the Mayor.

Sir:-

I beg to report that in response to advertisement the following tenders have been received for the services mentioned.

SPECIAL CASTINGS

Fleming Bros.	Schedule Rates
Hillis & Son Ltd.	"

The tender of Fleming Bros., is the lower and it is recommended for acceptance.

CALCIUM CHLORIDE

CAR LOAD LOTS

LESS THAN  
CAR LOAD LOTS

Brantford Carritte Co. Ltd	\$30.00 per ton	\$31.00 per ton
Frank A. Gillis Co. Ltd.	31.00 "	35.00 "
Wm. Stairs Son & Morrow Ltd.	34.75 "	38.75 "
Musgrave Lumber Co.	38.50 "	-

The tender of the Brantford Carritte Co., Ltd., is the lowest and it is recommended for acceptance.

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SCRAP METAL, PURCHASE OF

Lot No. 1      Lot No. 2

John Simon & Co.

\$12.00 per ton    \$3.00 per ton

Another tender was received but contained no signature or means of identification.

The price is considered low but as the quantity to be disposed of is small and the space is needed, it is recommended that the tender be accepted.

GASOLINE AND OILS

		Canadian Oil Companies Ltd.		Imperial Oil Limited	
Kerosene Oil	600 gals	Silver Market	.25	Royalite Market	.25
Engine Oil	100 "	Sterling Red	.36	Atlantic Red.	.35
		Perfection	.35	Junior Red	.34
				Diamond Red	.33
Gasoline	12,000 "	Red Seal Market.	.29	Premier Market	.29
				Ethyl Market	.32
				Navy "	.28
Cylinder Oil	200 "	Sterling	.61	Dominion	.55 $\frac{1}{4}$
		Perfection	.60		
Cup Grease	100 lbs	Enarco	.10	Polarine	.07- 8/10
Motor Oil	800 gals	Enarco	.69 $\frac{1}{4}$	Marvelube	.65
		Visco	.60	Polarine	.85 $\frac{1}{2}$
				Mobiloil	.84 $\frac{1}{2}$
				Imp. Motor Oil	.52 $\frac{1}{2}$
Machine Oil	100 "	Sterling	.37	Royal Castor	.35 $\frac{1}{4}$
Transmission Grease	700 lbs	Enarco	.10	Polarine	.07 -8/10
Axle Grease	100 "	Black Beauty	.11	Mica .13 1/3-	.06 $\frac{1}{2}$
				Diamond	.1208
Alemite Grease	50	Enarco	.12 $\frac{1}{4}$	Polarine Bbls.	.07 8/ 10

GASOLINE AND OILS

		Frontenac Oil Refineries Limited		Irving Oil Co. Ltd.	
Kerosene Oil	600 gals	Cannot supply	-		-
Engine Oil	100 "	No. 1	.36		-
Gasoline	12000 "	Cyclo Market	.32	Primrose 64 deg.	.28
		Marathon Market	.29		
Cylinder Oil	200 "	No. 1	.57 $\frac{1}{2}$		-
Cup Grease	100 lbs	Vesta	.08 $\frac{1}{4}$		-
Motor Oil	800 gals	Marathon	.60	Ioka (med)	.54
		Red Indian (med)	.76 $\frac{1}{2}$	Ioka (Hvy)	.63
		" " (heavy)	.83	Velco (med)	.87
				Velco ( Hvy	.94
Machine Oil	100 "	No. 1	.36		-
Transmission grease	700 Lbs	Red Indian	.07 3/4		-
Axle Grease	100 "	Lardine	12 7/10		-
		"	.06 $\frac{1}{2}$		-
Alemite Grease	50	No. 2	.12 $\frac{1}{2}$		-

The prices given for gasoline include the Government Tax. The Canadian Oil Companies Limited, the Imperial Oil, Limited and Frontenac Oil Refineries Limited all quote lowest market rates, the price shewn being as date. The Irving Oil Co., Ltd. offer to supply "Primrose" at one cent below these rates. Enquiries among some users of this brand shew that in their opinion it is considered the equal of similar priced gasoline on the market.

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It is recommended that it be given a trial and if found satisfactory that the contract for gasoline be awarded to the Irving Oil Company, Limited. It is recommended that the contract for the balance of the materials be awarded to the Imperial Oil, Limited. "Navy" gasoline is quoted at the same price as Primrose, but it is not considered as equal to Premier, Marathon, Red Seal or Primrose which are generally recognized as the Standards, and consequently either one of these is preferred to it.

ASPHALTS AND ROAD OILS

	Imperial Oil Ltd.	Brantford Carritte Ltd
Asphalt Imperial or Equal	.12 $\frac{1}{2}$ per gal	.11 per gal
Road Oil Imperial Asphalt dust layer	.11 $\frac{1}{2}$ " "	.11 " "
Road Oil Imperial Gravel " "	.08 " "	.10 " "
Asphalt Cold Patch Carload lots	.18 $\frac{1}{2}$ " "	9.50 per bbl.
Asphalt Cold Patch less car load lots	.20 $\frac{1}{2}$ " "	10.00 " "
Credit for empty barrels.	\$3.00 each	1.00 each

The tender of the Brantford Carritte Co., for the first two items being the lower, is recommended for acceptance; and that of the Imperial Oil Limited for Imperial gravel dust layer and cold patch being the lower for these two items be accepted.

TARS	Brantford Carritte Co. Limited	The Barrett Co. Ltd.	Alex. Murray & Co. Limited
Tar, Rotar B. Tarvia B. or equal	.15 per gal	.1665 gal	.1665 gal
Tar, Cold patch carload lots	11.00 " bbl.	11.58 bbl.	11.58 bbl.
Tar " " "			
L.C.L.	11.50 " "	13.72 " "	13.72 " "
Credit for empty bals	1.00 each	.50 each	.50 each

The tender of the Brantford Carritte Co. Ltd being the lowest is recommended for acceptance.

HARDWARE

James Simmonds Ltd.	Schedule Rates
Wm. Stairs Son & Morrow	" "
Wm. Robertson & Son	" "

The tender of James Simmonds Limited, is the lowest and is recommended for acceptance.

CRUSHED STONE

	BASED ON QUANTITIES USED LAST YEAR			
	N.S. Stone Co. Ltd.	Fairview Crashed Stone Co. Ltd	N.S. Stone Co. Ltd.	Fairview Crashed Stone Co. Ltd.
	Per Cu Yd.	Per Cu. Yd.		
1.	\$2.70	\$2.75	-	-
2.	2.95	3.00	\$4,327.65	\$4,401.00
3.	3.40	3.50	3,502.00	3,605.00
4.	3.60	3.75	810.60	843.75
5.	3.60	3.50	2,325.60	2,261.00
			\$10,965.25	\$11,110.75

The Fairview Crushed Stone Co. Ltd., also offer to supply No. 5 from the stock pile on the ground at its plant for \$2.50 per cubic yard. The City would have to load and truck it, which would mean when delivered that the cost would be the same as quoted.

The tender of the Nova Scotia Stone Co., Ltd. is the lower on four of the five sizes of stone and based on the quantities purchased last year is \$145.50 lower for the total. This tender being the lowest is recommended for acceptance.

CEMENT

T.A.S. DeWolf & Son \$2.40 per barrell

This is the only tender received and is for cement delivered in paper bags. It is recommended for acceptance, with the provision that if the City requires delivery in sacks, the cement will be supplied at a proportionate price.

SAND AND GRAVEL

Sand

Gravel

Wharf - Ry Siding Wharf-Ry. Siding

Lawrencetown Sand & Gravel Co.

Extra Coarse Terminal Beach

Lawrencetown Beach

\$1.39 ton -

1.09 " -

\$1.39 ton

Musgrave Lumber Co. Ltd

Eastern Passage. 1.26 c.y. -

1.46 c.y. -

T.A.S. DeWolf & Son

Eastern Passage. 1.70 " -

1.90 " -

Western Shore 2.15 " -

2.15 " -

F.S. Coombs

Lawrencetown -

1.45 " -

1.80 "

The tender of the Lawrencetown Sand and Gravel Co., of \$1.09 per tons for sand is practically the same as that of Musgrave & Co. of \$1.26 per cubic yard. The extra coarse Terminal Beach Sand is found particularly suitable for use in connection with street oiling. It is recommended that the contract for sand be awarded to the Lawrencetown Sand and Gravel Co., Ltd., and for gravel to the Musgrave Lumber Co. Ltd.

TRACTOR

Wm. S tairs Son & Morrow Ltd.

# 30 Caterpillar \$3,300.00

Additional for cab with sliding doors 500.00

Electric Generator with lights 140.00

Steel plates for treads 64.00

This is the only tender received. The machine quoted on is a well known standard and is in use in the Department of Highways, City of Sydney, Truro and other places within the Province. The cab is not needed for Summer use, although one is essential when the tractor is being used in the winter. As it may be possible to construct one in our own Workshop for less than the price quoted, this need not be purchased now and may stand over for the present. The lighting equipment should be bought as also the steel plates which are used to protect pavements in warm weather.

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It is recommended that the tender of Wm. Stairs Son & Morrow as set out above, with the exception of the cab, be accepted.

ROAD GRADER

Wm. Stairs Son & Morrow	-Russell Standard No. 3--without Scarifier	\$1140.00
Frank A Gillis & Co.	Sawyer Massey No. 80	" " 1180.00
Forbes Bros	Austin Rip Snorter Jr With Scarifier	1303.00
Frank A. Gillis & Co.	Sawyer Massey No. 80	" " 1444.00
Forbes Bros.	Austin Rip Snorter Jr.	" " 1520.00
Wm. Stairs Son & Morrow	Russell Standard No. 3	" " 1534.00
Forbes Bros.	Austin No. 8 (Straight wheel) Without Scarifier	1100.00
" " "	" (Leaning wheel)	" " 1365.00

The specifications provide that the grader shall be so built that a scarifier may be attached if desired. The two last mentioned graders do not comply with this provision and need not be considered. At present it is proposed to use the grader without a scarifier as we already have a machine which is efficient for use on macadamized streets, later on it may be found desirable to purchase another.

The Russell is a well known grader and is used extensively by the Provincial Highway Board with, I understand satisfactory results. The bidder states that a complete stock of parts will be carried in their Halifax Warehouse and that their service man is always available. It is recommended that this machine be purchased at the price mentioned. viz \$1140.00

Respectfully submitted

H.W. Johnston  
CITY ENGINEER

City Works Office,  
Halifax, N.S.,  
April 29th, 1929

TENDERS FOR SUPPLIES

The City Council.

Gentlemen:

At a meeting of the Committee on Works held this day, the attached report of the City Engineer on "Tenders for supplies" was read. It was resolved to recommend to the City Council that contracts be awarded as follows:-

Special Castings	-Fleming Bros.	Schedule Rates
Calcium Chloride	Brantford Carritie Co. Limited	\$30.00 per ton
Scrap Metal	John Simon & Co.	
	Lot No. 1.	12.00 per ton
	Lot No. 2	3.00 " "

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Gas & Oils	Imp.Oil Co.Ltd.	Schedule Rates	
Asphalt & Road Oils-	Brantford Carritte		
	Co.Ltd-Liquid Asphalt or equal	.11	gals.
	Imp.Dust Layer	.11	"
	Imp.Oil,Limited		
	Gravel Dust layer	.08	"
	Cold Patch-carload lots	.18 $\frac{1}{2}$	"
	L.C.L.	.20 $\frac{1}{2}$	"
	Alex,Murray &Co.Ltd.-tar	.15	"
Hardware	Jas.Simmonds,Ltd.	Schedule Rates	
Crushed Stone	Fairview Crushed Stone Co.		
	Limited No. 1	2.70	
	2	2.95	
	3	3.40	
	4	3.60	
	5	3.50	
Cement	T.A.S.DeWolfe & Son		
Sand	Lawrencetown Sand & Gravel Co.		
Gravel	Musgrave Lumber Company		
Tractor	Wm.Stairs Son & Morrow	3,504.00	
Road Grader	" " " "	1,140.00	

Respectfully submitted

M.A.Hunter  
CLERK OF WORKS

*Engineer*

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

GAS TANK 626 BARRINGTON STREET

Read report of the Committee on Works and City Engineer on the application to install a gasoline tank and pump on the premises 626 Barrington Street:

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

No. 626 Barrington St.  
Gasoline Tank and Pump

His Worship the Mayor.

Sir:-

I beg to report on the attached application for permission to instal a gasoline tank and pump on the premises No.626 Barrington Street, that this place is used by the Motor Distributors Limited and it is their intention to instal the tank primarily for their own purposes but also for purposes of sale. They undertake to keep the hose coiled up inside the premises when not in use. If a permit is given it should be under the usual conditions, viz:

April 29th, 1929

1. The tank shall be buried at least two feet under the ground within the property of the applicant and covered with two feet of sand or earth
2. The construction, foundation and setting of the tank shall be approved by the City Engineer
3. Approved vent pipes carried from the tank to the air shall be provided.
4. The pump shall be installed within the premises under the supervision and to the satisfaction of the City Engineer and the Chief of the Fire Department.
5. After completion the work shall not be altered either in location or method of construction.
6. The installation shall meet with the approval of the Nova Scotia Board of Fire Underwriters and shall not increase the fire insurance premium rates in the district.

Respectfully submitted

H.W. Johnston  
CITY ENGINEER

Motor Distributors Limited  
Halifax, N.S. Mar 25th, 1929

H.W. Johnston, Esq.,  
City Engineer  
City Engineer's Office,  
Halifax, N.S.

Dear Sir:-

We have for acknowledgement your favor of March 23rd, which we have read with interest. In reply we hereby make application for permission to instal one gasoline tank and pump on the premises known as 626 Barrington St.

This pump will be placed inside the building with a hose attached of sufficient length to reach over the sidewalk. This hose when not in use would be detached or coiled up, and there would be no buide or overhead pipe over the sidewalk.

The Gasoline will be partly for our private use and partly for sale to our customers. It is understood that we will carry out your instructions, namely, that the tank will be placed at least two feet below the surface of the cellar or the ground floor, the space to be filled in with dry earth.

Thanking you in advance for your consideration of our application, we are

Yours very truly,

MOTOR DISTRIBUTORS LIMITED  
PER A.M.



April 29th, 1929

City Works Office,  
Halifax, N.S.,  
April 27th, 1929

626 Barrington St.  
Gasoline Tank and Pump

The City Council.

Gentlemen:-

Attached hereto is an application of the Motor Distributors Ltd., for a permit to install a gasoline tank and pump on the premises # 626 Barrington Street, together with a report of the City Engineer thereon.

At a meeting of the Committee on Works on the 26th instant, it was resolved to recommend to Council that a permit be granted, Alderman O'Toole dissenting.

Respectfully submitted

M.A. Hunter  
CLERK OF WORKS

*Engineer*  
Moved by Alderman Smith seconded by Alderman Smeltzer that the reports be adopted. Motion passed.

HALIFAX PLAYGROUNDS COMMISSION-  
TAG DAY

Read application of the Halifax Play-grounds Commission for permission to hold a tag day during the summer at a date to be selected:

Halifax, N.S.,  
April 29th, 1929

The City Council.

Gentlemen:-

The Halifax Playgrounds Commission desire permission to hold a Tag Day at a date to be selected.

Yours truly,  
W. Donovan  
FOR COMMISSION

*W. Donovan*  
Moved by Alderman Donovan seconded by Alderman Smeltzer that the application be granted  
Motion passed

April 29th, 1929

WATER METER BILL 18 CUNARD STREET

Read reports of the Committee on Works  
and City Engineer re Water Meter Bill for premises  
No. 18 Cunard Street:

City Engineer's Office,  
Halifax, N.S.,  
April 26th, 1929

18 Cunard Street  
Water Bill

His Worship the Mayor.

Sir:-

I beg to report on the application of  
the owner of the premises No. 18 Cunard Street for  
a reduction in his water meter readings, that the  
consumption for the past few months has been as  
follows:-

Jan. 29-	37,300
Feb. 26	28,800
Mar. 12	15,400

Water turned off  
in street and meter  
removed.

The owner claims that the water was  
allowed to run to prevent freezing. The average  
monthly consumption from April to July last year  
was about 6,000 gallons

I cannot recommend any reduction in  
the bill.

Respectfully submitted  
H.W. Johnston  
CITY ENGINEER.

City Works Office,  
Halifax, N.S.  
April 27th, 1929

18 Cunard Street-Water Bill

The City Council.

Gentlemen:-

Attached hereto is a report of the  
City Engineer on an Application for reduction in  
water meter account for premises # 18 Cunard  
Street.

The Committee on Works on the 26th  
instant, resolved to recommend to Council that the  
consumption shown January, February and March, 1929,  
be reduced to 10,000 gallons for each month.

Respectfully submitted

M.A. Hunter  
CLERK OF WORKS