

EVENING SESSION

8.10 o'clock,
Council Chamber, City Hall,
August 13th, 1931

A meeting of the City Council was held this evening. At the above named hour there were present His Worship the Mayor and Aldermen Mitchell, Minshull, Donovan, Redmond, Daley, McInnes, Conn, Logan, Golden, McDonald, Shields, O'Toole, Thompson, O'Malley, and Smeltzer.

The meeting was called to proceed with business standing over and the transaction of other business.

✓ The following paper was submitted:

PETITION SHOE REPAIR DEALERS
AGAINST
PASSING EARLY CLOSING ORDINANCE
RE SHOE REPAIR SHOPS

Deferred to be taken up with item # 42 on the Agenda viz., "An Ordinance re Early Closing of Shoe Repair Shops. 2nd Reading.

✓
NOTICE OF RECONSIDERATION

Read notice of reconsideration given by Alderman McInnes at last regular meeting of Council in reference to the motion adopting the report of the Charities Committee on tenders for coal.

Alderman McInnes stated that he did not intend to further press this reconsideration. He asked that the various standing Committees take into consideration the matter of purchasing all supplies for the various civic departments, including coal, under one tender.

✓ August 13th, 1931

WORKS DEPARTMENT ACCOUNTS

Read report of the Committee on Works recommending for payment accounts amounting to \$13,060.09:

City Works Office,
Halifax, N.S., Aug.13,1931

ACCOUNTS-WORKS AND WATER DEPARTMENTS
JULY 1931

The City Council.

Gentlemen:

At a meeting of the Committee on Works the 12th instant accounts amounting to \$13,060.09, chargeable as follows, were approved and recommended to Council for payment-

Works Dept-	Capital	\$2,953.68	
	Appropriations	<u>8,770.38</u>	\$11,724.06
Water Dept-	Construction	\$642.22	
	Maintenance	<u>693.81</u>	1,336.03
			<u>\$13,060.09</u>

G.E.Ritchie
MAYOR AND CHAIRMAN

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

✓ GENERAL ACCOUNTS

Read report of the Finance Committee signed by three members of the Committee recommending for payment accounts chargeable to the various appropriations amounting to \$6,543.60:

Halifax, N.S., Aug.12th,1931

His Worship the Mayor,
and Members of City Council.

Gentlemen:

The Finance Committee recommend that the attached list of accounts amounting to 6,543,60 be paid.

Respectfully submitted,
J.H. Conn,
Russell McInnes,
G.McL.Daley

August 13th, 1931

Moved by Alderman McInnes seconded by Alderman Daley that the report be adopted and accounts paid. Motion passed.

✓
CITY HOME AND T. B. HOSPITAL ACCOUNTS

Read report of the Charities Committee recommending for payment accounts chargeable to the City Home 1931 Appropriation \$9,672.11 and to Capital Account \$1,764.76 and to the T.B. Hospital \$2,898.34:

Halifax, N.S. Aug. 10th, 1931

His Worship the Mayor,
and Members of City Council

Gentlemen:

The Charities Committee met this day and beg to submit the following report.

MEMBERS PRESENT: The Chairman,
Aldermen Smeltzer, Redmond, Minshull and O'Malley.

CITY HOME ACCOUNTS JULY 1931 AMOUNT \$9,672.11
Capital Account \$1,764.76

City Home Accounts for the month of July 1931, amounting to \$9,672.11 and Capital account amounting to \$1,764.76 are recommended for payment.

TUBERCULOSIS HOSPITAL ACCOUNTS JULY 1931 AMOUNT
\$2,898.34

Tuberculosis Hospital accounts for the month of July 1931 amounting to \$2,898.34 are recommended for payment.

Respectfully submitted,
W.E.G. Shields
CHAIRMAN

Moved by Alderman Shields seconded by Alderman Minshull that the report be adopted and accounts paid. Motion passed.

✓
FIRE DEPARTMENT ACCOUNTS

Read report of the Committee of Firewards recommending for payment accounts chargeable to Fire Department \$12,722.65 and to Fire Alarm Maintenance \$418.87:

August 13th, 1931

Fire Department,
Halifax, N.S. Aug. 11th, 1931

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

Gentlemen:

At a meeting of the Committee of Firewards held this day the attached accounts amounting to \$12,722.65 for Fire Department and \$418.87 for Fire Alarm Department were considered.

Your Committee recommend that those accounts be passed for payment.

Respectfully submitted,
Walter Mitchell,
CHIEF OF DEPARTMENT.

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

✓
CITY HEALTH BOARD ACCOUNTS

Read report of the City Health Board recommending for payment accounts amounting to \$3,807.60

Halifax, N.S. Aug. 12th, 1931

His Worship the Mayor,
and Members of City Council.

Gentlemen:

At a meeting of the City Health Board held on Tuesday August 11th, the following named accounts amounting to \$3,807.60, were passed and recommended to the City Council for payment.

Respectfully submitted,
W.D. Forrest
CHAIRMAN, C.N.B.

Moved by Alderman Smeltzer 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 \$9,798.23:

August 13th, 1931

Halifax, N.S. Aug. 12th, 1931

His Worship the Mayor,
and City Council.

Gentlemen:

At a meeting of the Police Committee held this date, the following accounts amounting to \$9,798.23 were examined, found correct and recommended for payment.

Respectfully submitted,
G.E. Ritchie
MAYOR AND CHAIRMAN

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

✓
CITY PRISON ACCOUNTS

Read report of the City Prison Committee recommending for payment accounts amounting to \$1,678.92:

Committee Room,
City Hall, Aug. 7th, 1931

His Worship the Mayor,
and Members of City Council.

Gentlemen:

At a meeting of the City Prison Committee held this day the attached list of accounts amounting to \$1,678.92 was passed as correct and recommended to the City Council for payment.

The report of Gov. Grant for the month of July is attached hereto.

Respectfully submitted,
W.E. Donovan
CHAIRMAN

Moved by Alderman Donovan seconded by Alderman Mitchell 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 \$1,800.73 and to Fleming Park \$497.42:

August 13th, 1931

Committee Room, City Hall,
August 10th, 1931

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 \$1,805.73 and to Fleming Park \$497.42, was passed as correct and recommended to the City Council for payment.

Respectfully submitted,
W.E. Donovan
CHAIRMAN

Moved by Alderman Donovan seconded by Alderman O'Malley that the report be adopted and accounts paid. Motion passed.

CITIZENS FREE LIBRARY ACCOUNTS

Read report of the Library Committee recommending for payment accounts amounting to \$316.47:

Citizens' Free Library
Halifax, N.S. Aug. 10th, 1931

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

Gentlemen:

The Library Committee beg to present the following accounts amounting to \$316.47 for payment.

Respectfully submitted,
A.H. Minshull
CHAIRMAN

Moved by Alderman Minshull seconded by Alderman Shields that the report be adopted and accounts paid. Motion passed.
8.20 o'clock.

(Alderman Probert arrives and takes his seat in Council.)

August 13th, 1931

✓
FIRE CHIEF'S CONVENTION SHAWINIGAN FALLS

Read report of the Firewards
Committee asking for approval of an expense account
of \$150.00 for sending Chief Churchill to the Con-
vention of Canadian Fire Chiefs at Shawinigan Falls:

Halifax, N.S. Aug. 11th, 1931

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

Gentlemen:

At a meeting of the Committee of
Firewards held this day it was moved by Alderman
Conn, seconded by Alderman Adams that the Chief be
sent to Shawinigan Falls to attend the Canadian
Chiefs' Convention for the purpose of enlarging his
experience and improving his technique and at the
same time with the view of obtaining the Convention
for Halifax in 1932. An expense allowance of
\$150.00 was granted. Motion passed.

Your Committee recommend the adoption
of this report.

Respectfully submitted,
Walter Mitchell
CHAIRMAN

Moved by Alderman Mitchell seconded
by Alderman Golden that the report be adopted and
account paid. Motion passed.

being A7D

✓
DR. P.A. GOUGH-SALARY CLAIM

Read report of the City Health Board
re the payment to Dr. Gough of the sum of \$20.00
claimed by him as back salary previous to his
removal from office as Dairy and Food Inspector:

Halifax, N.S. Aug. 12th, 1931

His Worship the Mayor,
and Members of City Council.

Gentlemen:

At a meeting of the City Health Board
held on Tuesday August 11th, a letter was read from
Doctor P.A. Gough, claiming two days pay for June 5th
and 6th 1926 at the rate of \$10.00 per day on the
grounds that his successor was not sworn into
office until June 7th and that under Section 125
of the City Charter, he is entitled to be paid until
his successor is appointed. Doctor Gough was paid
up to and including June 4th, 1926.

August 13th, 1931

The Board recommends on the opinion of the City Solicitor, that the claim of Doctor Gough be paid.

Respectfully yours
W.D. Forrest
CHAIRMAN, C.N.B.

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

Motion passed.

D.P. Gough

FIRE DEPARTMENT-INSURANCE OF FIRE APPARATUS

Read report of the Committee of Firewards covering tenders for the insurance of fire apparatus:

City Auditor's Office,
August 13th, 1931

The Chairman,
The Firewards Committee,
Halifax, N.S.

Dear Sir:

Pursuant to a resolution of your Committee passed August 11th, I wish to report on the tenders for public liability, property damage, and fire insurance on the motorized apparatus of the Fire Department:

Tenderer	Standard Limits P.L. & P.D.	Fire Insurance
A.J. Bell & Co.- for General Accident Insurance	\$1,907.00	43-64 ¢ per hundred
A.M. Jack & Son	1,956.00	43-64 " "
G.L. Lynch	1,956.00	43-64 " " if insured 80% of value
D.K. McDermaid for Trans-Canada Insurance	968.00	35¢ per hundred
John Strachan Co.Ltd. for Western Assurance	1,956.00	43-64 " "
Grant, Oxley & Co. for Royal Exchange	1,467.00	38½ average per hundred
W.R. McInnes & Co. for The Guardian Insurance	1,784.21	This includes fire insurance giving protection up to 80% of cost
Faulkner & Co.	1,956.00	43-64¢ per hundred
Travelers Ins.Co.	1,461.63 for double of standard limits	33¢ plus per hundred

August 13th, 1931

Tenderer Standard Limits P.L. & P.D. Fire Insurance

Saunders & Duffus
for Insurance
Society of Norwich,
England

\$1,706.25

48¢ per hundred

F.W. Annand

1,746.00

-This includes
Fire Insurance
giving protection
to extent of actual value

The quotation from W.R. MacInnes & Co. for \$1,784.21 for coverage under the classification as desired and giving 80% of cost in the event of destruction by fire gives a basis of comparison to apply to other tenders. The tender of the Trans-Canada Insurance Co. for \$968.00 covering public liability and property damage, is the lowest, so also is their tender at the rate of 35¢ per hundred for fire insurance. Applying this to 80% of the cost of the apparatus, as set out in the Chief's letter, it will be found that insurance to an extent of \$76,088.00 could be carried for the sum of \$266.31, a total premium of \$1,234.31, to the Trans-Canada Insurance Co., which is substantially lower than any other tender.

In view of the large difference existing between the premium asked by this Company over any other, it might be well, in the event of the insurance being placed with these people, to make it subject to the approval of the City Solicitor so that the City would be assured there were no legal disabilities standing in the way of adequate protection.

Respectfully submitted,

A.M. Butler,
CITY AUDITOR.

Committee Room, City Hall,
August 13th, 1931

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

Gentlemen:

At an adjourned meeting of the Committee of Firewards held this day the attached reports of the City Auditor and Fire Chief dated August 13th, 1931 was submitted and read and on motion of Alderman Golden seconded by Alderman McDonald your Committee recommend that the tender of Travelers Insurance Co. for double of standard limits public liability and property damage for the period August 15th 1931 to August 15th, 1932 be accepted.

Walter Mitchell
CHAIRMAN

M oved by Alderman Mitchell seconded
by Alderman Golden that the report be adopted. Motion
passed.

August 13th, 1931

8.25 o'clock

(Alderman Adams arrives and takes his seat in Council)

Alderman Shields gives notice of re-consideration.

Moved by Alderman Shields seconded by Alderman Mitchell that a stay of proceedings be taken in this matter until the next regular meeting of Council. Motion passed. ✓

Council

CITY HOME EXTENSION

Read report of the Charities Committee covering tenders for the construction of an extension to the City Home.

Halifax, N.S. Aug. 11th, 1931

His Worthip the Mayor,
and Members of City Council.

Gentlemen:

The Charities Committee met this day and beg to submit the following report.

Members Present: The Chairman, Aldermen Smeltzer, Redmond, Minshull and O'Malley.

Tenders for the extension to the City Home, as follows were again considered:

Rhodes, Currie Co.	\$72,297.00
R.K. Steeves	63,650.00
Thomas S. Stephen	61,600.00
W G. Foley	70,135.00
Brookfield Construction Co., Ltd.	76,477.00
McDonald Construction Co. Ltd	67,965.00
MaS. MacMillan	63,000.00
Standard Construction Co. Ltd.	62,933.95

It is recommended that tender of the Standard Construction Co. Ltd. for the proposed extension to the City Home be accepted and that bond satisfactory to Committee for completion of work be provided, three voting for the same and two against it as follows.

For Alderman Minshull, O'Malley and Shields
Against Alderman Redmond and Smeltzer

Respectfully submitted,
W.E.G. Shields
CHAIRMAN

August 13th. 1931

This matter was before the City Council at a special meeting held on the 28th of July and referred back to the Committee for further consideration.

Moved by Alderman Shields seconded by Alderman Minshull that the report be adopted.

Moved in amendment by Alderman Probert seconded by Alderman Smeltzer that the tender of Thos. S. Stevens \$61.600 be accepted.

Amendment put and lost four voting for the same and thirteen against it as follows :

FOR THE AMENDMENT

Alderman Redmond
O'Toole
Probert
Smeltzer - 4

AGAINST IT

Alderman Mitchell
Minshull
Donovan
Daley
McInnes
Conn
Logan
Golden
McDonald
Shields
O'Malley
Thompson
Adams- 13

The original motion is put and passed thirteen voting for the same and four against it as follows:

FOR THE MOTION

Alderman Mitchell
Minshull
Donovan
Daley
McInnes
Conn
Logan
Golden
McDonald
Shields
O'Malley
Thompson
Adams- 13

AGAINST IT

Alderman Redmond
O'Toole
Probert
Smeltzer-4

✓ Engineer
✓ J H Buchanan

✓
August 13th, 1931

CITY HOME AND T. B. HOSPITAL MONTHLY REPORT

Read report of the Charities Committee for the month of July showing the number of inmates in the City Home to be 365 and the number of patients in the T.B. Hospital to be 49:

FILED

✓
CONSOLIDATED BALANCE SHEET

Read report of the City Auditor covering the Consolidated Balance Sheet of the City as at April 30th, 1931:

Moved by Alderman Daley seconded by Alderman Mitchell that the report be referred to the Finance Committee for consideration and report at the next regular meeting of Council. Motion passed.

*used for
C. L. R.*

✓
TAX COLLECTIONS

Read report of the City Auditor covering statement of taxes and other collections for the month of July 1931:

City Auditor's Office,
July 31st 1931

His Worship the Mayor,
and Members of City Council

Gentlemen:

Report on Tax Collections for the month of July is submitted. Collections amounted to \$102,802.03. Collections on account of taxes for civic years prior to May 1st, 1925 were \$452.08. The outstanding book value of this group July 31, 1931, was \$642,345.75:

August 13th, 1931

ARREARS TAXES	OUTSTANDING BALANCES JUNE 1931	NEW ACCOUNTS AND OTHER ADJUSTMENTS	JULY COLLECTIONS	OUTSTANDING BALANCES July 1931
Civic Year 1925-26	\$69,223.46		\$109.11	\$69,114.35
Civic Year 1926-27	47,778.41		413.71	47,364.70
Civic Year 1927-28	52,775.58		1,458.64	51,316.94
Civic Year 1928-29	83,324.77		5,092.28	78,232.49
Civic Year 1929-30	194,256.76		11,368.29	182,888.47
Civic Year 1930-31	392,969.50		21,807.03	371,162.47
	<u>\$840,328.48</u>		<u>\$40,249.06</u>	<u>\$800,079.42</u>
Current Taxes Civic Year 1931-32	966,234.12		34,577.97	931,656.15
Water Dept. Rates & Taxes	136,163.50		27,975.00	108,188.50
	<u>\$1,942,726.10</u>		<u>\$102,802.03</u>	<u>\$1,839,924.07</u>

	ESTIMATES	OUTSTANDING PREVIOUS MONTH	JULY COLLECTIONS	BALANCE
<u>Poll Tax</u> 1930-31	\$18,000.00	\$3,013.30	\$804.00	\$2,209.30
1931-32	18,000.00	16,708.00	1,745.20	14,962.80
Dog Tax	3,500.00	102.00	132.00 Cr.	30.00

Respectfully submitted,
A.M. Butler
City Auditor

FILED.

HACK ORDINANCE AMENDMENTS

Read report of the Cabs Committee recommending the adoption of an amendment to Ordinance No.14 of the City of Halifax entitled Regulation of Hacks:

August 13th, 1931

Halifax, N.S. Aug.12th,1931

His Worship the Mayor,
and City Council.

Gentlemen:

At a meeting of the Hacks Committee, held this date, sections 4 of Ordinance 14, relating to the time in which to apply for licenses in the City of Halifax, was considered.

Your Committee recommend that, the said section be repealed.

Respectfully submitted,
G.E.Ritchie
MAYOR AND CHAIRMAN

Moved by Alderman McInnes seconded by Alderman Donovan that the report be adopted and that the draft ordinance to amend Ordinance No. 14 be read the first time. Motion passed.

Read an Ordinance to amend Ordinance No. 14 of the City of Halifax entitled Regulation of Hacks. First reading.

Council

✓
PUBLIC GARDENS LAVATORY
FINAL PAYMENT

Read report of the Committee on Works recommending payment to Samuel A. Marshall and Sons of the sum of \$744.00 being the balance in full on their contract for the construction of a lavatory at the Public Gardens:

City Works Office,
Halifax, N.S.,
August 13th, 1931

LAVATORY AT PUBLIC GARDENS

The City Council.

Gentlemen:

The Committee on Works recommend payment to Samuel A. Marshall & Son of the balance in full on his contract for the construction of a lavatory at the Public Gardens, amounting to \$744.00.

G.E.Ritchie
CHAIRMAN

August 13th, 1931

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

✓
PAYZANT STREET WIDENING
PROPERTY NO. 7 LILAC STREET

Read report of the Committee on
Works and City Engineer in reference to the purchase
of the property # 7 Lilac Street for the proposed
widening of Payzant Street:

City Engineer's Office,
Halifax, N.S.
August 11th, 1931

No. 7 LILAC STREET
PURCHASE

His Worship the Mayor.

Sir:

The City Council at its meeting held on the 16th of July referred the matter of acquiring the portion of the property # 7 Lilac Street for the proposed widening of Payzant Street to the Committee on Works.

It will be recalled that the Council at the same meeting adopted a report of the Committee requesting the purchase of a portion of the property consisting of vacant land lying between the existing south line of Payzant Street and the north side of the house. This gives a sufficient width of roadway but no room for any sidewalk. A glance at the plans or an inspection of the site will show the improvement that would be affected if encroachments on the Street were removed. The size of the lot remaining is 53 feet frontage on Lilac Street by 100 feet in depth on Payzant Street. The portion required for the widening would be about 18 feet by 100 feet in depth.

In view of the condition and type of house and also of the surrounding property, it would appear to me to be advisable for the City to purchase the whole property. Tear down the buildings then there would be a clear lot remaining, having about 35 feet frontage on Lilac Street by 100 feet depth, which the City would be able to dispose of for at least \$1,000.00

The property as it stands is assessed for \$4,800.00 from which should be deducted \$300.00 recently paid by the City for a portion of it. Mr. Parker on behalf of the owner offers to sell the property to the City for the sum of \$7,000.

August 13th, 1931

The southern half of the house at present rents for \$45.00 per month, the northern half is occupied by the owner and it may be taken that the whole property has a rental value of approximately \$75.00 per month.

Adding 20%, it would seem to be a fair purchase which would bring the value of \$5,500. and if 10% of this added for force taking, the value would be \$6,000.00. This amount would not place the owner in as good a position financially as he now is, having regards to the rent that would have to be paid for another house etc. I have talked the matter over the Assessor and it is thought that \$6,500. would be a fair price in view of the fact that if the improvement was made, land would be left from which the City would receive about \$1000.

Respectfully submitted,
H.W. Johnston,
CITY ENGINEER

City Works Office,
Halifax, N.S. Aug. 13th, 1931

7 Lilac Street- Purchase

The City Council.

Gentlemen:

With reference to a resolution of Council July 16th 1931, re acquiring the balance of the property to straighten Payzant Street, the Committee on Works on the 12th instant, had under consideration the attached report of the City Engineer and it was resolved to forward same to Council for their information.

G.E. Ritchie
MAYOR AND CHAIRMAN

Moved by Alderman Daley seconded by Alderman Donovan that the City Purchase the property # 7 Lilac Street for \$6,500 if obtainable at this price.

Moved in amendment by Alderman O'Malley seconded by Alderman Shields that the report be referred back to the Committee on Works for further consideration along with all other encroachments by private parties on city streets.

Aug. 13th, 1931

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

FOR THE AMENDMENT

AGAINST IT

Alderman Golden
McDonald
Shields
O'Toole
O'Malley
Thompson
Probert
Smeltzer
Adams - 9

Alderman Mitchell
Minshull
Donovan
Redmond
Daley
McInnes
Donn
Logan

~~-8~~

The original motion is put and
lost eight voting for the same and nine against it
as follows:

FOR THE MOTION

AGAINST IT

Alderman Mitchell
Minshull
Donovan
Redmond
Daley
McInnes
Conn
Logan

-8

Alderman Golden
McDonald
Shields
O'Toole
O'Malley
Thompson
Probert
Smeltzer
Adams -9-

*Engineer
Clark of Works
Council*

Alderman Daley gives notice of re-
consideration.

SULLIVAN PROPERTY KEMPT ROAD

Read report of the Committee on
Works recommending the acceptance of the offer of
the solicitors of the Sullivan Estate with reference
to the property belonging to that estate on the east
side of Kempt Road:

City Works Office,
Halifax, N.S.,
August 11th 1931

SULLIVAN PROPERTY KEMPT ROAD

The City Council.

Gentlemen:

The Committee on Works recommend
that the City accept the offer contained in the

August 13th 1931

letter of W.W. Walsh, K.C., Solicitor for the Sullivan Estate, dated November 28th 1930, namely- That the Estate deed to the City the land belonging to the Estate on the east side of Kempt Road now used as a dump in consideration of the City cancelling its claim for all rates, taxes or pavement assessment charged against the property of the said Sullivan Estate on either side of Kempt Road as appearing on the books of the City on the first day of June 1931.

G.E. Ritchie
MAYOR AND CHAIRMAN

Moved by Alderman Mitchell

seconded by Alderman Adams that the report be adopted. Motion put and passed unanimously seventeen Aldermen being present and voting for the same as follows:

Aldermen Mitchell, Minshull, Donovan, Redmond, Daley, McInnes, Conn, Logan, Golden, McDonald, Shields, O'Toole, O'Malley, Thompson, Probert Smeltzer and Adams:

*Engineer
Solicitor
and driver*

POLES AND OVERHEAD WIRES CHEBUCTO ROAD

Read report of the Committee on Works and City Engineer covering an Ordinance for the Removal of Poles and Wires from Chebucto Road from the East Line of Connaught Avenue and the West Line of Westmount Street:

City Engineer's Office
Halifax, N.S.,
August 11th, 1931

POLES AND OVERHEAD WIRES
CHEBUCTO ROAD

His Worship the Mayor.

Sir:

I have been in communication with the Nova Scotia Light & Power Company and the Maritime Telegraph and Telephone Company with regard to the removal of Poles and wires in front of the Airport on Chebucto Road. Both Companies are agreeable to cutting down the poles and lowering the wires to the minimum height allowed by Law, which would improve conditions very materially.

August 13th, 1931

I have been trying for two days to arrange a meeting with the representative of the Halifax Aero Club and the Pan-American Airways Company to see whether in their opinion this reduction in height will be satisfactory.

In the meantime, Section 589 of the City Charter, gives the Council power to make an Ordinance in regard to (g) "The location, erection maintenance or removal of poles, wires, pipes, conduits, and tubes, upon the street"

In my opinion it would be advisable if the Council sees fit that the attached ordinance should be passed by it, in order to avail ourselves of all means at our disposal to obtain the best conditions possible at the Airport.

Yours faithfully,
H.W. Johnston,
CITY ENGINEER

City Works Office,
Halifax, N.S., Aug. 13th, 1931

POLES AND OVERHEAD WIRES--CHEBUOTO ROAD

The City Council.

Gentlemen:

Attached hereto is a report of the City Engineer with reference to poles and overhead wires on Chebucto Road, together with a draft ordinance.

At a meeting of the Committee on Works on the 12th instant, it was resolved to recommend to Council that said report be adopted, and the ordinance passed.

G.E. Ritchie
MAYOR AND CHAIRMAN

Moved by Alderman Mitchell seconded by Alderman Adams that the report be adopted and that the Draft Ordinance be read a first time.

Motion put and passed fourteen voting for the same and three against it as follows:

FOR THE MOTION

Aldermen Mitchell
Donovan
Daley
Conn
Logan
Golden
McDonald
Shields
O'Toole

AGAINST IT

Alderman Minshull
Redmond
McInnes

For the Motion

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Against it

(Continued)

Alderman O'Malley
Thompson
Probert
Smeltzer
Adams- 14

-3-

Council

Read an Ordinance for the Removal of Poles and Wires from Chobucto Road between the East line of Connaught Avenue and the West line of Westmount Street. First reading.

Moved by Alderman Daley seconded by Alderman Donovan that the Maritime Telegraph and Telephone Company, Limited, and the Nova Scotia Light and Power Co., Limited be notified to remove their wires in the vicinity of the Airport as soon as possible. Motion passed.

Engineer

ORDINANCE RE EARLY CLOSING OF SHOE REPAIR SHOPS

By unanimous consent it was decided to take up the consideration of Item No. 42 on the Agenda viz., An Ordinance in re the Early Closing of Shoe Repair Shops, together with the petition from a number of shoe repair dealers protesting against the passing of this Ordinance:

By unanimous consent of Council permission is given the Solicitors of the petitioners for and against the Ordinance to address the Council for a period of five minutes each.

Council is then addressed by Mr. H.L. Webber on behalf of the petitioners against the Ordinance and by Mr. Gerald Flavin on behalf of the Petitioners for the Ordinance.

Moved by Alderman McInnes seconded by Alderman Daley that the Ordinance be amended by the addition of clause three viz: The Provisions of Section 1, of this Ordinance shall not apply

August 13th, 1931

on the evening of a day proceeding a Statutory Holiday". Motion passed.

Moved by Alderman McInnes seconded by Alderman Daley that the said Ordinance as amended be now read a second time. Motion put and passed twelve voting for the same and five against it as follows:

FOR THE MOTION

AGAINST IT

Aldermen Minshull
Redmond
Daley
McInnes
Conn
McDonald
Shields
O'Toole
O'Malley
Thompson
Probert
Adams- 12

Alderman Mitchell
Donovan
Logan
Golden
Smeltzer

-5-

Read Ordinance No. Regulating
the early closing of Shoe Repair Shops.

Second reading:

ORDINANCE NO.

REGULATING THE EARLY CLOSING OF SHOE REPAIR SHOPS

BE IT ENACTED by the Mayor and
Council of the City of Halifax.

1. Except as is herein otherwise provided every Shoe Repair Shop in the City of Halifax shall on every night of the week except Friday and Saturday nights be closed at the hour of 6.30 o'clock in the evening and remain closed until 7.00 o'clock on the following morning.
2. Nothing in this Ordinance shall prevent the occupier of any such shop as the owner or tenant thereof from himself repairing boots and shoes therein at any hour, provided the said shop is closed and no boots or shoes are received therein or delivered therefrom during the hours in which the same is required by this Ordinance to be closed.
3. The provisions of Section 1 of this Ordinance shall not apply on the evening of a day preceding a statutory holiday.

August 13th, 1931

Moved by Alderman McInnes

seconded by Alderman Daley that Ordinance No
regulating the early closing of Shoe Repair Shops
having been read the first and second time be
approved as amended, engrossed and forwarded to
the Governor-in-Council for approval. Motion

*Carried by
85 Herrington* passed, ✓

DELAPIDATED BUILDING McCULLY STREET

Read report of the Committee on
Works and City Engineer re the dilapidated building
corner Agricola and McCully Streets:

City Engineer's Office,
Halifax, N.S., July 15th, 1931

McCully Street
Dilapidated Building

His Worship the Mayor.

Sir:

I beg to report on the attached
minute of the City Council, that the owner of the
property at the northwest corner of Agricola
Street and McCully Street has removed the cause
of complaint.

Respectfully submitted,
H.W. Johnston
CITY ENGINEER

City Works Office,
Halifax, N.S. Aug. 8th, 1931

McCully Street
Dilapidated Building

The City Council.

Gentlemen:

The attached report of the City
Engineer on a dilapidated building on the north-
west corner of Agricola and McCully Street, was
read at a meeting of the Committee on Works on
July 23rd, and ordered forwarded to Council for
its information.

G.E. Ritchie
MAYOR AND CHAIRMAN

August 13th, 1931

✓
CONNAUGHT AVENUE DIVERSION

Read report of the Committee on Works and City Engineer re diversion of Connaught Avenue:

City Engineer's Office,
Halifax, N.S.,
August 12th, 1931

CONNAUGHT AVENUE DIVERSION

His Worship the Mayor.

Sir:

In accordance with the request of the Committee on Works Plan No. 4632 is submitted herewith showing the diversion of Connaught Avenue between Waegwoltic Avenue and South Street.

I would recommend that the City apply for legislation at the next session to amend the official plan with regard to the lines of Connaught Avenue so that they will be in the location shown on the plan submitted.

Respectfully submitted,
H.W. Johnston
CITY ENGINEER.

City Works Office,
Halifax, N.S. Aug. 13th, 1931

CONNAUGHT AVENUE DIVERSION

The City Council.

Gentlemen:

Attached hereto is a report of the City Engineer and a plan for the diversion of Connaught Avenue between Waegwoltic Avenue and South Street.

The Committee on Works on the 12th instant resolved to recommend that said report be adopted, and that the City apply for legislation to amend the official plan.

G.E. Ritchie
MAYOR AND CHAIRMAN

Moved by Alderman Daley seconded by Alderman McInnes that the reports be adopted.

Motion passed.

Engineer

August 13th, 1931

WIDENING OXFORD STREET

Read report of the Committee on Works and City Engineer re widening of Oxford Street between Pepperell Street and Quinpool Road:

City Engineer's Office,
Halifax, N.S.
August 12th, 1931

OXFORD STREET WIDENING

His Worship the Mayor.

Sir:

I have been in communication with the Canadian Bank of Commerce regarding the acquisition by the City of a strip of land about six feet wide on the west side of Oxford Street between Pepperell Street and Quinpool Road, in order to widen the street to the official line.

A sidewalk is laid on the west side of the street which can not be continued through this block on account of the encroachment. The owners offer to deed the land to the City at the rate of 30 cents per square foot. The area involved is 1200 square feet, which would make the price \$360.00.

I understand that the property may be divided up into lots and sold and this would appear to be the proper time to acquire the land.

There can be no doubt as to the necessity of obtaining it and the price is a reasonable one. I would recommend the acceptance of the offer.

Respectfully submitted,
H.W. Johnston
CITY ENGINEER

City Works Office,
Halifax, N.S.,
August 13th, 1931

OXFORD STREET WIDENING

The City Council.

Gentlemen:

The Committee on Works recommend for adoption the attached report of the City Engineer regarding the acquisition by the City of land on the west side of Oxford Street, between Pepperell Street and Quinpool Road to widen the street to the official line.

G.E. Ritchie
MAYOR AND CHAIRMAN

August 13th, 1931

Moved by Alderman Donovan seconded
by Alderman Shields that the reports be adopted.
Motion passed.

Engineer

GRADING AND ACCEPTANCE OF BEECH STREET

Read report of the Committee on Works and City Engineer on a petition of property owners on Beech Street asking that a portion of the street between Jubilee Road and Quinpool Road be graded and taken over as a City Street:

City Engineer,
August 12th, 1931

BEECH STREET GRADING AND ACCEPTANCE

His Worship the Mayor.

Sir:

I beg to report on a petition from property owners on Beech Street asking that that portion of the street between Jubilee Road and Quinpool Road be graded and accepted as a City Street, that the street between Chebucto Road and Quinpool Road has already been accepted as a City Street and the portion under discussion would be a continuation of this. The petition is signed by the owners of 80% of the frontage. The estimated cost of the work is about \$200.00.

I would recommend that the work be done and the cost charged to the property owners and that on its completion the street be accepted as a City Street.

The petition, also contains a request for concrete sidewalk, curb and gutter, which will be dealt with in a separate report.

Respectfully submitted,
H.W. Johnston
CITY ENGINEER.

City Works Office,
Halifax, N.S.
Aug. 13th, 1931

BEECH STREET-GRADING
AND ACCEPTANCE

The City Council.

Gentlemen:

The Committee on Works recommend for adoption the attached report of the City Engineer

August 13, 1931

on the grading and acceptance of Beech Street,
between Jubilee Road and Quinpool Road.

G.E. Ritchie
MAYOR AND CHAIRMAN

Moved by Alderman Mitchell

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

SIDEWALK, CURB AND GUTTER-YOUNG AVENUE

Read report of the Committee on
Works and City Engineer re construction of a
sidewalk, curb and gutter on the west side of
Young Avenue between Ogilvie and Miller Street:

City Engineer's Office,
Halifax, N.S., Aug. 12th, 1931

YOUNG AVENUE
CURB AND GUTTER

His Worship the Mayor.

Sir:

I beg to report on a letter from
Mr. Jas. C. Tory asking that curb and gutter be
laid on the west side of Young Avenue between
Ogilvie and Miller Streets, in order to protect
the lawn and shrubs on this lot, that his complaint
of destruction of these by automobiles turning at
the Park Gates is justified.

There is a concrete sidewalk and
curb and gutter on the east side of this street
from Inglis Street to south of Ogilvie Street
and curb and gutter on the west side of Inglis
Street to Atlantic Street.

This street is a residential
street of high valuation and carries a large
volume of traffic both of our own citizens and
visitors and in my opinion curbs, gutters and
sidewalks should be laid on the portions now without
them.

The estimated cost of this work
is \$8,500.00 of which the City's share will be
one-half.

I would recommend that the work
be ordered to be done.

Respectfully submitted,
H.W. Johnston
CITY ENGINEER.

August 13th, 1931

City Works Office,
Halifax, N.S.
August 13th, 1931

Young Avenue Curb and
gutter

The City Council.

Gentlemen:

Attached hereto is a report of the City Engineer recommending the construction of sidewalks, curbs and gutters on Young Avenue.

Said report is recommended by the Works Committee for adoption.

G.E. Ritchie
MAYOR AND CHAIRMAN

Moved by Alderman Mitchell seconded by Alderman Donovan that the report be adopted.

Motion passed.

CONCRETE SIDEWALK LOWER WATER STREET

Read report of the Committee on Works and City Engineer on the application of the Directors of the Biological Department asking that the old brick sidewalk be replaced with a concrete one in front of the Fisheries Experimental Station:

City Engineer's Office,
Halifax, N.S.,
August 12th, 1931

LOWER WATER STREET SIDEWALK

His Worship the Mayor

Sir:

I have a request from the directors of the Biological Department, asking that the old brick sidewalk be replaced with a concrete one in front of the Fisheries Experimental Station. The Militia Department, owners of the property agree to pay their share of the sidewalk, provided, it is carried to the entrance to their section on the south end of their property.

The estimated cost of the work is \$80.00 of which the City's share would be one half.

While ordinarily I would not recommend this short part of the sidewalk alone, as it is an extension of the concrete sidewalk already laid and as without consent of the Department of National Defence who own the

August 13th, 1931

balance of the property their share could not be collected from them. I would recommend that the sidewalk asked for be ordered to be done.

Yours faithfully,
H.W. Johnston
CITY ENGINEER

City Works Office,
Halifax, N.S.,
August 13th, 1931

LOWER WATER STREET SIDEWALK

The City Council.

Gentlemen:

The attached report of the City Engineer with reference to the construction of a concrete sidewalk in front of the Fisheries Experimental Station, Lower Water Street, is recommended to Council for adoption.

G.E. Ritchie
MAYOR AND CHAIRMAN

Engineer
Moved by Alderman Mitchell seconded by Alderman Donovan that the reports be adopted.

Motion passed.

SIDEWALK LILAC STREET

Read report Committee on Works and City Engineer on a petition for a sidewalk curb and gutter on the west side Lilac Street:

City Engineer's Office,
Halifax, N.S.,
August 12th, 1931

**LILAC STREET
SIDEWALK**

His Worship the Mayor.

Sir:

I beg to report on the petition for a sidewalk and curb and gutter on the west side of Lilac Street, that there is already a walk on the east side of the Street. This street is a short street connecting Coburg Road and Payzant Street and the proposed work would make a decided improvement in its appearance.

The estimated cost of the work is \$900.00 of which the City's share would be one-half. I would recommend that the work be ordered to be done.

Yours faithfully,
H.W. Johnston
CITY ENGINEER

August 13th, 1931

City Works Office,
Halifax, N.S. Aug. 13th, 1931

LILAC STREET SIDEWALK

The City Council.

Gentlemen:

The attached report of the City Engineer on the construction of a sidewalk, curb and gutter on the west side of Lilac Street, is recommended to Council for adoption.

G.E. Ritchie
MAYOR AND CHAIRMAN

Moved by Alderman Mitchell seconded
by Alderman Donovan that the reports be adopted.

Motion passed.

SIDEWALK FALKLAND STREET

Read report of the Committee on Works and City Engineer on a petition from owners of property on the north west corner of Falkland and Gottingen Street asking to have a concrete sidewalk curb and gutter laid on Falkland Street:

City Engineer's Office,
Halifax, N.S.,
August 11th, 1931

FALKLAND STREET SIDEWALK

His Worship the Mayor.

Sir:

I beg to report on a petition from the owner of the premises at the north-west corner of Falkland and Gottingen Streets, asking to have a concrete sidewalk curb and gutter laid on Falkland Street, that this street runs off Gottingen Street, one of our main business streets, and in its present condition is in very bad shape. A big improvement would be made by the construction of a sidewalk.

The estimated cost of building a walk on the north side from Gottingen Street to Creighton Street is \$800.00, of which the City's share would be about one-half.

I would recommend that the work be ordered to be done.

Respectfully submitted,
H.W. Johnston
CITY ENGINEER.

August 13th, 1931

City Works Office,
Halifax, N.S. Aug. 13th, 1931

FALKLAND STREET
SIDEWALK

The City Council.

Gentlemen:

The Committee on Works recommend for adoption the attached report of the City Engineer on the construction of a concrete sidewalk, curb and gutter on Falkland Street, north side from Gottingen to Creighton Streets.

G.E. Ritchie
MAYOR AND CHAIRMAN

Moved by Alderman Mitchell seconded by Alderman Donovan that the reports be adopted.

Motion passed. ✓

Engineer

CONCRETE SIDEWALK BLAND STREET

Read reports Committee on Works and City Engineer on the petition of property owners on the West side of Bland Street between Inglis and Victoria Road asking that concrete sidewalk curb and gutter be constructed on this side of the street:

City Engineer's Office,
Halifax, N.S., Aug. 12th, 1931

BLAND STREET
CONCRETE SIDEWALK

His Worship the Mayor.

Sir:

I beg to report on a petition from property owners on the west side of Bland Street between Inglis Street and Victoria Road asking that a concrete sidewalk and curb and gutter be constructed on this side of the street, that the work on the other side was done some years ago.

There is a sidewalk on Inglis Street and Victoria Road which would be joined by the construction of this sidewalk asked for. The street is closely built up.

I would recommend that the prayer of the petition be granted and the concrete sidewalk curb and gutter be laid.

The estimated cost of the work is \$1,800.00 of which the City's share will be one-half.

Respectfully submitted,
H.W. Johnston
CITY ENGINEER

Aug. 13th, 1931

City Works Office,
Halifax, N.S., Aug. 13th, 1931

BLAND STREET
CONCRETE SIDEWALK

The City Council.

Gentlemen:

The attached report of the City Engineer on the construction of a concrete sidewalk curb and gutter on the west side of Bland Street, between Inglis Street and Victoria Road, is recommended for adoption.

G. E. Ritchie
MAYOR AND CHAIRMAN

Engineer
Moved by Alderman Mitchell seconded
by Alderman Donovan that the reports be adopted.
Motion passed.

SIDEWALK BEECH STREET

Read report Committee on Works and City Engineer on a petition signed by property owners on Beech Street between Quinpool Road and Jubilee Road asking to have this street graded and accepted as a City Street; also that a concrete sidewalk curb and gutter be laid:

City Engineer's Office,
Halifax, N.S., Aug. 12th, 1931

BEECH STREET
CONCRETE SIDEWALK

His Worship the Mayor.

Sir:

I am reporting to-day on a petition signed by the owners of 80% of the frontage on Beech Street between Quinpool Road and Jubilee Road asking to have the street graded and accepted as a City Street. The petition also contains a request for concrete sidewalk, curbs and gutters.

I am recommending that the street be graded at the expense of the property owners and accepted as a City street.

If this report is adopted I would recommend that when the street has been accepted that sidewalks, curbs and gutters be laid on both sides of Beech Street between Jubilee Road and Quinpool Road.

The estimated cost of the work is \$10,064.00 of which the City's share will be one-half.

Respectfully submitted,
H. W. Johnston
CITY ENGINEER

August 12th 1931

City Works Office,
Halifax, N.S. Aug. 13, 1931

The City Council.

Gentlemen:

The Committee on Works recommend for adoption the attached report of the City Engineer on the construction of concrete sidewalks, curbs and gutters on both sides of Beech Street between Jubilee Road and Quinpool Road

G.E. Ritchie
MAYOR AND CHAIRMAN

Moved by Alderman Mitchell

Engineer

seconded by Alderman Donovan that the reports be adopted. / Motion passed.

SIDEWALK PAYZANT STREET

Read report of the Committee on Works recommending that a concrete sidewalk curb and gutter be ordered to be constructed on the north side of Payzant Avenue from Preston Street to Larch Street;

City Works Office,
Halifax, N.S. Aug. 8th, 1931

PAYZANT AVENUE SIDEWALK
CURB AND GUTTER.

The City Council.

Gentlemen:

The Committee on Works recommend that a concrete sidewalk, curb and gutter be ordered to be constructed on the north side of Payzant Avenue, from Preston Street to Larch Street.

G.E. Ritchie
MAYOR AND CHAIRMAN

Moved by Alderman Mitchell seconded by Alderman Donovan that the report be adopted.

Engineer

Motion passed.

SIDEWALKS HOLLIS AND WATER STREET

Read report Committee on Works recommending that a concrete sidewalk, curb and gutter be constructed on the east side of Hollis Street between Duke and Buckingham Street and on the west side of Upper Water Street between Duke and Buckingham Street.

August 13th, 1931

City Works Office,
Halifax, N.S.,
August 13th, 1931

HOLLIS AND UPPER WATER
STREET CONCRETE SIDEWALKS

the City Council.

Gentlemen:

The Committee on Works on the 12th instant resolved to recommend to Council that concrete sidewalks, curbs and gutters be constructed on the east side of Hollis Street, between Duke and Buckingham Street, and on the west side of Upper Water Street, between Duke and Buckingham Street.

G.E. Ritchie
MAYOR AND CHAIRMAN

Moved by Alderman Mitchell

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

SIDEWALK LOWER WATER STREET

Read report of the Committee on Works recommending the construction of a concrete sidewalk curb and gutter on the east side of Lower Water Street between the entrance of Campbell's Wharf and Mitchell's Wharf:

City Works Office,
Halifax, N.S.,
August 13th, 1931

LOWER WATER STREET
SIDEWALK CAMPBELL'S WHARF TO MITCHELL'S WHARF

The City Council.

Gentlemen:

The Committee on Works on the 12th instant resolved to recommend to Council the construction of a concrete sidewalk- curb and gutter on the east side of Lower Water Street between the entrance to Campbell's Wharf and Mitchell's Wharf.

G.E. Ritchie
MAYOR AND CHAIRMAN

Moved by Alderman Mitchell

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

August 13th, 1931

OILING MARKET STREET

Read report of the Committee on Works recommending that Market Street be oiled between Sackville and Blowers Streets:

City Works Office,
Halifax, N.S.,
August 13th, 1931

MARKET STREET OILING

The City Council.

Gentlemen:

At a meeting of the Committee on Works on the 12th instant it was resolved to recommend to Council that Market Street be oiled, between Sackville and Blowers Street.

G. E. Ritchie
MAYOR AND CHAIRMAN

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

Engineer

OILING MAYNARD STREET

Read report of the Committee on Works and City Engineer re oiling of Maynard Street between Charles Street and Cunard Street:

City Engineer's Office,
Halifax, N.S. July 23rd, 1931.

MAYNARD STREET OILING.

His Worship the Mayor.

Sir:

I beg to report on the minute of Council asking that a report be made on the oiling of Maynard Street from Charles Street to Cunard Street, that the City Council has already ordered the oiling of this street from North to Charles Street and on June 11th a report was submitted by the Engineer recommending the oiling of that portion of the street between North and Bloomfield Street when the curb and gutter had been laid. The Committee on Works in dealing with this last report recommended to the Council that the entire street be oiled.

There may be some doubt as to whether this recommendation applied to the whole of Maynard Street from Cogswell Street to Bloomfield Street or only the part that was mentioned in the report.

August 13th, 1931

In order to remove any doubts it is recommended that this street be ordered to be oiled from Cogswell Street to Bloomfield Street.

Respectfully submitted,
H.W. Johnston
CITY ENGINEER.

City Works Office,
Halifax, N.S. Aug. 8th, 1931

MAYNARD STREET OILING

The City Council.

Gentlemen:

The Committee on Works recommend that the attached report of the City Engineer be adopted and that Maynard Street be ordered to be oiled, from Cogswell Street to Bloomfield Street.

G.E. Ritchie
MAYOR AND CHAIRMAN

Moved by Alderman Mitchell

Engineer
seconded by Alderman Donovan that the reports be adopted. Motion passed.

OILING MCCULLY STREET

Read report of the Committee on Works and City Engineer re oiling of McCully Street between Robie Street and Agricola Street:

City Engineer's Office,
Halifax, N.S. Aug. 11th, 1931

MCCULLY STREET OILING

His Worship the Mayor.

Sir:

Curb and gutter and concrete sidewalk have been completed on both sides of McCully Street between Robie Street and Agricola Street and the surface of the roadway has been put in good condition. In order to preserve this and still further improve the condition of the street, it is recommended that the street be ordered oiled.

The estimated cost of the work is \$200.00 of which the City's share would be one-half.

Respectfully submitted,
H.W. Johnston
CITY ENGINEER

August 13th, 1931

City Works Office,
Halifax, N.S. Aug. 13th, 1931

MCCULLY STREET OILING

The City Council.

Gentlemen:

The Committee on Works recommend for adoption the attached report of the City Engineer on the oiling of McCully Street.

G.E. Ritchie
MAYOR AND CHAIRMAN

Moved by Alderman Mitchell seconded by Alderman Donovan that the reports be adopted.

Motion passed. ✓

BOOK OF REMEMBRANCE
AND ROYAL STANDARD PRESENTED
BY CITY OF BRISTOL

Read report of the Committee on Works recommending that the Book of Remembrance containing the names of those men and women belonging to Halifax who gave their lives in the Great War of 1914-18 and the silk Royal Standard presented to the City of Halifax by the lords of Bristol on the occasion of the opening of the Memorial Tower at Fleming Park be placed in the custody of the Board of Directors of the Public Archives of Nova Scotia.

City Works Office,
Halifax, N.S.,
August 13th, 1931

FLAG AND MEMORY BOOK

The City Council.

Gentlemen:

The Committee on Works on the 12th instant, had under consideration the attached letter from the Trustees of Public Archives of Nova Scotia with reference to the removal from the City Hall to the Archives Building of the flag presented by the City of Bristol, England, also the Memory Book of the War 1914-1918.

It was resolved to recommend to Council that the flag and Memory Book be placed in the Archives Building, subject to the condition that the City may remove same at any time when considered advisable.

G.E. Ritchie
MAYOR AND CHAIRMAN

Engineer

August 13th, 1931.

Moved by Alderman Mitchell

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

*The Trustless
Public Works
of Nova Scotia*

BORROWING FOR STREET PAVING REPAIR WORK

Read report of the Committee on Works and City Engineer with reference to the borrowing of a sum not to exceed \$30,000 to be expended on repairing pavements throughout the City, and covering opinion of the City Solicitor.

City Engineer's Office,
Halifax, N.S. Aug. 11th, 1931

BORROWING FOR STREET REPAIR

His Worship the Mayor.

Sir:

In accordance with the resolution of the Committee on Works I have prepared the attached resolution recommending the borrowing of a sum not to exceed \$30,000.00 for purposes of repairing streets, a copy of this is being sent to the Chairman of the Finance Committee in time for their meeting held to-day.

Respectfully submitted,
H.W. Johnston
CITY ENGINEER

Office of City Solicitor,
August 7th, 1931

The City Auditor,
City Hall.

RE PAVING LOAN.

Dear Sir:

In reply to your inquiry in the above, I beg to say as follows:

An assurance by the Premier or the Cabinet that it will use its good offices to promote the passage of legislation authorizing a proposed expenditure by the City for which no legislative authority at present exists, has no legal significance whatever. It is merely a statement by a person or a body who presumably have the power to a very considerable extent, of controlling legislation that he or they will do what they can to secure the passage of legislation, which, when passed, will have the effect of making lawful an expenditure which until such legislation is obtained is entirely unlawful. Section 351 of the Charter provides as follows:

August 13th, 1931

- #351
- (1) Unless authorized by an Act of the legislature it shall not be lawful for the Council to borrow on the credit of the City any sum of money whatsoever, except a loan in anticipation of the year's taxes as hereinbefore provided.
 - (2) If any debt is incurred, or any money is expended by the Council, or under its authority beyond the amount provided by law, such debt or expenditure shall not be recovered from the City, but the members of the Council voting for the resolution for the incurring of such debt, or for the making of such expenditure, shall be jointly and severally liable therefor.
 - (3) No member of the Council shall be liable by virtue of this section after twelve months from the passage of such resolution.

Neither the Prime Minister nor the cabinet nor the Council can override this, and until the requisite legislative sanction is obtained, any unauthorized expenditure inevitably comes within the prohibition of this section. As you point out in your letter a practice has grown up in recent years of applying to the Government for an assurance of the passage of ratifying legislation. But as you also point out, this practice has been confined to the proposed expenditures of small amounts for matters of great urgency such as the relief of sufferers from fire or other casualty or some other matter entirely unforeseen and in which public opinion was practically unanimous that the City should respond to an urgent demand for relief. In such cases the members of the Council and yourself as Auditor, and also the members of the Government could properly take the risk of the expenditure being challenged, or of the failure of the legislature to pass the proposed legislation. So limited and confined it has served and may continue to serve a useful purpose in cases in which charity or other urgent necessity seem to require immediate action by the City.

This, however, is the first instance, so far as I am aware, of this procedure of obtaining in advance an assurance of legislative ratification of an illegal expenditure has been applied to so large a sum and to an expenditure for a purpose for which legislation is regularly obtained.

In reply to your final inquiry, therefore, I can only say that the proposed expenditure is in direct contravention of the section of the Charter above quoted, and that the assurance of the Premier has no effect whatever in legalizing it.

Respectfully submitted,
Sgd. F.H. Bell
CITY SOLICITOR

August 13th, 1931

City Works Office,
Halifax, N.S., Aug. 13th, 1931

BORROWING FOR STREET REPAIRS

The City Council.

Gentlemen:

Attached hereto is a report of the City Engineer, also a resolution with reference to the borrowing of a sum not to exceed \$30,000. to be expended in repairing pavements throughout the City. Said resolution was passed at a meeting of the Committee on Works on the 12th instant, and recommended to Council for adoption. Alderman Mitchell dissenting.

An opinion of the City Solicitor is also attached hereto.

G.E. Ritchie
MAYOR AND CHAIRMAN

Moved by Alderman Smeltzer

seconded by Alderman Adams that the report be adopted.

Motion passed fourteen voting for the same and three against it as follows:

FOR THE MOTION

AGAINST IT

Alderman Minshall
Donovan
Redmond
Daley
Conn
Logan
Golden
McDonald
Shields
O'Toole
O'Malley
Robert
Smeltzer
Adams- 14

Alderman Mitchell
McInnes
Thompson

-3-

The following resolution was submitted:

RESOLVED that His Worship the Mayor be instructed to apply to Colonel the Honorable G.S. Harrington, Premier of the Province for an assurance that the Government of the Province would use its good offices at the next session of the legislature to procure the passage of legislation to be introduced on behalf of the City, authorizing the borrowing by the City of a sum not to exceed \$30,000. to be expended in repairing pavements throughout the City, and that on receipt of such assurance the treasurer do borrow from any

August 13th, 1931

bank or fund available, the amount so authorized, and that the same be expended for the purpose aforesaid.

Moved by Alderman Smeltzer seconded by Alderman Adams and passed fourteen voting for the same and three against it as follows:

FOR THE MOTION

AGAINST IT

Alderman Minshull
Donovan
Redmond
Daley
Conn
Logan
Golden
McDonald
Shields
O'Toole
O'Malley
Probert
Smeltzer
Adams- 14

Alderman Mitchell
McInnes
Thompson

-3-

*✓ Mayor
✓ Col. the Hon
G.S. Harrington*

PAVING STREET RAILWAY TRACKS

Read report of the Committee on Works ^{and City Engineer} covering resolution re the paving of Street Railway tracks:

Halifax, N.S. July 5th, 1931

Mr. H.W. Johnston,
City Engineer,
City of Halifax,
Nova Scotia.

Dear Sir:

This is to acknowledge receipt of your letter of May 22 in which you instruct us to re-build our tracks and pave our track allowance on the following streets and at estimated costs as shown.

Agricola Street	\$30,000
Gottingen Street	94,000
Windsor Street	85,000
Total Estimated Costs	<u>\$209,000</u>

We are proceeding immediately with the work on Agricola Street, materials for this job having been ordered some time ago. The estimated cost for work on this street includes \$8,000 for new special work at the intersection of Agricola and Almon Streets. The estimated cost for the work on Gottingen Street includes double tracking for the entire length of the street that is to be paved.

Your instructions to proceed with this work bring up the serious problem of street paving which has been giving us a great deal of concern, and I am taking the liberty of outlining in this letter to the city authorities the existing situation which, so far as I can see, can only be solved by the co-operation of the City and this Company

Aug. 13th, 1931

May I assure you at the start that we fully realize the obligations that were imposed upon us under our charter, which include paving of streets through which our cars operate, and of our desire to fully live up to the letter and spirit of these obligations. Were it not for unforeseen conditions we would without any hesitation proceed with the paving of all the streets as directed in your letter.

Perhaps the two principal responsibilities of a Public Utility are to furnish to its patrons a high quality of service at the lowest possible rates and to maintain a stable financial position so that its service will not be interrupted or curtailed.

With reference to the first duty, our tramway system in Halifax carried last year over twelve million revenue passengers at an average fare of slightly over 6¢ per passenger, a fare that was lower than any year since the 5¢ fare was abandoned in 1920. The Halifax street railways system has established a high reputation for the cleanliness and attractiveness of its cars, for the careful and courteous staff that operate the cars and for its ability to maintain uninterrupted and frequent service in the face of adverse winter and traffic conditions.

With reference to the second duty of this Company, our tramway department is meeting the same condition that have led most other street railway companies over this continent into financial difficulties. In other cities the increased competition of the private automobile has frequently forced the public transportation companies into a curtailment and even a complete abandonment of service, with resulting inconvenience and increased cost to the car rider. In our own Province three street car systems have, in the past few years, ceased to operate, leaving only that operated by this Company and one other that has already applied for leave to abandon service and remove tracks.

Our tramway revenues are now showing an alarming decrease— a decrease that some months is equal to the wages of forty street car operators. Under these circumstances it is imperative that no expenditures be made in this department except such as are necessary to maintain a high standard of transportation service. The paving programme that is proposed, while an excellent and desirable thing for the city in general, is of little or no benefit to the tramway system or its patrons.

Due to the expansion of our electric and gas departments the Company as a whole is in a satisfactory financial condition, but on account of an interpretation of the law we are not permitted to make use of the revenue and credit of the Company as a whole to spend money on street paving, which is considered as a purely departmental activity. In other words our operations are regarded at this time as those of three separate and independent companies as far as our ability to extend our operations go; while at the same time our entire combined property is responsible for such general charges as taxation, and even such a strictly departmental tax as the 4% gross earnings tax on our

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Railway revenue must be met by the Company as a whole whether or not the railway is earning the tax.

It is therefore necessary to consider the operations of our other departments. The results of gas operation in Halifax were extremely discouraging up to recent years, and while that department is still not self supporting it is in a very much improved condition, and shows every promise of so increasing its output as to be able to operate independently. The electric department has steadily increased its sales and at the same time reduced its costs, so that the prices charged are now only about one third of the prices previous to the war, and our electrical rates in Halifax are materially lower than in a majority of similar cities over this Continent. We have every reason to suppose that our electric business will continue to grow. In other words our tramway department is the only one which as time goes on shows less and less prospects of reaching and maintaining financial stability.

After giving this question the most serious consideration we ask that the City Council take such steps as may be appropriate to establish this Company as a Public Utility serving its patrons with electricity, transportation and gas and eliminating the rigid separation of it into three departments. If this is done we will not increase either our electric or gas rates on account of merging the three departments, but we will depend on our success in increasing the use of electricity and gas in the future to carry the cost of additional paving. This is the only method that we have been able to devise that will enable us to carry out our charter obligations with respect to paving. It is anything but our desire to obstruct the improvement of city streets in Halifax, and this appears to be the only practical way in which we can assist in the progressive step.

It is of general public interest to know that the wages that were paid by our tramway department alone last year amounted to over \$360,000, and notwithstanding the reduction in our revenue we have not curtailed our tramway service by a single car. We solicit your sympathetic consideration of these facts and your help in enabling us to continue to do our part in building up a better city.

Yours very truly,
Sgd. J.B. Hayes,
MANAGER.

CITY Engineer's Office,
Halifax, N.S., July 13th, 1931

PAVING STREET RAILWAY TRACKS

His Worship the Mayor.

Sir:

In accordance with the resolution of the City Council, notice was given to the Nova Scotia Light & Power Company, Limited that the City proposed to pave in a permanent manner certain streets upon which tracks of the Company were laid, and calling

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upon them, under Section 27 of their Charter, to reconstruct and pave their tracks in accordance with the requirements of the Section. A request was also made that a double track be laid on Gottingen Street, from Gerrish Street to Kaye Street, before the paving on this street was done. Subsequently Almon Street, from Agricola Street to Windsor Street was added.

A copy of their reply is attached, to the effect that they would proceed immediately with Agricola Street, but that under existing conditions they were unable to do the work on the other streets. It also states that after giving this question the most serious consideration, the only method that they have been able to devise that would enable them to carry out their Charter obligations with respect to paving, is that the City Council take such steps as may be appropriate to ask for legislation to eliminate the separation of its activities into three departments and to treat the three services rendered as a whole. The company undertakes that if this is done no increase would be made in rates due to the merging of the Departments.

In an interview with Your Worship and myself, the representatives of the Company state that failing this it would be impossible to do the work, and the alternative would be to petition the Board of Public Utilities for permission to take up the tracks and substitute a bus service on the streets mentioned, or abandon the service altogether

This appears to be the proper place to mention that if the suggested action is taken, the Company agrees to construct a track on North Park Street, between Cogswell Street and Cunard Street, and route all Belt Line cars around Cunard and Gottingen Streets. They are not in favour of this on the grounds of convenience of the general transportation system, but will do it if the City Council desires. The question of extending the line on Cunard Street to Windsor Street was discussed, but for various reasons it was thought that for the present until a line was extended westwardly on Chebucto Road the North Park Street line would give ample service to passengers wishing to use the Gottingen Street shopping district.

The cost of the work on the streets mentioned, including the extension on North Park Street, is estimated by the Company at approximately \$260,000, which will increase its yearly charges by about \$25,000., less any saving that may be made in the maintenance of the track allowance. The total amount mentioned includes new rails, although those now in use have a probable life of perhaps ten or twelve years, but it would be doubtful economy to relay them in permanent work. The scrap, sale or re-useable value would, of course, be deducted from the cost, but for purposes of discussion the figures may be taken as given.

In discussing the Company's proposition it is taken for granted that it is agreed that an adequate transportation system is essential to the needs and convenience of a modern City, and that the present system has been improved until it is now giving a satisfactory service, and

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that if circumstances point to a curtailment of such service, every reasonable means should be taken to prevent any lessening of existing conditions. A bus service in certain cases gives satisfactory results, but under our conditions cannot give as good a service as a tramway and would prove more costly to the City owing to the increased heavy traffic it would cause on our pavements, and during periods of the winter it may not be able to operate at the times when transportation is most desired by the travelling public.

There is no doubt that the depression in the street railway business is almost universal. The remarks made about the results in our own province are correct, where the only systems left are in Halifax and Sydney, and in the latter case an application is now before the Utility Board asking permission to abandon the operation of its line .

The effect that may be anticipated from the proposed merging of the accounts of the three departments would be to postpone the lowering of the rates for electricity and other services until the Company had earned depreciation and interest at eight percent (8%) on the combined value of the property of the three departments. When the utilities were divided and the order made that each should be treated separately, considerable difference of opinion developed as to the advisability of such action. At that time the gas department was the weak member. The business of this department, it is stated, is steadily growing, but the rates are still high. The electrical department shows the largest increase. Due to the development in this department, reductions in the rates have from time to time been made until now they may be said to be reasonable, and in the ordinary course a further reduction may be expected in the near future.

In view of this fact, it would appear that some of the surplus earnings from this source could well be applied to help out the transportation situation which is of such vital necessity to the public in general. To what extent this should be done is a matter of policy for the Council to decide. My own opinion is that the City would be justified in asking for legislation permitting the Company to charge to the electric light department the annual charges upon the sums necessary to defray so much of the cost incidental to the proposed work as is a betterment, that is to say the amount of the net plant increase due to the proposed work, this to apply to any future track extensions or permanent pavement that may be ordered by the City Council. These charges would consist of interest at a rate equivalent to the actual cost of the money to the Company, and depreciation to cover the whole portion of the track, roadbed, paving, and facilities installed, less the depreciation required at the present time to properly provide for track and facilities to be replaced. It is understood, of course, that no increase of rates shall be charged to users of electricity due to the change. These charges and depreciation to be fixed by the Board of Public Utilities.

August 13th, 1931.

This opinion is based on the following, among other reasons, that it is in the interests of the City to keep the Tram Company operating on the streets mentioned; that the electric light rates now in force may be considered reasonable; that if the tracks were removed from the streets there would be a largely increased cost of paving (amounting to over \$50,000) to be borne by the abutters on the street and the citizens at large, and if busses were operated there would also be a largely increased cost of maintenance of the pavements; that the proposal recommended would not bear heavily on any individual citizen and at the same time would provide necessary facilities for the large number of persons who require cheap and convenient transportation.

While the recommendation does not go as far as the Company propose, it should be acceptable as a compromise, inasmuch as it would enable them to offer additional inducements to investors furnishing money to carry out their Charter requirements.

Since the above report was written a further conference has been had with the representatives of the Tram Company, who do not see their way clear to agreeing to the recommendations made, but if the City will agree to ask for the legislation proposed in their original letter, they are prepared to reduce the statutory return of eight percent on its property and assets to six percent in the case of investments for paving for the present programme or any future work of this description. They agree that they will carry out the Company's portion of the present and future paving programme of the City, and also as stated in their original proposition that the putting into effect of it will not result in any increase in any rates charged by the Company for any of its services.

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

City Engineer's Office,
August 3 rd, 1931

Paving Street Railway Tracks

His Worship the Mayor.

Sir:

I beg to report on the amendment to the recommendation of the Committee on Works on paving street railway tracks, moved at the meeting of Council held on the 28th ultimo, that it is in line with a request of the Company made in 1929 as contained in a memorandum submitted on the 22nd of February of that year, and which was reported on under date of March 12, 1929, which report may be found on page 587 of the minutes of the City Council, and may be referred to for a full discussion of the matter.

It is thought proper to point out that the effect of the adoption of this amendment will mean on a street with a thirty-three foot roadway when a permanent pavement is laid on such a street with a double track running on it, an additional burden will be cast on the City and abutting property owners of about _____ percent increase in their respective shares of the cost of the work

August 17th, 1931

An answer to the claim that the paving requirements contained in the Charter are a relic of the days of horse-drawn cars is that the Charter of 1895 was for the construction, maintenance and operation of an electric tramway or railway in the City. The various provisions of the Charter were 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, and there will be a disturbance of the equilibrium existing between the obligations and privileges of both the City and the Company, to the disadvantage of either one or the other, if a change is made in any one clause of the Charter,

It is also stated that the presence of the rails on the street does not add to the wear of the pavement. In reply it is thought that they have an important and serious effect on the pavement and its upkeep, as the traffic is confined largely to a limited space which throws more wear on portions of the pavement. If there were no tracks on the street the traffic would spread out evenly over its whole width. Another serious effect is produced on sheet asphalt by the pounding effect of wheels crossing from the non-yielding rails to the softer surface.

In addition to the ordinary real estate and business tax, the Nova Scotia Light and Power Company, Limited under the provisions of their Charter pay to the City (a) Four percent of the gross tolls collected from the passengers carried by the street railway; (b) Two percent of the gross receipts from the supply of electric energy and gas for lighting or power; (c) \$1,000 per year license fee. These taxes for 1930-31 amounted to (a) \$29,263.87; (b) \$15,620.96; and (c) \$1,000.00

On March 8th, 1906 the City Council submitted an act to the Legislature requiring the Company to pay in each year a sum equal to four percent on its gross receipts from the supply of electric energy or gas for lighting or power. The Legislature by Chapter 66 of the Acts of 1906 enacted that the Company should pay two percent on its gross receipts from the sources mentioned, this was confirmed by Chapter 180 of the Acts of 1914. The 1914 Act also provided that the Tram fares would not be increased over those then in force, namely five cents. Chapter 203 of the Acts of 1920 amended this authorizing an increase to seven cents, to be in force for two years, when a commission was to be appointed to report as to whether the increased fare should be continued. This was repealed by Chapter 181 of the Acts of 1921, and in this Act it was provided that all matters regarding fares and rates for electric energy should be under the absolute jurisdiction of the Board of Commissioners of Public Utilities.

August 11th, 1931

It will be seen that in nearly all cases changes in the Charter have been in favour of the Company. If the members of the Council are in favor of releasing the Company from its paving obligations, then it is strongly urged that the percentage of the gross receipts from the supply of electric energy and gas for lighting or power be increased from two percent to four percent. This would supply sufficient money to pay the carrying charges on the cost of the work to the City, and would not entail any hardship on the Company, inasmuch as with the growing increase in receipts from the sale of electricity, the rates would in all likelihood be reduced which would reduce the revenue of the Company by more than the additional two percent.

Respectfully submitted,
H.W. Johnston,
CITY ENGINEER

City Engineer's Office,
August 11th, 1931

His Worship the Mayor.

Sir:

I am submitting herewith a resolution drafted by the City Solicitor covering the proposed agreement between the City and the Nova Scotia Light and Power Company, Limited, approved by the Committee on Works at its last meeting. It will be necessary for the Committee to formally adopt this and recommend the same to the City Council.

Respectfully submitted,
H.W. Johnston,
CITY ENGINEER

City Works Office,
Halifax, N.S.,
August 13th, 1931

The City Council.

Gentlemen:

At a meeting of the Committee on Works on the 12th instant, the accompanying resolution was recommended to Council for adoption.

Attached hereto are reports of the City Engineer also a letter from the Nova Scotia Light and Power Company, Limited.

G.E. Ritchie
MAYOR AND CHAIRMAN

Moved by Alderman Shields seconded by Alderman O'Toole that the report be adopted.

The Council is addressed at length by Aldermen Daley, Thompson and Probert on this subject.

11.20 O'Clock--

Moved by Alderman McInnes seconded by Alderman Mitchell that this meeting do now adjourn. Motion to adjourn put and lost five voting for the same and eleven against it as follows:

FOR THE MOTION

AGAINST IT

Alderman Mitchell
Minshall
McInnes
Smeltzer
Adams- 5

Alderman Donovan
Taley
Conn
Logan
Golden
McDonald
Shields
O'Toole
O'Malley
Thompson
Probert

-11

The following Resolution

was submitted:

WHEREAS negotiations have been in progress between representatives of the Nova Scotia Light and Power Company, Limited, and a Committee of this Council respecting the request of that Company to be relieved of the duty of paving on certain streets of the City hereinafter specified in consideration of an alteration of the taxes to be paid by the Company to the City:

AND WHEREAS such negotiations have resulted in an agreement as hereinafter set out:

THEREFORE RESOLVED that this Council agrees with the said Company as follows:

1 (a) THE CITY AGREES- to relieve the Company from the work of doing the permanent paving on and along the tracks of the Company on the portions of streets following, that is to say-

- Windsor Street- from Quinpool Road to Almon Street.
- Almon Street - from Windsor Street to Agricola St.
- Gottingen Street- from Gerrish St. to Kay Street.

(b) To maintain in good condition the said paving on the above mentioned streets, and also to maintain in good condition the permanent paving on and along all other lines of track of the Company which have been laid on City Streets at the present time.

(c) The above obligation to maintain paving in good condition shall not apply to the making good any damage to the said pavement rendered necessary by any work of the said company done in connection with its track or otherwise.

August 13th,

2. The Company agrees-

To pay the City in place of the tolls on the operation of its railway and the sale of electric energy and gas specified in Section 22 of Chapter 180 of the Acts of 1914 and in Section 360 of the Halifax City Charter- the following tolls; namely-

(a) two percent on the gross tolls received from the operation of its railway in place of the four percent payable at present;

(b) five percent on the gross receipts of the company from the sale of electric energy for any purpose;

(c) two percent from the gross receipts of the company from the sale of gas for any purpose;

In all other respects the Charter of the Company and the taxation to be paid by it to the City to remain unaffected.

Legislation to carry this agreement into effect to be submitted at the next session of the Legislature.

Moved by Alderman McInnes

seconded by Alderman Daley that this question be now put.

Motion put and passed twelve voting

for the same and five against it as follows:

FOR THE MOTION

AGAINST IT

Alderman Mitchell
Minshull
Donovan
Redmond
Daley
McInnes
Conn
Golden
Shields
O'Toole
Probert
Adams - 12

Alderman Logan
McDonald
O'Malley
Thompson
Smeltzer

- 5

The original motion moved by

Alderman Shields seconded by Alderman O'Toole that the report be adopted is put and lost eight voting for the same and nine against it as follows:

FOR THE MOTION

AGAINST IT

Alderman Minshull
Donovan
Daley
Conn

Alderman Mitchell
Redmond
McInnes
Logan

Continued

Alderman Golden
Shields
O'Toole
Probert-- 8

Alderman McDonald
O'Malley
Thompson
Smeltzer
Adams - 9

11.40 o'clock.

Moved by Alderman Mitchell seconded
by Alderman Smeltzer that this meeting do now adjourn.
Motion passed.

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Meeting adjourned

G. E. Ritchie
G. E. Ritchie

MAYOR

H. S. Rhind

H. S. RHIND
CITY CLERK