

CITY COUNCIL MEETING  
THURSDAY  
MARCH 13, 1947.  
A G E N D A

Prayer.

Minutes.

Notice of Motion Alderman DeWolf re Rebate of Taxes.

Accounts.

Report Fin. & Exec. Comm. re Account Nova Scotia Armature Works.

" " Account Austen Bros. Ltd. (Diesel Roller).

" " Tag Days.

" " Tenders for Land.

" " Appointments Board School Commissioners.

" " Sewer Extension Windsor St.

" " Survey Water Shed.

" " Water Extension Pryor St.

" " Purchase Truck Fire Alarm Service.

" " Salaries Fire Alarm Service.

" " Grant Halifax Welfare Bureau.

" " Payment Public Service Commission (Fire Protection Rates).

" " Tax Rate 1947.

" " Appropriation Recreation Committee.

" " Refund Superannuation Contributions.

" " Civic Estimates.

" " Acquisition Property for Emergency Shelter.

" " Solicitor's Costs Est. D. C. Woodill.

" " Street Widening.

" " Larry O'Connell Field.

" " Purchase Property School Board.

" " Grants.

" " Advertising Civic Vacancies.

" " Taxes Y. M. C. A. Hostel.

" " City Field.

" " Resolution City of London re Immigrants.

" " Capital Budget.

" " Civic Elections.

Report Safety Comm. re Salary Scale Motor Mechanic Police Dept.

" " Account over \$200.00.

" " Fire Alarm Service Connection.

Report Public Health & Welfare Comm. re Accounts.

" " Tender for Desk.

" " Rates Infectious Diseases Hospital.

" " Increase Prices Surgical Supplies.

" " Metropolitan Board of Health.

Report Recreation Committee re Accounts.

Questions.

Report Committee on Works re Public Garages.

" " Water Account M. D. # 6.

" " Overhanging Signs.

" " Tenders for Supplies.

" " Sewer Exemption Armdale Road.

" " Sewer Assessment Marlborough Woods.

" " Sewer Assessment Regina Terrace.

" " Home Builders Association.

" " Ordinance #38 Blasting (2nd Reading).

" " Ordinance #40 Quarrying (2nd Reading).

" " Application Radio Club.

" " Tenders for Demolition of wall and buildings South Barracks.

53 Deferred Items

- (1) Administrative Survey Metropolitan District Halifax-Dartmouth.
- (2) Transfer of Assets Water Department.
- (3) Traffic Control Miller Street.

Approval of Anendment to Ordinance #13 (Taxi Fares).

Approval of Borrowing re Housing Shortage.

Ornamental Tree List.

Report Chief Accountant re Tax Collections Month of February 1947.

Legislation.

EVENING SESSION

Council Chamber,  
City Hall,  
Halifax, N. S.,  
March 13, 1947,  
8:00 P. M.

A meeting of the City Council was held on the above date.

After the meeting was called to order by the Chairman, and before considering the regular order of business, the members of Council attending, led by the City Clerk, joined in repeating the Lord's Prayer.

There were present His Worship the Mayor Chairman; Aldermen DeWolf, Moriarty, Breen, Hosterman, Coffin, Adams, Lloyd, McDonald, Doyle, Walker, Burgess and Sullivan

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

The following named papers were submitted.

MINUTES

Moved by Alderman Burgess, seconded by Alderman Sullivan that the minutes of the previous meetings be approved. Motion passed.

MOTION ALDERMAN DEWOLF RE REBATE OF TAXES

The following motion was moved by Alderman DeWolf and seconded by Alderman Sullivan

BE IT RESOLVED that the City Solicitor be requested to prepare and submit to the next sittings of the Legislature of Nova Scotia legislation providing:

THAT any revenue received by the City during the Civic Year 1947, in lieu of taxes from any person, firm or corporation not liable to be assessed for Civic Rates and Taxes, including His Majesty the King in the right of the Dominion of Canada and of the Province of Nova Scotia which was not included in the estimates of the City prepared for the Civic Year 1947 or which was in excess of the amounts included in such estimates as being received

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from such respective persons, firms or corporations, including His Majesty, as aforesaid, may be applied by the Council, to such extent as the Council shall determine, to the credit of the tax accounts for the Civic Year 1947 of persons, firms or corporations assessed for taxes by the City for such Civic Year 1947 who are liable to pay such taxes at the rate provided by Subsection (3) of section 409 of the City Charter in proportion to the amounts for which such persons, firms or corporations are liable, provided however, that the amount of such revenue to be so applied shall not be such as to reduce the ultimate rate of taxation on such persons, firms or corporations for such Civic Year below the rate of five and one-quarter per centum.

Alderman Lloyd: "I am not entirely opposed to the motion but what bothers me is the administrative machinery involved in making the refund. It seems to me that there will be an expense to us by outside help or the present staff will have to drop their work to do it. You have a very simple procedure now. If there is a surplus it goes in the next year's rate making. Furthermore it would seem better to make the decision at that time because you will level out your tax rate provided this money is coming in. That is what makes me feel that we should not pass this resolution at the present time. I am in sympathy with the idea though in giving relief. I would like to see the tax rate stand on its own feet each year. You will probably have to make refunds to Companies who are not opposed to the principle of meeting the tax in the year in which it falls; particularly this year. 1948 might be much more critical. By all reasonable signs 1948 might be a more critical year on commercial enterprise than 1947. The existing W. P. & T. B. Regulations is



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another matter. I understand that any increases could be passed on by the landlord to the tenant, but, I only understood that the increase could be passed on when the lease has expired. Sometime during the end of the year we determine a refund, the tax has already been passed on to the tenant. You might get yourselves into some financing."

His Worship the Mayor: "Suppose we had \$100,000.00 in June; where would it go?"

City Solicitor: "In next year's estimates."

Alderman Lloyd: "Any amount could be earmarked by the Council for reducing the tax rate the next year."

Alderman Walker: "Am I to understand that if there is any money coming from the Dominion Government it will be going to the business man. Does that mean that the man who owns his own house gets nothing? Is that right?"

Alderman DeWolf: "This resolution does not say it 'shall' it says 'maybe' and by the Council's action. It may be applied to next year's taxes. I say \$6.82 is more than the average business man can stand and that is why I moved this resolution. There are people who own more than one house. There are widows with property left to them and these people are taxed \$6.82. The W. P. & T. Board Regulations are not as simple as it sounds. There are quite a lot of formalities to go through."

Alderman Lloyd: "If you are willing to make the legislation for residential real property owners it would be alright but I can't see it going back to some corporations. Some of them are not paying what they might pay. If the mover and seconder would confine the resolution to Residential Property owners' business tax, that would be constructive because they would most likely pass it on to home dwellers who are paying a Household Tax at \$3.50.

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Alderman Sullivan: "I feel that the small business man will be relieved of any raise in the event of the City receiving from some source which is not foreseen at the present time. I say that should be applied to the small business man not necessarily the Real Property owner. It will relieve the business man of the increased assessment of a dollar and something and bring him to \$5.25. I say that the business man in 1947 should be relieved of that burden and it should not be passed as a surplus to 1948."

Alderman Walker: "Probably next year the Household Taxes will be the same as the business tax and that means these people that are going to be jumped to \$6.82 will not get any of this money."

His Worship the Mayor: "This fixed rate is in force until the Council decides otherwise. It is indefinite."

Alderman Sullivan: "In that event the home owner will receive the same benefits as the business man will receive because the income to the City will be raised that much more."

The motion was then put and passed, seven voting for the same and five against it as follows:

FOR THE MOTION

Alderman DeWolf  
Moriarty  
Breen  
Hosterman  
Adams  
Burgess  
Sullivan

AGAINST IT

Alderman Coffin  
Lloyd  
McDonald  
Doyle  
Walker

- 7 -

- 8 -

Moved by Alderman Burgess, seconded by Alderman Sullivan that this meeting adjourn to the Mayor's Office for a short recess. Motion passed.

8:35 P. M. Council adjourned to the Mayor's Office.

8:55 P. M. Council reconvened the following members being present His Worship the Mayor Chairman; Alderman

March 13, 1947.

DeWolf, Moriarty, Breen, Hosterman, Coffin, Adams, Lloyd, McDonald, Doyle, Walker, Burgess and Sullivan.

#### ACCOUNTS

A resolution covering the accounts of the various committees was submitted as follows:

RESOLVED that this Council approve for payment the bills and accounts of expenditures submitted to this meeting by the Finance and Executive Committee amounting to \$4,395.77; the Committee on Safety amounting to \$2,964.25 chargeable to Fire Alarm; \$21,505.78 chargeable to Fire Department; \$19,140.41 chargeable to Police Department; the Committee on Public Health and Welfare amounting to \$19,026.33 chargeable to Health Department; \$10,517.02 chargeable to City Home and \$2,850.62 chargeable to City Prison; the Committee on Works amounting to \$16,826.00; the Directors of Point Pleasant Park amounting to \$807.62 under the provisions of Section 315 of the City Charter.

Moved by Alderman Breen, seconded by Alderman Moriarty that the resolution as submitted be approved. Motion passed.

#### BOXES FOR BRITAIN

A delegation was present in the Council Chamber representing an organization sending Boxes to Britain and it was agreed to hear from them.

The City Clerk then read a letter in this respect.

Mrs. Young addressed the Council by reading a letter she had prepared giving facts about this work.

Mrs. Peters gave the Council figures on the matter and stated that during the past 7 months they had received around \$1,200.00 for this purpose, and also that the Schools will continue the food drives. She stated that they needed money for the postage to send the packages overseas.

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Moved by Alderman Lloyd, seconded by Alderman Breen that the necessary legislation be obtained enabling the City to donate a sum not exceeding \$1,000.00 for this purpose. Motion passed.

ACCOUNT NOVA SCOTIA ARMATURE WORKS

Read report of the Finance and Executive Committee as follows:-

Halifax, N. S.,  
March 11, 1947.

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

Gentlemen:-

At a meeting of the Finance and Executive Committee held on the above date an account from the Nova Scotia Armature Works amounting to \$400.00 chargeable to the Forum operating account was approved and recommended for payment.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

Moved by Alderman Hosterman, seconded by Alderman Lloyd that the report be approved. Motion passed.

ACCOUNT AUSTEN BROS. LIMITED (DIESEL ROLLER)

Read report of the Finance and Executive Committee as follows:-

Halifax, N. S.,  
March 11, 1947.

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

Gentlemen:-

At a meeting of the Finance and Executive Committee held on the above date an account from Austen Bros. Limited amounting to \$10,012.00 for supplying a Road Roller and Scarifier was approved and recommended for payment.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

Moved by Alderman Hosterman, seconded by Alderman Lloyd that the report be approved. Motion passed.

March 13, 1947.

TAG DAYS

Read report of the Finance and Executive Committee  
as follows:-

Halifax, N. S.,  
March 11, 1947.

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

Gentlemen:-

At a meeting of the Finance and Executive  
Committee held on the above date applications for  
permission to hold Tag Days were recommended for approval  
as follows:-

Kiwanis Club of Halifax	April	26
Halifax Hockey Hall of Fame	May	10
	and	Sept. 6
Atlantic War Fund Club	June	21
Zion B. M. E. Church	June	28
Halifax Colored Citizens Improvement League	July	5
Vimy Ladies Auxiliary Canadian Legion of the British Empire Service League	July	12
Fraser-Follett Chapter I.O.D.E.	Oct.	18
Kiwanis Club of Halifax	Aug.	30
Marion S. Morrow Chapter I.O.D.E.	Sept.	13

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

Moved by Alderman Hosterman, seconded by Alderman  
Lloyd that the report be approved. Motion passed.

APPOINTMENTS BOARD OF SCHOOL COMMISSIONERS

Read report of the Finance and Executive Committee  
as follows:-

Halifax, N. S.,  
March 11, 1947.

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

Gentlemen:-

At a meeting of the Finance and Executive Committee  
held on the above date a report from a special committee  
appointed to consider the matter of appointments to the  
Board of School Commissioners was considered.

Your Committee recommends that legislation be  
obtained at the next session of the Legislature to amend  
Section 894 of the City Charter to provide that at least  
two members appointed by the Council to the Board of School

March 13, 1947.

Commissioners shall be members of the Council and all members appointed shall have the same qualifications as that of an Alderman.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

Moved by Alderman Adams, seconded by Alderman Hosterman that the report be approved. Motion passed.

SEWER EXTENSION WINDSOR STREET

Read report of the Finance and Executive Committee as follows:-

Halifax, N. S.,  
March 11, 1947.

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

Gentlemen:-

At a meeting of the Finance and Executive Committee held on the above date the attached report from the Committee on Works recommending the extension of the sewer on Windsor Street was considered and concurred in.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

Halifax, N. S.,  
March 7, 1947.

To His Worship the Mayor and  
Members of the Finance and Executive Committee.

Gentlemen:-

The attached report re proposed sewer extension, Windsor Street at Bayers Road, was considered at a meeting of the Committee on Works, held March 5, 1947.

This sewer extension was recommended by the Public Health and Welfare Committee to eliminate the annoyance and nuisance from a cesspool at 206 Windsor Street. The estimated cost of this extension of one hundred and twenty-five feet, is \$1,000.00, and the estimated assessment, \$112.50.

On motion of Alderman Walker, seconded by Alderman Sullivan, the Committee approved the report and it was decided to recommend it to the Finance and Executive Committee.

Respectfully submitted,

W. P. Publicover, CITY CLERK.  
Per W. G. Todd.

March 13, 1947.

Halifax, N. S.,  
March 5, 1947.

RE: PROPOSED SEWER EXTENSION - WINDSOR STREET  
AT BAYERS ROAD

His Worship the Mayor.

Sir:

A recommendation from the Public Health and Welfare Committee, dated March 3rd., has been received requesting that the annoyance and nuisance from a cess-pool at number 206 Windsor Street be eliminated.

In order to do this a sewer extension of a total length of one hundred and twenty-five feet would be required, extending southwardly from Bayers Road, along Windsor Street toward Young Street. The estimated cost for this extension is approximately One Thousand Dollars (\$1,000.00), and the estimated assessment One Hundred & Twelve Dollars and Fifty Cents (\$112.50). The reason for this low assessment is that a corner property from 210 Windsor Street would be exempted up to forty feet, and the eastern side of Windsor Street, property owned by H. M. The King, who are not assessable.

I would therefore recommend that a sewer be extended and the request of the Public Health and Welfare Committee be complied with.

Respectfully submitted,

R. M. MacKinnon,  
Commissioner of Works.

Moved by Alderman Adams, seconded by Alderman Hosterman that the report be approved. Motion passed.

SURVEY WATER SHED

Read report of the Finance and Executive Committee as follows:-

Halifax, N. S.,  
March 11, 1947.

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

Gentlemen:-

At a meeting of the Finance and Executive Committee held on the above date the attached report from the Committee on Works recommending that the sum of \$11,000.00 be made available to the Public Service Commission for the purposes of a survey in connection with the purchase of properties on the Watershed was considered and concurred in.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

March 13, 1947.

March 7, 1947.

His Worship the Mayor and  
Members of the Finance & Executive Committee.

Gentlemen:-

The attached report re borrowing - Public Service Commission was considered at a meeting of the Committee on Works held March 5th, 1947.

The Commission is asking that the sum of approximately \$11,000.00 be made available to them for the purposes of a survey in connection with the purchase of properties on the watershed.

In 1944 legislative authority was obtained for the borrowing of \$42,000.00 for the purchase of this land. Bonds amounting to \$15,000.00 were sold of which approximately \$4,000.00 was used, leaving a balance of \$11,000.00.

On motion of Alderman DeWolf, seconded by Alderman Walker, the Committee approved the report and it was recommended to the Finance and Executive Committee the amount of approximately \$11,000.00 be made available to the Public Service Commission for purposes of a survey on the watershed.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

Per W. G. Todd.

February 5, 1947.

BORROWING - PUBLIC SERVICE COMMISSION

His Worship the Mayor.

Sir:

In 1944 Legislative authority was obtained for the borrowing of Forty-Two Thousand Dollars (\$42,000.00), for the purpose of purchasing property on the watershed.

I am informed that bonds amounting to Fifteen Thousand Dollars (\$15,000.00) were sold from this borrowing, of which approximately Four Thousand Dollars (\$4,000.00) was used, leaving a balance of approximately Eleven Thousand Dollars (\$11,000.00) available. This amount is needed by the Public Service Commission to get the work of survey underway.

It is recommended that this money be made available to the Public Service Commission for this purpose.

Respectfully submitted,

R. M. MacKinnon,  
Commissioner of Works.

Moved by Alderman Adams, seconded by Alderman



March 13, 1947.

Hosterman that the report be approved. Motion passed.

ACQUISITION PROPERTY FOR EMERGENCY SHELTER

Read report of the Finance and Executive Committee as follows:-

Halifax, N. S.,  
March 11, 1947.

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

Gentlemen:-

At a meeting of the Finance and Executive Committee held on the above date the attached letter from the Chairman of Emergency Shelter respecting the matter of the acquisition of land on which are situated two lox stove huts on McLean Street, which are required for emergency shelter purposes was considered.

Your Committee recommends that the letter be approved and His Worship the Mayor and City Clerk authorized to execute the lease in connection therewith.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

Halifax, N. S.,  
March 8, 1947.

His Worship the Mayor & Members Finance  
& Executive Committee,  
City Hall,  
Halifax, N. S.

Gentlemen:-

Attached is a lease of land from the Canadian National Railways to the City of Halifax.

This lease covers land on which are situated two lox stove huts on McLean Street on property of the Canadian National Railways. The buildings have been turned over to the Central Housing and Mortgage Corporation and they have agreed to lease the same to the City provided we obtain a lease from the owners of the land. It is the intention of the Committee, with your approval, to lease the two buildings at a rental of \$1.00 per year and use them for Emergency Shelter. One building is ready for occupancy and will not require any money expended on it, while the other building would only require the expense of the installation of a sink and toilet. The acquiring of the use of these two buildings will enable us to place two exceptionally large families who, at the present time, are awaiting eviction but for whom we have no accommodation.

The acquisition of these buildings is only being considered by reason of the fact that they can be used for our purpose and will entail only a small cost to convert.

March 13, 1947.

Otherwise, we would not be requesting them because it is the feeling of the Committee that the City has gone as far as it should in expenditures for Emergency Shelter.

If the foregoing meets with your approval, we would request that you pass a resolution authorizing His Worship the Mayor and the City Clerk to execute the lease on behalf of the City.

Yours very truly,

J. F. McManus,  
CHAIRMAN, Emergency Shelter.

Moved by Alderman Adams, seconded by Alderman Lloyd that the report be approved. Motion passed.

APPROVAL OF BORROWING Re: HOUSING SHORTAGE

Halifax, N. S.,  
February 18, 1947.

Mr. W. P. Publicover,  
City Clerk,  
City Hall,  
Halifax, N. S.

Dear Sir:-

I enclose for your records copy of resolution respecting the borrowing of \$30,000 for the purpose of assisting in relieving the existing housing shortage in the City by providing homes for members of the armed forces. The resolution bears the approval of the Minister of Municipal Affairs.

Yours very truly,

C. L. Beazley,  
Deputy Minister.

FILED.

WATER EXTENSION PRYOR STREET

Read report of the Finance and Executive Committee as follows:-

Halifax, N. S.,  
March 11, 1947.

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

Gentlemen:-

At a meeting of the Finance and Executive Committee held on the above date the attached report from the Committee on Works recommending the extension of a 10" water main at the intersection of Pryor and Prince Arthur Streets to eliminate a dead end on Pryor Street was considered.

Your Committee concurs in this recommendation.

March 13, 1947.

Respectfully submitted,

W. P. Publicover,  
City Clerk.

Halifax, N. S.,  
March 7, 1947.

His Worship the Mayor and  
Members of the Finance and Executive Committee.

Gentlemen:-

The attached report of the Public Service Commission re dead-end Pryor Street was considered at the meeting of the Committee on Works held March 5, 1947.

The Commission proposes connecting Prince Arthur Street, Armview Avenue and Pryor Street to Jubilee Road with a 10 inch main approximately 200 feet long and costing \$2,300.00. The Commission have sufficient funds authorized to provide for this project without borrowing authority.

On motion of Alderman Doyle, seconded by Alderman Sullivan, it was decided to recommend this water extension to the Finance and Executive Committee.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

Per W. G. Todd.

Moved by Alderman Adams, seconded by Alderman Lloyd that the report be approved. Motion passed.

PURCHASE TRUCK FIRE ALARM SERVICE

Read report of the Finance and Executive Committee as follows:-

Halifax, N. S.,  
March 11, 1947.

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

Gentlemen:-

At a meeting of the Finance and Executive Committee held on the above date a report from the Safety Committee recommending the purchase of a Truck for use in the Fire Alarm Service was considered.

Your Committee recommends that the City Electrician be authorized to purchase a half-ton pick-up truck similar to the one now in use in his department.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

March 13, 1947.

Moved by Alderman Adams, seconded by Alderman Lloyd that the report be approved. Motion passed.

SALARIES FIRE ALARM SERVICE

Read report of the Finance and Executive Committee as follows:-

Halifax, N. S.,  
March 11, 1947.

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

Gentlemen:-

At a meeting of the Finance and Executive Committee held on the above date a report from the Safety Committee recommending for approval requests from members of the Fire Alarm Telegraph Service for salary increases was considered.

Your Committee concurs in the report of the Safety Committee and recommends the following scale of salaries be approved, effective as from May 1st. next.

Fire Alarm Foreman	\$2700	per year		
Deputy Foreman	2400	"	"	
Electrician	2250	"	"	
Lineman	2100	"	"	
Night Trouble Man	1950	"	"	

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

Moved by Alderman Adams, seconded by Alderman Lloyd that the report be approved. Motion passed.

GRANT HALIFAX WELFARE BUREAU

Read report of the Finance and Executive Committee as follows:-

Halifax, N. S.,  
March 11, 1947.

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

Gentlemen:-

At a meeting of the Finance and Executive Committee held on the above date a report from the Commissioner of Health recommending that a further sum of \$1,000.00 be paid to the Halifax Welfare Bureau was considered.

Your Committee recommends that a further sum

March 13, 1947.

of \$1,000.00 be paid to the Halifax Welfare Bureau under the authority of legislation already obtained.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

Moved by Alderman Adams, seconded by Alderman Lloyd that the report be approved. Motion passed unanimously all members of Council being present and voting therefor.

PAYMENT PUBLIC SERVICE COMMISSION FIRE  
PROTECTION RATES

Read report of the Finance and Executive Committee as follows:-

Halifax, N. S.,  
March 11, 1947.

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

Gentlemen:-

At a meeting of the Finance and Executive Committee held on the above date the Commissioner of Finance submitted a voucher for the sum of \$76,391.33 covering the balance of the Public Service Commission for the 1946 Fire Protection Rate.

Your Committee recommends that the voucher be approved for payment under the authority of Section 13, Chapter 73 of the Acts of 1945.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

Moved by Alderman Adams, seconded by Alderman Lloyd that the report be approved. Motion passed unanimously all members of Council being present and voting therefor.

TAX RATE 1947

Read report of the Finance and Executive Committee as follows:-

Halifax, N. S.,  
March 11, 1947.

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

Gentlemen:-

March 13, 1947.

At a meeting of the Finance and Executive Committee held on the above date the attached letter from the Commissioner of Finance advising of the fixing of the Tax Rate for 1947 was considered.

Your Committee is forwarding same to Council for its information and filing.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

March 1, 1947.

W. P. Publicover, Esq.,  
City Clerk,  
Halifax, N. S.

Dear Sir:-

In reply to your favor of February 28th, 1947, I have to advise you that in pursuance of Section 409 of the City Charter, I have in accordance with the undernoted calculations, fixed the rate of taxation on business assessments and on business realty for the civic year 1947 at \$6.82 per hundred.

Residential realty and household assessments total \$35,152,875.00, which at \$3.50 per hundred (rate fixed by Sub-section 1. of Section 409 of the City Charter) produces -----\$1,230,350.63.

Business realty and business assessments total \$35,453,475.00, which at \$6.82 per hundred produces -----\$2,417,926.99

Total \$3,648,277.62

The amount required in accordance with the approved estimates is as follows:

Estimates	\$3,740,054.53
Less Licenses (Sect. 361, City Charter)	39,900.00
	<u>\$3,700,154.53</u>
Less Anticipated payments	
Wartime Housing Limited	\$29,034.00
Special Taxes	<u>25,000.00</u>
	<u>54,034.00</u>
	\$3,646,120.53
Add School Rebates	<u>2,000.00</u>
	\$3,648,120.53

This letter further advises you that I have complied with the resolution of City Council passed on February 28th, 1947, and have declared the current rate of taxation to be \$6.82 per hundred. Please notify the City Council accordingly.

Yours very truly,

M. L. Bellew, COMMISSIONER OF FINANCE.

FILED

March 13, 1947.

APPROPRIATION RECREATION COMMITTEE

Read report of the Finance and Executive Committee  
as follows:-

Halifax, N. S.,  
March 11, 1947.

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

Gentlemen:-

At a meeting of the Finance and Executive Committee held on the above date the attached letter from the Commissioner of Finance respecting the transfer of surplus appropriations to pay accounts of the Recreation Committee was considered.

Your Committee recommends that the letter be approved.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

Halifax, N. S.,  
March 11, 1947.

Chairman,  
Finance and Executive Committee,  
City Hall.

Dear Sir:-

Authority of the Finance and Executive Committee and City Council is required under provision of Section 6, Sub-section 6, of Chapter 46 of the Acts of 1944 to provide a sum from surplus appropriations to pay the following accounts of the Recreation Committee;

George E. Zinck Limited	----\$1892.01
Oxford Hardware	---- 7.57
	<hr/>
	\$1899.58

This is in addition to the sum authorized last month of \$1197.20. These accounts did not reach this office until after the Finance Committee meeting in February, therefore could not be included in my letter to you of February 10th.

Yours very truly,

M. L. Bellew,  
COMMISSIONER OF FINANCE.

Moved by Alderman Adams, seconded by Alderman Lloyd  
that the report be approved. Motion passed.

March 13, 1947.

APPROPRIATION RECREATION COMMITTEE

Read report of the Finance and Executive Committee  
as follows:-

Halifax, N. S.,  
March 11, 1947.

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

Gentlemen:-

At a meeting of the Finance and Executive Committee held on the above date the attached letter from the Commissioner of Finance respecting the transfer of surplus appropriations to pay accounts of the Recreation Committee was considered.

Your Committee recommends that the letter be approved.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

Halifax, N. S.,  
March 11, 1947.

Chairman,  
Finance and Executive Committee,  
City Hall.

Dear Sir:-

Authority of the Finance and Executive Committee and City Council is required under provision of Section 6, Sub-section 6, of Chapter 46 of the Acts of 1944 to provide a sum from surplus appropriations to pay the following accounts of the Recreation Committee;

George E. Zinck Limited	----\$1892.01
Oxford Hardware	---- 7.57
	<hr/>
	\$1899.58

This is in addition to the sum authorized last month of \$1197.20. These accounts did not reach this office until after the Finance Committee meeting in February, therefore could not be included in my letter to you of February 10th.

Yours very truly,

M. L. Bellow,  
COMMISSIONER OF FINANCE.

Moved by Alderman Adams, seconded by Alderman Lloyd  
that the report be approved. Motion passed.



March 13, 1947.

REFUND SUPERANNUATION CONTRIBUTIONS

Read report of the Finance and Executive Committee  
as follows:-

Halifax, N. S.,  
March 11, 1947.

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

Gentlemen:-

At a meeting of the Finance and Executive Committee held on the above date a letter from the Commissioner of Finance advising that Mr. Arnold W. Stiles terminated his services with the City on September 30th, 1946 and that he is now requesting that the sum of \$126.00 contributed by him to the new Superannuation Plan be refunded to him was considered.

Your Committee recommends that the sum of \$126.00 be refunded to Mr. Stiles.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

Moved by Alderman Adams, seconded by Alderman  
Lloyd that the report be approved. Motion passed.

CIVIC ESTIMATES

Read report of the Finance and Executive Committee  
as follows:-

Halifax, N. S.,  
March 11, 1947.

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

Gentlemen:-

At a meeting of the Finance and Executive Committee held on the above date the attached letter from the Commissioner of Finance respecting the matter of changing the date for compilation and finalization of the Estimates from the end of February to the end of November of the previous year was considered.

Your Committee concurs in this suggestion and recommends that the necessary legislation to make this effective be obtained at the next session of the Legislature.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

March 13, 1947.

Halifax, N. S.,  
March 10, 1947.

His Worship the Mayor and  
Members of the Finance and Executive Committee,  
City Hall.

Dear Sirs:

I desire to advise you that the present practice whereby the Civic Estimates are not finalized until March 1st each year creates a situation that is extremely difficult to handle with efficiency. Under the provision of the City Charter a Financial statement must be prepared and submitted within four months after the close of each civic year. This financial statement is also necessary in order that full and complete returns may be made to both the Department of Municipal Affairs and the Dominion Bureau of Statistics. Unfortunately the preparation of the financial statement is not commenced until after the estimates are finished each year.

Immediately following the close of the civic year on December 31st, the preparation of the estimates for the following year commences and this important work is rarely completed before February 28th. As a result practically two valuable months elapse before I have either the time or opportunity to supervise the many entries that must be made before a financial statement can be commenced.

Moreover, the matter is further complicated by the fact that following the completion of the Assessment rolls around March 1st, the greater part of the time of the staff is devoted to the extension of the rolls and the preparation and issuance of the tax bills. In addition to the regular days work in this connection, it is necessary that the members of the staff be also employed at night for about five weeks and this work requires constant supervision.

However, I believe that this situation can be considerably improved by changing the date for compilation and finalization of the estimates from the present date to a date before the civic year commences.

I further believe that with very little effort all current estimates could be finished before November 30th and the Capital Budget before December 31st.

In the event that this method is adopted the civic estimates could be prepared and dealt with more efficiently in October, November and December when the pressure of civic business is not as great as during the months of January and February. With the estimates thus completed by the time the civic year commences the important work of compiling the financial statement for the year which has just concluded could be commenced immediately. This would also facilitate making the required returns for both the Provincial and Federal Governments.

In view of the foregoing, I would be pleased for the members of your Committee to consider this matter at an early date at which time I could explain the situation in greater detail.

Yours very truly,

M. L. Bellew, COMMISSIONER OF  
FINANCE.

March 13, 1947.

Moved by Alderman Adams, seconded by Alderman  
Lloyd that the report be approved. Motion passed.

SOLICITOR'S COSTS EST. D. C. WOODILL

Read report of the Finance and Executive Committee  
as follows:-

Halifax, N. S.,  
March 11, 1947.

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

Gentlemen:-

At a meeting of the Finance and Executive Committee held on the above date the attached letter from the City Solicitor submitting a cheque drawn for the sum of \$15.00 to cover Solicitor's costs in a case against the Estate of D. C. Woodill was considered.

Your Committee recommends that the cheque be deposited with the City Treasurer.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

Halifax, N. S.,  
February 26, 1947.

To His Worship the Mayor and  
Members of the Finance & Executive  
Committee.

Gentlemen:-

Some months ago I made an application to the Court for payment to the City on account of taxes due by the Estate of D. C. Woodill. These taxes are to be paid out of a surplus paid into Court arising from the sale by the City for taxes of another lot of land, namely lot #83 on Connaught Avenue. Solicitor's costs to me in the amount of \$15.00 were awarded and I now attach the cheque of the Accountant General to my order endorsed to the order of the City of Halifax for this amount.

There are a few dollars of expenses for Prothonotary's fees arising out of this application which should be recouped by the City out of this cheque. The balance is available to the City.

Yours very truly,

C. P. Bethune,  
CITY SOLICITOR.

Moved by Alderman Adams, seconded by Alderman  
Lloyd that the report be approved. Motion passed.

March 13, 1947.

STREET WIDENING

Read report of the Finance and Executive Committee  
as follows:-

Halifax, N. S.,  
March 11, 1947.

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

Gentlemen:-

At a meeting of the Finance and Executive Committee held on the above date a resolution providing for the borrowing of a sum of \$65,000. required for Street Widening purposes was considered.

Your Committee recommends that the resolution as prepared be approved.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

R E S O L U T I O N

W H E R E A S by Section 8 of Chapter 6 of the Acts of 1945, The Municipal Affairs Act, it is enacted among other things, in effect, that notwithstanding any of the provisions of any general or special Act of the Legislature of Nova Scotia, the City of Halifax shall have full power and authority to borrow or raise by way of loan from time to time on the credit of the said City, such sum or sums as the Council thereof deems necessary for the purpose of acquiring, purchasing, improving land for City streets;

AND WHEREAS by said Section 8 of said The Municipal Affairs Act it is enacted among other things, in effect, that no money shall be so borrowed until such proposed borrowing has been approved by the Minister of Municipal Affairs;

AND WHEREAS by said The Municipal Affairs Act the said sum shall in the discretion of the City Council be borrowed or raised in one sum at one time or in instalments

March 13, 1947.

at different times and the sum required shall be borrowed or raised by the issue and sale of debentures of the City to such an amount as such Council deems necessary to raise such sum;

AND WHEREAS it is deemed necessary by the City Council of the City of Halifax to borrow a sum not exceeding Sixty-five Thousand Dollars (\$65,000.00) for the purpose of acquiring, purchasing, improving land for City streets;

AND WHEREAS the said Council deems that the issue and sale of debentures of the City to an amount not exceeding Sixty-five Thousand Dollars (\$65,000.00) will be necessary to raise that sum;

AND WHEREAS it is deemed expedient to postpone the issue of such debentures and to borrow from any bank, fund, person or account available such sums not exceeding Sixty-five Thousand Dollars (\$65,000.00) as may be necessary for the purpose aforesaid; the said sums to be repaid from the proceeds of the debentures when sold.

BE IT THEREFORE RESOLVED that under and by virtue of said The Municipal Affairs Act the said City do, subject to the approval of the Minister of Municipal Affairs, borrow or raise by way of loan on the credit of the City the said sum of Sixty-five Thousand Dollars (\$65,000.00) for the purpose aforesaid.

THAT under and in accordance with said The Municipal Affairs Act the said sum be borrowed or raised by the issue and sale of debentures of the City to the said amount of Sixty-five Thousand Dollars (\$65,000.00).

THAT the issue of said debentures be postponed and that the said City do under and by virtue of the provisions of Section 318A of the Halifax City Charter of 1931 borrow from General Current Account a sum or sums of money not

March 13, 1947.

exceeding Sixty-five Thousand Dollars (\$65,000.00).

THAT the said sum or sums be so borrowed for a period not exceeding nine months, with interest thereon to be paid at a rate not exceeding three and one-half per centum, and that the amount so borrowed together with the amount of any interest which may have accrued thereon be repaid the said General Current Account from the proceeds of the said debentures when sold.

Moved by Alderman Adams, seconded by Alderman Lloyd that the report and resolution be approved. Motion passed unanimously all members of Council being present and voting therefor.

LARRY O'CONNELL FIELD

Read report of the Finance and Executive Committee as follows:-

Halifax, N. S.,  
March 11, 1947.

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

Gentlemen:-

At a meeting of the Finance and Executive Committee held on the above date the attached letter from the Board of School Commissioners advising of its willingness to turn over to the City, property now owned by the Board and known as the Larry O'Connell Memorial Field, in consideration of the City turning over to the Board a lot of land on Connaught Avenue and that a site on Bayers Road be reserved for school purposes was considered.

Your Committee recommends that the letter be approved.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

March 8th, 1947.

His Worship the Mayor,  
Members of City Council,  
HALIFAX, N. S.

Dear Sir:-

I am directed by the Board to advise you that at a meeting held March 7th, 1947, the Board expressed its

March 13, 1947.

willingness to turn over to the City the property now owned by this Board and known as the Larry O'Connell Memorial Field, in consideration of the City turning over to this Board a portion of the lot on Connaught Avenue of an equal size, or larger, and comparable in value with the lot now owned by the Board.

Further, that the City reserve, for use of the Board as a School Site, a portion of the property owned by the City on Bayers Road, to be selected by the Board.

Trusting that this will meet with your approval,  
I am

Yours respectfully,

H. F. Bezanson,  
Secretary- Treasurer.

Moved by Alderman Adams, seconded by Alderman Lloyd that the report be approved. Motion passed.

PURCHASE PROPERTY SCHOOL BOARD

Read report of the Finance and Executive Committee as follows:-

Halifax, N. S.,  
March 11, 1947.

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

Gentlemen:-

At a meeting of the Finance and Executive Committee held on the above date the matter of a request from the Board of School Commissioners to borrow a sum required for the purchase of land and buildings at the northeast corner of Preston and Cedar Streets was considered.

Your Committee recommends that application be made to the Department of Municipal Affairs for authority to borrow a sum not exceeding \$15,500.00 for this purpose.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

R E S O L U T I O N

W H E R E A S by Section 8 of Chapter 6 of the Acts of 1945, The Municipal Affairs Act, it is enacted among other things, in effect, that notwithstanding any of the provisions of any general or special Act of the Legislature of Nova Scotia, the City of Halifax shall have full power and authority to borrow or raise by way of loan from

March 13, 1947.

time to time on the credit of the said City such sum or sums as the Council thereof deems necessary for the purpose of acquiring or purchasing or improving land for public schools.

AND WHEREAS by said Section 8 of said The Municipal Affairs Act it is enacted among other things, in effect that no money shall be so borrowed until such proposed borrowing has been approved by the Minister of Municipal Affairs.

AND WHEREAS by said The Municipal Affairs Act the said sum shall in the discretion of the City Council be borrowed or raised in one sum at one time or in instalments at different times and the sum required shall be borrowed or raised by the issue and sale of debentures of the City to such an amount as such Council deems necessary to raise such sum.

AND WHEREAS it is deemed necessary by the City Council of the City of Halifax to borrow a sum not exceeding Fifteen Thousand Five Hundred Dollars (\$15,500.00) for the purpose of acquiring or purchasing or improving land for public schools, to wit: the purchase of the following lot:

Land on the east side of Preston Street known as 101-103 Preston Street.

AND WHEREAS the said Council deems that the issue and sale of debentures of the City to an amount not exceeding Fifteen Thousand Five Hundred Dollars (\$15,500.00) will be necessary to raise that sum.

AND WHEREAS it is deemed expedient to postpone the issue of such debentures and to borrow from any bank, fund, person or account available such sums not exceeding Fifteen Thousand Five Hundred Dollars (\$15,500.00) as may be necessary for the purpose aforesaid; the said sums to



March 13, 1947.

be repaid from the proceeds of the debentures when sold.

BE IT THEREFORE RESOLVED that under and by virtue of said The Municipal Affairs Act the said City do, subject to the approval of the Minister of Municipal Affairs, borrow or raise by way of loan on the credit of the City the said sum of Fifteen Thousand Five Hundred Dollars (\$15,500.00) for the purposes aforesaid.

THAT under and in accordance with said The Municipal Affairs Act the said sum be borrowed or raised by the issue and sale of debentures of the City to the said amount of Fifteen Thousand Five Hundred Dollars (\$15,500.00).

THAT the issue of said debentures be postponed and that the said City do under and by virtue of the provisions of Section 318A of the Halifax City Charter of 1931 borrow from the General Current Account a sum or sums of money not exceeding Fifteen Thousand Five Hundred Dollars (\$15,500.00).

THAT the said sum or sums be so borrowed for a period not exceeding nine months, with interest thereon to be paid at a rate not exceeding three and one-half per centum, and that the amount so borrowed together with the amount of any interest which may have accrued thereon be repaid the said General Current Account from the proceeds of the said debentures when sold.

Moved by Alderman Adams, seconded by Alderman Lloyd that the report and resolution be approved. Motion passed unanimously all members of Council being present and voting therefor.

#### GRANTS

The matter of obtaining legislation to provide grants to the various Institutions was considered as follows:-

Moved by Alderman Adams, seconded by Alderman Lloyd

March 13, 1947.

that the grant to the Halifax Welfare Bureau be increased to \$2,200.00. Motion passed.

Moved by Alderman Adams, seconded by Alderman Sullivan that the grant to the Infants' Home on Brunswick Street be increased to \$2,000.00 for this year only. Motion passed.

Moved by Alderman Adams, seconded by Alderman Sullivan that the grant to the Infants' Home on Tower Road be increased to \$1,750.00 for this year only. Motion passed.

Moved by Alderman Adams, seconded by Alderman Lloyd that legislation be obtained to enable the City to give public assistance after thorough investigation by the Welfare Department. Motion passed.

Moved by Alderman Adams, seconded by Alderman Lloyd that legislation be obtained to enable the City to pay the sum of \$1,500.00 to the Canadian Red Cross Society. Motion passed.

Alderman Lloyd contended that legislation should be obtained permitting the City to make a single lump-sum grant to one agency to be distributed to the various organizations.

Alderman Hosterman: "I feel the same as Alderman Lloyd."

The matter of increasing the grant to the Y. W. C. A. was discussed and Mr. Bellew advised the Council that this Organization would be receiving an additional \$456.00 this year to carry out previous legislation.

#### GRANT TO TOURIST BUREAU

The matter of obtaining legislation to borrow a sum of \$15,000.00 for the Tourist Bureau to be operated by the Junior Board of Trade was considered.

March 13, 1947.

Mr. Martin of the Junior Board addressed the Council briefly outlining their work during 1946 and advising that they contemplate printing maps for the benefit of visitors to the City pointing out the principle points of interest in the City.

Alderman Sullivan: "This should come under the supervision of the Secretary-Manager of the Bicentennial Celebration in 1948 and 1949."

His Worship the Mayor: "This is entirely a different proposition. We are not making a grant. We are buying maps and they will distribute them for us."

Alderman Sullivan: "All the advertising should come under his Department."

Alderman Burgess: "In 1949 will that map be worth anything. I don't think it will. I understand there will be many changes."

Alderman Sullivan: "I think that the year after and up to 1949 should come under the supervision of the Secretary-Manager for the Bicentennial celebration."

His Worship the Mayor: "Right now we are talking about \$6,000.00 for maps."

Alderman Hosterman: "I think Alderman Sullivan has something there. This year \$6,000.00 is all you want. Deal with that."

Moved by Alderman Lloyd, seconded by Alderman Coffin that legislation be obtained permitting us to borrow an amount of \$15,000.00 for a three year period for the purpose of purchasing literature to promote the Tourist Business. Motion passed with Alderman Burgess wishing to be recorded against.

ADVERTISING CIVIC VACANCIES

Read report of the Finance and Executive Committee as follows:-

March 13, 1947.

Halifax, N. S.,  
March 11, 1947.

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

Gentlemen:-

At a meeting of the Finance and Executive Committee held on the above date a letter from the Halifax Civic Employees Federal Union No. 143 respecting the matter of calling for applications by advertisement through the Press to fill vacancies in Civic Departments was considered.

Your Committee recommends that permissive legislation be obtained at the next session of the Legislature to provide that vacancies in the various civic departments will be advertised only when it is not a case of promotion within the civic staffs.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

Moved by Alderman Lloyd, seconded by Alderman Sullivan that the report be approved.

The question was discussed briefly and it was felt that the legislation obtained last year should be repealed.

It was then moved by Alderman Lloyd, seconded by Alderman Hosterman that legislation be obtained to repeal Section 125A of the City Charter. Motion passed.

TAXES Y. M. C. A. HOSTEL

Read report of the Finance and Executive Committee as follows:-

Halifax, N. S.,  
March 11, 1947.

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

Gentlemen:-

The Finance and Executive Committee at a meeting held on the above date considered the matter of a request for exemption from taxes on the Y.M.C.A. Hostel on Barrington Street. R. M. Fielding, Esq., K. C., appearing on behalf of the Y. M. C. A. stated that the building had been sold and he requested that the same arrangement regarding taxes as obtained during the war years be continued until such time as the property is conveyed to the new owners.

March 13, 1947.

Your Committee recommends that the request be granted and the necessary legislation secured.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

Moved by Alderman Adams, seconded by Alderman Lloyd that the report be approved. Motion passed.

CITY FIELD

Read report of the Finance and Executive Committee as follows:

Halifax, N. S.,  
March 11, 1947.

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

Gentlemen:-

At a meeting of the Finance and Executive Committee held on the above date it was decided to recommend to the City Council that permissive legislation be obtained at the next session of the Legislature enabling the City to sell property known as the City Field.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

Moved by Alderman Adams, seconded by Alderman Lloyd that the report be approved. Motion passed.

RESOLUTION CITY OF LONDON RE: IMMIGRANTS

Read report of the Finance and Executive Committee as follows:-

Halifax, N. S.,  
March 11, 1947.

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

Gentlemen:-

A resolution as adopted at a meeting of the City Council of London, Ontario, respecting the matter of Immigration was submitted to the Finance and Executive Committee at a meeting held on the above date and it was directed that same be forwarded to the City Council for consideration.

Respectfully submitted,

W. P. Publicover, CITY CLERK.

March 13, 1947.

R E S O L U T I O N

WHEREAS the Dominion of Canada is endowed with tremendous natural resources, and has thousands of square miles of vacant land awaiting development;

AND WHEREAS this vast territory is vulnerable and open to aggression and the existing population is insufficient to provide the required protection through its own efforts;

AND WHEREAS with a population of approximately twelve million people it is obvious that vast numbers of persons could be absorbed under a well-regulated and orderly immigration policy, and this may be the last opportunity in which Canada may freely select the immigrants who are to build up her population;

AND WHEREAS in the countries of Europe there are innumerable persons desirous of migrating to Canada, and it is considered, on the strongest available evidence, that many of such persons could and would bring to this country a wealth of tradition, ingenuity, ability in mechanical and similar trades and valuable knowledge in the professions and in every division of business and industrial life;

AND WHEREAS it is believed that through such orderly immigration thousands of such persons could be absorbed through the facilities provided by their friends and relatives already resident in Canada, without placing further strain upon our housing facilities and without harm to the domestic economy, but rather with benefit to the country as a whole, in particular those fields of labour where the demand for additional workers is heavy;

THEREFORE BE IT RESOLVED that this Council urge upon the Dominion Government the advisability of placing in operation, immediately, an immigration policy designed

March 13, 1947.

to encourage the admission to Canada of selected immigrants from Europe, with a view to the relief of distressing conditions on the European Continent, and especially with the intention of adding to Canada's population, in orderly and well-regulated manner, a group of citizens from whom this country could expect to receive heavy dividends in the arts, sciences and in every department of the life of the people of Canada;

And that the major cities in Canada be requested to endorse this resolution and urge the Dominion Government to take favourable action thereon.

Moved by Alderman Lloyd, seconded by Alderman Sullivan that this Council express to Ottawa our desire that the matter be fully looked into. Motion passed.

CAPITAL BUDGET

Read report of the Finance and Executive Committee as follows:-

Halifax, N. S.,  
March 11, 1947.

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

Gentlemen:-

The Finance and Executive Committee at a meeting held on the above date approved of a Capital Budget for the current Civic Year as attached hereto.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

1947 CAPITAL BUDGET

SCHOOL BOARD

Purchase of Land	\$ 30,000.00	
Construction of new Buildings	245,500.00	
Remodelling etc.	<u>165,024.00</u>	\$ 440,524.00

PUBLIC SERVICE COMMISSION

Miscellaneous, Extension Purchase of Trucks, Equipment, etc.	200,000.00	
Miscellaneous Repairs to Reservoir	380,000.00	
Water Extension, Hydrants, etc.	<u>9,088.00</u>	\$ 589,088.00
Fish Screens, scrapers, etc.		

March 13, 1947.

<u>POLICE DEPARTMENT</u>		
Actuated Traffic Lights	\$ 21,500.00	21,500.00
<u>CITY PRISON</u>		
New Stone Shed	4,800.00	4,800.00
<u>CITY HOME</u>		
Incinerator	4,000.00	4,000.00
<u>TUBERCULOSIS HOSPITAL</u>		
Paint and Carpenter Shop	4,500.00	4,500.00
<u>WORKS DEPARTMENT</u>		
Permanent Paving	500,000.00	
Sidewalks	250,000.00	
Sewer Capital	270,000.00	
Miscellaneous	<u>119,600.00</u>	1,139,600.00
<u>FIRE DEPARTMENT</u>		
Squad Car	2,000.00	
Heating Morris St. Fire Station	4,500.00	
Repairs West St. Station	<u>12,000.00</u>	18,500.00
<u>GENERAL REQUIREMENTS</u>		
Refunding Serials; Amount Required to pay Serial Debentures issued in January 1940 and matured in January 1947.	143,000.00	
Wartime Housing Project #5 amount required to pay for improvements, etc.	<u>200,000.00</u>	<u>343,000.00</u>
TOTAL CAPITAL BUDGET FOR 1947.....		\$ 2,565,512.00

Moved by Alderman Adams, seconded by Alderman Lloyd that the report and budget be approved. Motion passed unanimously all members of Council being present and voting therefor.

BORROWING \$500,000.00

The following resolution was submitted:

W H E R E A S by Section 8 of Chapter 6 of the Acts of 1945, The Municipal Affairs Act, it is enacted among other things, in effect, that notwithstanding of the provisions of any general or special Act of the Legislature of Nova Scotia, the City of Halifax shall have full power and authority to borrow or raise by way of loan from time to time on the credit of the said City, such sum or sums as the Council thereof deems necessary for the purpose of constructing curb and gutter, paving with permanent pavement the streets or sidewalks and rebuilding



March 13, 1947.

bridges or culverts in the City;

AND WHEREAS by said Section 8 of said The Municipal Affairs Act it is enacted among other things, in effect that no money shall be so borrowed until such proposed borrowing has been approved by the Minister of Municipal Affairs;

AND WHEREAS by said The Municipal Affairs Act the said sum shall in the discretion of the City Council be borrowed or raised in one sum at one time or in instalments at different times and the sum required shall be borrowed or raised by the issue and sale of debentures of the City to such an amount as such Council deems necessary to raise such sums;

AND WHEREAS it is deemed necessary by the City Council of the City of Halifax to borrow a sum not exceeding Five Hundred Thousand Dollars (\$500,000.00) for the purpose of constructing curb and gutter, paving with permanent pavement the streets or sidewalks and rebuilding bridges or culverts in the City;

AND WHEREAS the said Council deems that the issue and sale of debentures of the City to an amount not exceeding Five Hundred Thousand Dollars (\$500,000.00) will be necessary to raise that sum;

AND WHEREAS it is deemed expedient to postpone the issue of such debentures and to borrow from any bank, fund, person or account available such sums not exceeding Five Hundred Thousand Dollars (\$500,000.00) as may be necessary for the purpose aforesaid; the said sums to be repaid from the proceeds of the debentures when sold.

BE IT THEREFORE RESOLVED that under and by virtue of said The Municipal Affairs Act the said City do, subject to the approval of the Minister of Municipal Affairs, borrow or raise by way of loan on the credit of the City the

March 13, 1947.

the said sum of Five Hundred Thousand Dollars (\$500,000.00) for the purpose aforesaid;

THAT under and in accordance with said The Municipal Affairs Act the said sum be borrowed or raised by the issue and sale of debentures of the City to the said amount of Five Hundred Thousand Dollars (\$500,000.00).

THAT the issue of said debentures be postponed and that the said City do under and by virtue of the provisions of Section 318A of the Halifax City Charter of 1931 borrow from General Current Account a sum or sums of money not exceeding Five Hundred Thousand Dollars (\$500,000.00).

THAT the said sum or sums be so borrowed for a period not exceeding nine months, with interest thereon to be paid at a rate not exceeding three and one-half per centum, and that the amount so borrowed together with the amount of any interest which may have accrued thereon be repaid the said General Current Account from the proceeds of the said debentures when sold.

Moved by Alderman Adams, seconded by Alderman Lloyd that the resolution as submitted be approved. Motion passed unanimously all members of Council being present and voting therefor.

BORROWING \$250,000.00

The following resolution was submitted:

W H E R E A S by Section 8 of Chapter 6 of the Acts of 1945, The Municipal Affairs Act, it is enacted among other things, in effect, that notwithstanding any of the provisions of any general or special Act of the Legislature of Nova Scotia, the City of Halifax shall have full power and authority to borrow or raise by way of loan from time to time on the credit of the said City, such sum or sums as the Council thereof deems necessary for the purpose of constructing curb and gutter, paving with permanent pavement

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the streets and rebuilding bridges or culverts in the City.

AND WHEREAS by said Section 8 of said The Municipal Affairs Act it is enacted among other things, in effect that no money shall be so borrowed until such proposed borrowing has been approved by the Minister of Municipal Affairs.

AND WHEREAS by said The Municipal Affairs Act the said sum shall in the discretion of the City Council be borrowed or raised in one sum at one time or in instalments at different times and the sum required shall be borrowed or raised by the issue and sale of debentures of the City to such an amount as such Council deems necessary to raise such sum.

AND WHEREAS it is deemed necessary by the City Council of the City of Halifax to borrow a sum not exceeding Two Hundred and Fifty Thousand Dollars (\$250,000.00) for the purpose of constructing curb and gutter, paving with pavement the streets or sidewalks and rebuilding bridges or culverts in the City.

AND WHEREAS the said Council deems that the issue and sale of debentures of the City to an amount not exceeding Two Hundred and Fifty Thousand Dollars (\$250,000.00) will be necessary to raise that sum.

AND WHEREAS it is deemed expedient to postpone the issue of such debentures and to borrow from any bank, fund, person or account available such sums not exceeding Two Hundred and Fifty Thousand Dollars (\$250,000.00) as may be necessary for the purpose aforesaid; the said sums to be repaid from the proceeds of the debentures when sold.

BE IT THEREFORE RESOLVED that under and by virtue of said The Municipal Affairs Act the said City do, subject to the approval of the Minister of Municipal Affairs, borrow or raise by way of loan on the credit of the City

March 13, 1947.

the said sum of Two Hundred and Fifty Thousand Dollars (\$250,000.00) for the purpose aforesaid.

THAT under and in accordance with said The Municipal Affairs Act the said sum be borrowed or raised by the issue and sale of debentures of the City to the said amount of Two Hundred and Fifty Thousand Dollars (\$250,000.00).

THAT the issue of said debentures be postponed and that the said City do under and by virtue of the provisions of Section 318A of the Halifax City Charter of 1931, borrow from the General Current Account a sum or sums of money not exceeding Two Hundred and Fifty Thousand Dollars (\$250,000.00).

THAT the said sum or sums be so borrowed for a period not exceeding nine months, with interest thereon to be paid at a rate not exceeding three and one-half per centum, and that the amount so borrowed together with the amount of any interest which may have accrued thereon be repaid the said General Current Account from the proceeds of the said debentures when sold.

Moved by Alderman Adams, seconded by Alderman Lloyd that the resolution as submitted be approved. Motion passed unanimously all members of Council being present and voting therefor.

BORROWING \$270,000.00

The following resolution was submitted:

W H E R E A S by Section 8 of Chapter 6 of the Acts of 1945, The Municipal Affairs Act, it is enacted among other things, in effect, that notwithstanding any of the provisions of any general or special Act of the Legislature of Nova Scotia, the City of Halifax shall have full power and authority to borrow or raise by way of loan from time to time on the credit of the said City, such sum or sums as the Council thereof deems necessary for the purpose of

March 13, 1947.

constructing, altering, extending and improving public sewers or drains in the City and acquiring or purchasing materials, machinery, implements and plant deemed requisite or advisable therefor or for maintaining such public sewers or drains.

AND WHEREAS by said Section 8 of said The Municipal Affairs Act it is enacted among other things, in effect, that no money shall be so borrowed until such proposed borrowing has been approved by the Minister of Municipal Affairs.

AND WHEREAS by said The Municipal Affairs Act the said sum shall in the discretion of the City Council be borrowed or raised in one sum at one time or in instalments at different times and the sum required shall be borrowed or raised by the issue and sale of debentures of the City to such an amount as such Council deems necessary to raise such sum.

AND WHEREAS it is deemed necessary by the City Council of the City of Halifax to borrow a sum not exceeding Two Hundred and Seventy Thousand Dollars (\$270,000.00) for the purpose of constructing, altering, extending and improving public sewers or drains in the City and acquiring or purchasing materials, machinery, implements and plant deemed requisite or advisable therefor or for maintaining such public sewers or drains.

AND WHEREAS the said Council deems that the issue and sale of debentures of the City to an amount not exceeding Two Hundred and Seventy Thousand Dollars (\$270,000.00) will be necessary to raise that sum.

AND WHEREAS it is deemed expedient to postpone the issue of such debentures and to borrow from any bank, fund, person or account available such sums not exceeding Two Hundred and Seventy Thousand Dollars (\$270,000.00) as may be necessary for the purpose aforesaid; the said sums to be repaid from the proceeds of the debentures when sold.

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BE IT THEREFORE RESOLVED that under and by virtue of said The Municipal Affairs Act the said City do, subject to the approval of the Minister of Municipal Affairs, borrow or raise by way of loan on the credit of the City the said sum of Two Hundred and Seventy Thousand Dollars (\$270,000.00) for the purpose aforesaid.

THAT under and in accordance with said The Municipal Affairs Act the said sum be borrowed or raised by the issue and sale of debentures of The City to the said amount of Two Hundred and Seventy Thousand Dollars (\$270,000.00).

THAT the issue of said debentures be postponed and that the said City do under and by virtue of the provisions of Section 318A of the Halifax City Charter of 1931, borrow from the General Current Account a sum or sums of money not exceeding Two Hundred and Seventy Thousand Dollars (\$270,000.00).

THAT the said sum or sums be so borrowed for a period not exceeding nine months, with interest thereon to be paid at a rate not exceeding three and one-half per centum, and that the amount so borrowed together with the amount of any interest which may have accrued thereon be repaid the said General Current Account from the proceeds of the said debentures when sold.

Moved by Alderman Adams, seconded by Alderman Lloyd that the resolution as submitted be approved. Motion passed unanimously all members of Council being present and voting therefor.

CIVIC ELECTIONS

Read report of the Finance and Executive Committee as follows:-

March 13, 1947.

Halifax, N. S.,  
March 11, 1947.

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

Gentlemen:-

The Finance and Executive Committee at a meeting held on the above date requested the City Solicitor to prepare a resolution for Council's approval respecting the legislation dealing with Civic Elections, which is to be submitted to the Legislature at the next session.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

R E S O L U T I O N

W H E R E A S in the opinion of this Council it is desirable that for the convenience of the voters at civic elections additional polling places be established in each ward;

AND WHEREAS by a resolution of the Council passed at a meeting thereof held the 12th day of September 1946 approval was given to a geographical division of each ward together with the approximate location of the polling place therein, a copy of which said division is hereto annexed;

AND WHEREAS by the said division each ward is divided into four sections, each section having a polling place therein;

NOW THEREFORE BE IT RESOLVED that commencing with the civic elections to be held in the month of April 1947 and continuing thereafter, there shall be four polling places in each ward to be selected by the Clerk at or near the locations set out in the said geographical division.

AND BE IT FURTHER RESOLVED that the voters list for each ward be divided into four sections, one for each geographical division of such ward, each section containing in alphabetical order the names of the voters assessed in such geographical division of the ward, to be used in the

March 13, 1947.

respective polling places in each geographical division.

AND BE IT FURTHER RESOLVED that the Collector, having prepared such voters lists, shall furnish to the Clerk a certified copy of each separate list for use by the presiding officers at such polling places.

Moved by Alderman Hosterman, seconded by Alderman Lloyd that the report and resolution be approved. Motion passed.

SALARY SCALE MOTOR MECHANIC POLICE DEPARTMENT

Read report of the Safety Committee as follows:-

Halifax, N. S.,  
March 6, 1947.

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

Gentlemen:-

At a meeting of the Safety Committee held on the above date the matter of fixing a salary scale for the position of Motor Mechanic in the Police Dept. was considered.

It was agreed to recommend that the salary scale for the position be fixed at a minimum of \$2,200.00 and a maximum of \$2,400.00.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

Moved by Alderman Burgess, seconded by Alderman Adams that the report be approved. Motion passed.

ACCOUNTS OVER \$200.00

Read report of the Safety Committee as follows:-

Halifax, N. S.,  
March 6, 1947.

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

Gentlemen:-

At a meeting of the Safety Committee held on the above date an account from T. M. Vaughan Limited amounting to \$366.00 covering 6 riding cloaks for the members of the Mounted Squad was approved and recommended for payment.

Respectfully submitted,

W. P. Publicover, CITY CLERK.



March 13, 1947.

Moved by Alderman Burgess, seconded by Alderman Adams that the report be approved. Motion passed.

FIRE ALARM SERVICE CONNECTION

Read report of the Safety Committee as follows:-

Halifax, N. S.,  
March 6, 1947.

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

Gentlemen:-

At a meeting of the Safety Committee held on the above date the attached letter from the City Electrician respecting the installation of a service connection with the City's Fire Alarm System at the Fruit Terminal Limited building on Barrington Street, was considered.

Your Committee concurs in the recommendation of the City Electrician.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

Moved by Alderman Burgess, seconded by Alderman Adams that the report be approved. Motion passed.

ACCOUNTS OVER \$200.00

Read report of the Public Health and Welfare Committee as follows:-

Halifax, N. S.,  
March 3, 1947.

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

Gentlemen:-

At a meeting of the Public Health and Welfare Committee held on the above date the following accounts were approved and recommended for payment.

City of Halifax, Works Department	\$260.17
Merck & Company Limited	600.00
Howards Limited	487.41
" "	531.25

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

March 13, 1947.

Moved by Alderman Burgess, seconded by Alderman Sullivan that the report be approved. Motion passed.

ACCOUNT VICTOR X-RAY CORPORATION

Read report of the Public Health and Welfare Committee as follows:-

Halifax, N. S.,  
March 3, 1947.

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

Gentlemen:-

The Public Health and Welfare Committee at a meeting held on the above date approved and recommended for payment an account from the Victor X-Ray Corporation amounting to \$551.88 covering supplies furnished to the Tuberculosis Hospital.

\$174.40 of this amount to be provided as authorized by the Department of Municipal Affairs the remainder of the account to be charged against the appropriation for the current civic year.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

Moved by Alderman Burgess, seconded by Alderman Sullivan that the report be approved. Motion passed unanimously all members of Council being present and voting therefor.

ACCOUNT FOR SURGICAL SUPPLIES

Read report of the Public Health and Welfare Committee as follows:-

Halifax, N. S.,  
March 3, 1947.

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

Gentlemen:-

At a meeting of the Public Health and Welfare Committee held on the above date the Superintendent of Health submitted accounts from Ingram & Bell Limited amounting to \$729.50 covering surgical supplies furnished to the Tuberculosis Hospital.

The prices charged are \$81.80 in excess of the contract, but, the increase has been approved by the W. P. T. B. and your Committee recommends that the accounts

March 13, 1947.

be passed for payment, the funds required for same to be provided as authorized by the Department of Municipal Affairs.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

Moved by Alderman Burgess, seconded by Alderman Sullivan that the report be approved. Motion passed unanimously all members of Council being present and voting therefor.

ACCOUNT FOR MIRRORS

Read report of the Public Health and Welfare Committee as follows:-

Halifax, N. S.,  
March 3, 1947.

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

Gentlemen:-

The Public Health and Welfare Committee at a meeting held on the above date approved and recommended for payment an account from William Stairs Son & Morrow Limited amounting to \$118.31 covering mirrors supplied to the Tuberculosis Hospital.

The funds required for this purpose to be provided as authorized by the Department of Municipal Affairs.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

Moved by Alderman Burgess, seconded by Alderman Sullivan that the report be approved. Motion passed unanimously all members of Council being present and voting therefor.

TENDER FOR DESK

Read report of the Public Health and Welfare Committee as follows:-

Halifax, N. S.,  
March 3, 1947.

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

Gentlemen:-

March 13, 1947.

At a meeting of the Public Health and Welfare Committee held on the above date a letter from Mr. A. C. Pettipas offering to pay the sum of Twenty Dollars for a discarded desk at the Infectious Diseases Hospital was considered.

Your Committee recommends that the offer be accepted.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

Moved by Alderman Burgess, seconded by Alderman Sullivan that the report be approved. Motion passed.

RATES INFECTIOUS DISEASES HOSPITAL

Read report of the Public Health and Welfare Committee as follows:-

Halifax, N. S.,  
March 3, 1947.

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

Gentlemen:-

The attached letter from the Commissioner of Health recommending an increased scale of rates to be charged patients at the Infectious Diseases Hospital was considered by the Public Health and Welfare Committee at a meeting held on the above date.

Your Committee concurs in this recommendation.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

Halifax, N. S.,  
March 3, 1947.

Chairman and Members,  
Committee on Public Health and Welfare.

Gentlemen:-

Re: Rates at Infectious Diseases Hospital

While the Estimates were before the Finance Committee I recommended a change in the scale of rates charged at this hospital, and was advised by the members of the Finance Committee to draw up a proposed scale to be passed by the Committee on Public Health and Welfare through Finance to Council for adoption.

I recommended that children under twelve years of age be charged at the rate of \$2.00 per day and other ward patients at the rate of \$3.00 per day. Private patients in

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in single rooms should be charged \$4.00 per day. In addition to this daily charge patients would be liable for ambulance transportation at a \$2.00 rate, or if outside the City, at the charge made by the ambulance operators, and that cases suffering from Diphtheria should be charged for the cost of Anti-Toxin used in their treatments, and that the cost of other special treatments such as blood transfusions, penicillin, streptomycin, should be borne by the patient.

County patients have been charged at the rate of \$3.00 per day for the past few years and I believe this should remain at that rate plus the other expenses as recommended above. Private patients admitted from the County should pay at the regular private rate. I would further like to point out that we only take in County patients when there is space available.

These rates, in my opinion, will not be a great hardship to the general public, as at the present time a large number of them are covered by the Blue Cross, which allows \$3.00 per day for hospitalization.

Respectfully submitted,

Allan R. Morton, M.D., M.P.H., F.A.P.H.A.  
Commissioner of Health and Welfare.

Moved by Alderman Burgess, seconded by Alderman Sullivan that the report be approved. Motion passed.

INCREASE PRICES SURGICAL SUPPLIES

Read report of the Public Health and Welfare Committee as follows:-

Halifax, N. S.,  
March 3, 1947.

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

Gentlemen:-

At a meeting of the Public Health and Welfare Committee held on the above date the Superintendent of Health reported that the General Steel Wares Limited had notified him that the prices of supplies for use at the Tuberculosis Hospital contracted for sometime ago will be increased by 4%.

This increase has been approved by the Wartime Prices & Trade Board and your Committee recommends that same be accepted.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

Moved by Alderman Burgess, seconded by Alderman Sullivan that the report be approved. Motion passed.

March 13, 1947.

METROPOLITAN BOARD OF HEALTH

Read report of the Public Health and Welfare  
Committee as follows:-

Halifax, N. S.,  
March 3, 1947.

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

Gentlemen:-

The Public Health and Welfare Committee at a meeting held on the above date considered the attached letter from the Commissioner of Health respecting the matter of setting up a Metropolitan Board of Health.

Your Committee recommends that the suggestions contained in this letter be approved.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

Halifax, N. S.,  
February 28, 1947.

Chairman and Members,  
Committee on Public Health and Welfare.

Gentlemen:-

Members of the Committee on Public Health and Welfare met in Hon. Dr. Davis' office on Monday, February 24, with representatives of the Halifax County Council and members of the Dartmouth Town Council.

Dr. Davis called the meeting for a discussion of the Metropolitan Health Survey carried out by the Rockefeller Foundation. It was agreed by the delegates from all three councils that they would respectfully request each council to forward a resolution to the Hon. Dr. Davis, asking him to procure legislation at this session of the Provincial Legislature enabling the setting up of a Metropolitan Board of Health, and further that each of the three councils would appoint two members to meet with the Province, and that they should study the details and personnel required and the Budget necessary to operate such a Metropolitan Board of Health and to provide health services in the area coming under the jurisdiction of this Board similar to those available to the citizens of the City, and also to work out the approximate share to be undertaken by the City, County, Town of Dartmouth and by the Province for this undertaking.

Following the completion of this study the results will be given to each of the three councils who will then decide separately whether or not they wish to enter in the joint agreement and follow out the recommendations contained in the Rockefeller survey.

I therefore recommend that the Health Committee for-

March 13, 1947.

METROPOLITAN BOARD OF HEALTH

Read report of the Public Health and Welfare  
Committee as follows:-

Halifax, N. S.,  
March 3, 1947.

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

Gentlemen:-

The Public Health and Welfare Committee at a meeting held on the above date considered the attached letter from the Commissioner of Health respecting the matter of setting up a Metropolitan Board of Health.

Your Committee recommends that the suggestions contained in this letter be approved.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

Halifax, N. S.,  
February 28, 1947.

Chairman and Members,  
Committee on Public Health and Welfare.

Gentlemen:-

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Following the completion of this study the results will be given to each of the three councils who will then decide separately whether or not they wish to enter in the joint agreement and follow out the recommendations contained in the Rockefeller survey.

I therefore recommend that the Health Committee for-

March 13, 1947.

ward a resolution to City Council asking the Hon. Dr. Davis to procure such legislation, and that City Council should name two members to act on this study committee.

Respectfully submitted,

Allan R. Morton, M.D., M.P.H., F.A.P.H.A.,  
Commissioner of Health and Welfare.

Moved by Alderman Burgess, seconded by Alderman Sullivan that the report be approved. Motion passed.

His Worship the Mayor then named Aldermen Sullivan and Lloyd to serve on this Committee to which Council agreed.

RECREATION COMMITTEE ACCOUNTS

Read report of the Recreation Committee as follows:-

Halifax, N. S.,  
March 13, 1947.

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

Gentlemen:-

At meetings of the Recreation Committee held on the following dates February 10th, 24th, and March 10, 1947, the following accounts were approved and recommended for payment:

Firemen Flooding Rinks	\$291.00
Halifax Stenographic Service Typing Radio Script	12.00
Silverman's Ltd. Mouthpieces for Band Instruments	5.00

Respectfully submitted,

R. H. Stoddard,  
SECRETARY.

Moved by Alderman Burgess, seconded by Alderman Doyle that the report be approved. Motion passed.

APPOINTMENT SECRETARY-MANAGER  
BICENTENNIAL COMMITTEE

His Worship the Mayor: "We had a meeting of the Bicentennial Committee regarding the appointment of a Secretary-Manager. Ex-Mayor A. M. Butler was appointed at a salary of \$4,000.00 a year. I feel that the members of the Council who weren't present should have that infor-



March 13, 1947.

mation. No effort was made to conceal that from the Public. I think we need to have a few private conferences the same as the Provincial Cabinet."

Alderman Lloyd: "There are many matters dealing with personnel and discussion of qualifications and discipline of staff which is in the public interest for the Council to meet privately to give the Aldermen a chance to discuss them. As to the appointment I think that 1949 is a time for all Haligonians to put their shoulders together in offsetting any disadvantages in the past. I would be pleased to co-operate with your Secretary-Manager."

The City Clerk advised Council that there were two letters from the Halifax District Trades and Labor Council that had come in after the agenda had been prepared.

Alderman Hosterman suggested that we proceed with the agenda.

His Worship the Mayor stated that he had visited the new pump house on Dutch Village Road and that he had unveiled the plaque. He said the pump house is a fine asset to Halifax.

#### PUBLIC GARAGES

Read report of the Committee on Works as follows:-

Halifax, N. S.,  
March 7, 1947.

His Worship the Mayor and  
Members of the City Council.

Gentlemen:-

The attached report re proposed changes to the Building Regulations respecting Public and Private garages, was considered at a meeting of the Committee on Works held on March 5, 1947.

The Committee approved the report and it was agreed to recommend to City Council that legislation be obtained to amend the Halifax City Charter as suggested by the report.

Respectfully submitted,

W. P. Publicover, CITY CLERK.  
Per W. G. Todd.

March 13, 1947.

Halifax, N. S.,  
March 5th, 1947.

RE: PROPOSED BUILDING ACT CHANGE-PUBLIC GARAGES.

His Worship the Mayor.

Sir:

I beg to submit a report in regard to the suggested change in connection with the construction of public GARAGES.

The present Act calls for a first-class building which would mean that the roof construction must be of reinforced concrete, gypsum or other incombustible material. From information obtained it would appear that in fighting a fire it would be more effective if the roof consisted of boarding, supported by steel trusses. It is therefore recommended that page 317 of the Halifax City Charter, section 71, line 3 "first-class buildings" be changed to read "second-class buildings." Section 71, subsection "C" to read "The window sashes shall be glazed with wire glass." It has been thought that metal frames and fire-proof exterior doors could be omitted.

It is proposed to add a sub-section to section 71, which will be lettered "D", to read as follows:-

"The roof of a garage may consist of a built-up boarded roof, provided the boarding is supported by wooden joists supported on steel purlins, which in turn are supported by metal trusses."

To conform with the above changes, section 793, page 263, in the first line, the words "fire-proof" should be changed to read "second-class construction."

Respectfully submitted,

R. M. MacKinnon,  
Commissioner of Works.

Moved by Alderman Burgess, seconded by Alderman Sullivan that the report be approved. Motion passed.

WATER ACCOUNT M. D. #6

Read report of the Committee on Works as follows:-

Halifax, N. S.,  
March 7, 1947.

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

Gentlemen:-

The attached report re water account-Military District #6 was considered at a meeting of the Committee on Works held March 5, 1947.

March 13, 1947.

Negotiations in connection with this account have been carried on since 1944 and arose as the result of the Army authorities disputing the account due to the meter "not registering" during the months of May, June, July, August, September and December 1942. The Army objected to the daily consumption of 132,667 gallons on the grounds the above months were during the summer when consumption would be less.

The Committee approved the report and it was agreed to recommend to City Council that the average daily consumption of 132,667 gallons be cancelled and an average daily consumption of 107,681 be substituted to adjust this account.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

PER W. G. Todd.

Halifax, N. S.,  
February 28th, 1947.

REPORT - WATER ACCOUNT - MILITARY DISTRICT #6

His Worship the Mayor.

Sir:-

I beg to submit a report re outstanding water accounts charged Military District #6 during the year 1944.

As the water meter on this property was "Not Registering" during the months of May, June, July, August, September and December, an average daily consumption of 132,667 gallons was estimated by our Department to adjust these accounts.

This average daily consumption, taken from the readings on the meter in service during the month of November to December 1942, has been objected to by the Military authorities on the grounds that the above months were during the summer when the consumption would be less.

After investigating this account, I would recommend that the average daily consumption of 132,667 gallons be cancelled and an average daily consumption of 107,681 gallons be substituted to adjust the accounts for the above mentioned months.

Respectfully submitted,

R. M. MacKinnon,  
Commissioner of Works.

Moved by Alderman Burgess, seconded by Alderman Sullivan that the report be approved. Motion passed.

March 13, 1947.

OVERHANGING SIGNS

Read report of the Committee on Works as follows:-

Halifax, N. S.,  
March 7, 1947.

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

Gentlemen:-

At a meeting of the Committee on Works held  
March 5, 1947, the attached report re applications re  
erection of illuminated signs was considered.

On motion of Alderman Walker, seconded by Alderman  
Sullivan, the Committee approved the report and recom-  
mended to City Council that the leases referred to in  
the said report be granted.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

PER W. G. Todd.

Moved by Alderman Burgess, seconded by Alderman  
Sullivan that the report be approved. Motion passed.

TENDERS FOR SUPPLIES

Read report of the Committee on Works as follows:-

Halifax, N. S.,  
March 7, 1947.

His Worship the Mayor and  
Members of the City Council.

Gentlemen:-

The attached report re tenders for supplies was  
considered by the Committee on Works held on March 5,  
1947.

On motion of Alderman Doyle, seconded by Alderman  
Walker, the Committee approved the report and recommended  
it to Council for adoption.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

Per W. G. Todd.

Halifax, N. S.,  
March 4th, 1947.

TENDERS FOR SUPPLIES

His Worship the Mayor.

Sir:-

March 13, 1947.

I beg to report that in response to advertisements, tenders for supplies required by the City Works Department, were received as follows:

Application of Road Oils,  
Tars and Liquid Asphalt.

Municipal Spraying & Contracting  
Ltd.

Application of Dust Layer	(\$0.02½) per gallon.
" of Rotar B.	( 0.04 ) " "
" of Rotar R.T. or other	
Bituminous Oil of Similar Consistency	( 0.04 ) " "

As this is the only tender received, I would recommend that it be awarded to the Municipal Spraying and Contracting Limited.

Sand and Gravel

O. A. Hubley

Concrete Sand Delivered on Wharf	\$2.00 per cubic yard.
Concrete " " at City Field or Street	2.50 " " "
Coarse Sand " on Wharf	2.25 " " "
" " " at City Field or Street	2.75 " " "
Gravel delivered to City Field or Street	2.65 " " "

Crushed Gravel

	<u>Price Delivered</u>	<u>Price at Crusher</u>
No.1 3½ Screen on 2¼	\$ 2.60	\$2.25
No.2 2¼ " " 1¼	2.75	2.40
No.3 1¼ " " ¾	2.85	2.50
No.4 ¾ " " 3/8	2.95	2.60
No.5 3/8 " "	3.25	2.90
No.6 Special Run of Crusher Passing a 2¼ screen on 1½	2.75	2.40
No.7 Passing 1¼ Screen 3/8	2.90	2.55

As this is the only tender received for sand and gravel, I would recommend that the tender of O. A. Hubley be accepted.

Crushed Stone.

Fairview Crushed Stone.

No.1 3½ Screen on 2¼	\$ 3.30	\$3.05
No.2 2¼ " " 1¼	3.75	3.50
No.3 1¼ " " 3/4	4.05	3.80
No.4 3/4 " " 3/8	4.05	3.80
No.5 3/8 " " 1/4	3.25	3.00
No.6 2¼ " " 1/2	3.65	3.40

Municipal Spraying & Contracting  
Ltd.

F.O.B. Cars - Waterloo Siding Grand Lake  
\$ 2.75 per cubic yard.

March 13, 1947.

F.O.B. Our Bins-Loaded Direct into Trucks \$ 2.60 per cubic yard.

Freight rate for chips from Waterloo Siding to Halifax 0.03 per 100 lbs.

As the tender of the Fairview Crushed Stone Company Limited, is the most suitable submitted, it is recommended that the contract be awarded them, the City reserving the right to purchase stone from the Municipal Spraying and Contracting Limited in the event that the Fairview Crushed Stone Company is unable to supply the needs of the City for street repair programme and other purposes during 1947.

Special Castings.

H. W. Parker & Son	Fleming Bros.	Hillis & Sons.
\$ 5,724.00	\$ 3,605.00	\$ 3,882.25

The tender of Flemming Bros. is the lowest of the three tenders received and it is recommended that their tender be accepted.

Calcium Chloride.

	Judges Transportation	Wm. Stairs Son & Morrow Ltd.
1. Carload Lots as per Specifications	\$29.92 per ton Plus \$ 0.75	\$30.67
2. Less Carload Lots	37.42	37.42
3. Brand	Maple Leaf-Brunner Mond & Co. Ltd.	
4. Calcium Chloride Content	85%	78/80%

As both tenders are the same, it is recommended the tenders of Judges Transportation and Wm. Stairs Son & Morrow be accepted.

Tar Products.

	Imperial	Alexander Murray
Asphalt Liquid	MCO to 5 \$0.1255 RCO to 5 0.1305	\$ 0.1765 0.1765
Tar "B"		
Tar "R.T."		
Dust Layer	\$0.1095	
Esso Bunker Fuel Oil "B"	0.0730	
Asphalt	MC2 (Minimum 40,000 lbs.)	0.1460
Asphalt	MC2	0.16
Tar K. P. per 40 gallon Drum Carload Lots		12.40
" " " " " " L.C.L.		14.40
Empty Barrels (Returned in good condition)		3.00

I would recommend that the tender for Tarvia Products be awarded to Alexander Murray & Company, Limited, and Asphalt Products to the Imperial Oil Limited.

March 13, 1947.

Gasoline, Oils, Etc.

Tenders were received from five firms as follows:

Gasoline. Imperial Oil Limited.  
Canadian Oil Company, Limited.  
Irving Oil Company, Limited.  
McColl-Frontenac Oil Company, Limited.  
Superline Oils Limited.

The prices quoted by the five firms were the same for both grade one and grade 2 gasoline, namely \$0.30 and \$0.32. It is recommended that the gasoline be divided equally among the five.

Kerosene.

Four Firms quoted the same prices of \$0.19 per gallon, and it is recommended that the kerosene oil be divided among the four firms as follows:

Kerosene Oil Superline Oils Limited.  
McColl-Frontenac Oil Company Limited.  
Canadian Oil Company, Limited.  
Irving Oil Company, Limited.

Motor Oil

It is recommended that the tender of Superline Oils Limited for motor oil be accepted.

Engine Oil

It is recommended that the tender of Canadian Oil Company, Limited, for engine oil be accepted, it being the lowest.

Cylinder Oil

It is recommended that the tender of Canadian Oil Company, Limited, for cylinder oil be accepted, it being the lowest.

Transmission Grease

It is recommended that the tender for transmission grease be awarded to be divided equally to Irving Oil Company, Limited, and Superline Oil Company, Limited, other tenders being the same and the lowest.

Cup Grease.

It is recommended the tender for cup grease be awarded to McColl-Frontenac Oil Company, Limited, being the lowest tender.

Alemite

It is recommended the tender for alemite be awarded to McColl-Frontenac Oil Company, Limited, being the lowest tender.

Respectfully submitted,  
R. M. MacKinnon,  
Commissioner of Works.

March 13, 1947.

Moved by Alderman Burgess, seconded by Alderman Sullivan that the report be approved. Motion passed.

SEWER EXEMPTION ARMDALE ROAD

Read report of the Committee on Works as follows:-

Halifax, N. S.,  
March 7, 1947.

His Worship the Mayor and  
Members of the City Council.

Gentlemen:-

At a meeting of the Committee on Works held March 5th, 1947 the attached report re sewer assessment was considered.

Application has been made by J. B. Bracket, owner of a lot which faces on Churchill Drive and bounded on the rear by Armdale Road, for sewer exemption on Armdale Road.

On motion of Alderman Sullivan, seconded by Alderman Doyle, the Committee approved the report and recommended to City Council that legislation be obtained to exempt J. B. Bracket from sewer assessment on Armdale Road which is of no use or convenience to the applicant.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

Per W. G. Todd.

Halifax, N. S.,  
March 3, 1947.

To His Worship the Mayor.

Sir:-

I am attaching a letter hereto from Mr. J. B. Bracket, owner of a lot which faces on Churchill Drive and bounded on the rear by Armdale Road.

Last year the sewer was constructed on each of these streets thus making this property liable to assessment both from the front and from the rear.

No provision is made in the Charter for sewer exemption.

Respectfully submitted,

R. M. MacKinnon,  
COMMISSIONER OF WORKS.

Moved by Alderman Burgess, seconded by Alderman Sullivan that the report be approved. Motion passed.



March 13, 1947.

Alderman Lloyd: "I would like to see the Power lot included in this."

Moved by Alderman Lloyd, seconded by Alderman Burgess that the same privilege be extended to the Power lot. Motion passed.

SEWER ASSESSMENT MARLBOROUGH WOODS

Read report of the Committee on Works as follows:-

Halifax, N. S.,  
March 7, 1947.

His Worship the Mayor and  
Members of the City Council.

Gentlemen:-

The Committee on Works meeting on March 5th, 1947 considered the attached report re sewer assessment exemption in Marlborough Woods.

This sewer was constructed last summer in Marlborough Woods, west of the C. N. R. railway to remove a serious health menace caused by cesspools. On the west side of this sewer, all dwellings, but one, are too low to connect to the new sewer.

Under authority provided by Section 598 A of the City Charter, Mrs. Sarah H. J. Powers, Harold Murch and J. A. Clark have requested the sewer assessment list of 1946 be amended exempting their properties.

On motion of Alderman Moriarty, seconded by Alderman Breen, the report was approved and it was decided to recommend to Council the amendments be approved.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

Per W. G. Todd.

Halifax, N. S.,  
March 5th, 1947.

SEWER ASSESSMENT EXEMPTION - MARLBOROUGH WOODS.

His Worship the Mayor.

Sir:

Last summer a sewer was ordered constructed in Marlborough Woods, west of the C. N. R. Railway to clear up a serious health menace, caused by the cesspools of four dwellings on the eastern side of the sewer, not functioning properly. The four dwellings were using cesspools which were not functioning but have now been connected to the new sewer. On the western side of the street there are dwellings considerably west of the sewer and with

March 13, 1947.

the exception of one, are too low to be connected to the new sewer.

Mrs. Sarah H. J. Powers, Harold Murch and J. A. Clark, have requested exemption and I would therefore recommend that the sewer assessment list be amended exempting their properties. Authority for this is provided for by Section 598-A of the City Charter.

Respectfully submitted,

R. M. MacKinnon,  
Commissioner of Works.

Moved by Alderman Burgess, seconded by Alderman Sullivan that the report be approved. Motion passed.

SEWER ASSESSMENT REGINA TERRACE

Read report of the Committee on Works as follows:-

Halifax, N. S.,  
March 7, 1947.

His Worship the Mayor and  
Members of the City Council.

Gentlemen:-

The attached report was considered at a meeting of the Committee on Works held, March 5th, 1947.

Messrs. J. E. Burchell, 8 Regina Terrace, and Douglas Murray, 6 Regina Terrace have requested cancellation of interest charges on sewer frontage assessments for the period of January 26th, 1945 to June 14th, 1946 because the sewer could not service their residences. The sewer was made serviceable to these houses as of June 14, 1946.

On motion of Alderman Doyle, seconded by Alderman Sullivan the report was approved and it was recommended to Council that legislation be obtained, authorizing cancellation of the interest charges for the period of January 26th, 1945 to June 14th, 1946.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

Per W. G. Todd.

Halifax, N. S.,  
March 3rd, 1947.

REGINA TERRACE - SEWER ASSESSMENT.

His Worship the Mayor.

Sir:-

Applications have been made by Messrs. J. E. Burchell, 8 Regina Terrace and Douglas Murray, 6 Regina

March 13, 1947.

Terrace for the cancellation of interest charges on sewer frontage assessment against their properties. The sewer assessment was filed on January 26th, 1945 but this sewer could not service the building on account of the elevations of the buildings. Sewer was made serviceable to these buildings on June 14, 1946.

It is recommended that the interest charges be cancelled. Legislation would be required to permit cancellation of this interest up until June 14th, 1946.

Respectfully submitted,

R. M. MacKinnon,  
Commissioner of Works.

Moved by Alderman Burgess, seconded by Alderman Sullivan that the report be approved. Motion passed.

HOME BUILDERS ASSOCIATION

Read report of the Committee on Works as follows:-

Halifax, N. S.,  
March 7, 1947.

His Worship the Mayor and  
Members of the City Council.

Gentlemen:-

At a meeting of the Committee on Works held March 5th, 1947, the attached report re emergency shelters was considered.

The Commissioner of Finance has advised that before payment can be made to contractors converting Chebucto Barracks into emergency shelters, their names must be mentioned by Council as being members of the Home Builders Association, awarded the contract at the November meeting of Council.

The names of J. McIsaac and Co. and Herbert Hemming, contractors for buildings 42 and 56 at Chebucto Barracks were omitted and the Committee recommend to Council their names be added to the roster of the Home Builders Association.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

Per W. G. Todd.

Halifax, N. S.,  
March 5th, 1947.

RE: EMERGENCY SHELTER - NAMES OMITTED.

His Worship the Mayor.

Dear Sir:-

March 13, 1947.

At the November meeting of the City Council, the Halifax Home Builders Association were authorized to convert buildings at Chebucto Barracks for Emergency Shelter Housing. Three of these buildings were converted with the exception of number 42 and number 56 which is ninety percent finished.

The names of J. MacIsaac & Company and Herbert Hemming, contractors for these two buildings were omitted at the November Council meeting.

The Commissioner of Finance has advised me that before payment can be made the names of these two contractors should be mentioned.

Respectfully submitted,

A. C. Harris,  
Deputy Commissioner of Works.

Moved by Alderman Burgess, seconded by Alderman Sullivan that the report be approved. Motion passed.

ORDINANCE # 38 BLASTING SECOND READING

Read report of the Committee on Works as follows:-

Halifax, N. S.,  
March 12th, 1947.

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

Gentlemen:-

The Committee on Works at a meeting held on March 13th., 1947, considered the attached report re Ordinance #38 respecting Blasting.

This Ordinance was read and passed for the first time at a meeting of City Council held January 16th.; and the second reading was deferred for one month by City Council on February 13th., at the request of the Committee on Works.

At the meeting of the Committee held on March 5th., the Ordinance was again reviewed, at which time modifications were asked for by H. W. L. Doane, of the Public Service Commission, K. L. Dawson of the Nova Scotia Light & Power Company Limited, C. B. Smith, K. C., appeared in behalf of the Fairview Crushed Stone Company, Limited. The Committee referred the Ordinance to the City Solicitor for redrafting in line of various suggestions made at the meeting.

The Committee considered the redraft of the Ordinance at a meeting held on March 13th, and on motion of Alderman DeWolf, seconded by Alderman Moriarty it was decided to recommend to Council:-

"BE IT RESOLVED that Ordinance 38, respecting Blasting, which was read and passed for the first time by the City Council at a meeting thereof held on the

March 13, 1947.

16th day of January 1947, and the second reading of which was adjourned until this date, and which has been amended, be now read and passed as amended for the second time and forwarded to the proper authority for approval."

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

Per W. G. Todd.

Moved by Alderman Moriarty, seconded by Alderman Sullivan that the report be approved. Motion passed.

ORDINANCE

Moved by Alderman Moriarty, seconded by Alderman Sullivan that the Ordinance respecting the regulation and control of blasts and blasting and of quarrying and excavating in the City which was read and passed a first time at a regular meeting of the City Council held on January 17, 1947 and the second reading of which was deferred until March 13, 1947, be amended and now read and passed a second time as Ordinance #38 as follows:-

BE IT ENACTED by the Mayor and Council of the City of Halifax as follows:

1. (a) No person shall in the City commence blasting operations or discharge or cause to be discharged in the City any blast resulting from the use of an explosive without first obtaining from the Commissioner of Works, hereinafter referred to as "the Commissioner," a permit therefor.
- (b) No person shall in the City purchase any explosive material to be used in blasting operations in the City unless such person holds a permit as provided in the foregoing sub-section.
2. The applicant for a blasting permit shall state in his application -
  - (a) the name, occupation and address of the applicant;
  - (b) the purpose of the proposed blasting;
  - (c) the depth to which it is proposed to blast;

March 13, 1947.

- (d) the date upon which it is proposed to commence blasting and the probable duration thereof;
  - (e) the contractor engaged in the work, if any;
  - (f) such other information as the Commissioner may require.
- 3.
- (1) The Commissioner may issue a blasting permit to the applicant and may impose such terms and conditions as to the period during which such permit shall be in effect, which shall not exceed one year from the date of the issue thereof, methods of blasting, size or charges, period during which blasting may be carried on and such other matters as he deems necessary for the protection of lives and property. The Commissioner may refuse to issue a blasting permit if he is of the opinion that the same will endanger lives or property.
  - (2) The Commissioner may, before issuing a blasting permit, refer the application therefor to the Committee on Works, with a report and a recommendation and the Committee shall consider the same and may direct the Commissioner to either issue or refuse to issue such permit. The Commissioner shall thereupon obey the direction of such Committee and if the Committee has directed the issuance of a permit the same shall be issued subject to the terms and conditions imposed by the Committee.
- 4.
- (1) The applicant, if the Commissioner refuses to grant a blasting permit or if the applicant is aggrieved by the terms and conditions so imposed, may appeal to the Committee on Works from the refusal of the Commissioner or such terms and conditions by notice in writing filed with the City Clerk stating the ground upon which he appeals and a copy of such notice shall be delivered by the City Clerk to the Commissioner.
  - (2) The Committee on Works shall hear such appeal at a time and place to be decided by the City Clerk and may grant or refuse the application or may grant the application upon such terms and conditions as in the absolute discretion of the Committee are considered proper for the effective carrying out of the purposes of this Ordinance and the decision of the Committee thereon shall be final and without review or appeal, and failure to comply with such terms and conditions imposed by such Committee shall constitute a violation of this Ordinance.
- 5.
- No person, other than a person engaged in the business of selling explosives, shall have in his possession any explosives used for purposes of blasting, such as dynamite, dynamite caps or fuses, unless such person has been issued a permit hereunder and only during the time such permit is in effect.

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EXPLOSIVES

6. No explosive charge used in blasting shall be set off except by means of an electric blasting cap; provided however, that the Commissioner may by special permission in writing permit the use of fuse for this purpose.
7. Without special permission in writing therefor, no blast shall be set off except between the hours of 8 o'clock in the forenoon and 6 o'clock in the afternoon.
8. It shall be a violation of this Ordinance to employ any person under the age of sixteen years in any capacity in or about any place where blasting operations are being conducted or where explosives are being handled or stored.
9. Every person who violates any of the provisions of this Ordinance or who fails to comply with the terms and conditions of any permit issued under the authority of this Ordinance shall be liable to a penalty not exceeding One Hundred Dollars and in default of payment thereof to imprisonment for a period not exceeding sixty days.
10. This Ordinance shall be known as Ordinance No. 38.

Motion passed.

ORDINANCE #40 QUARRYING SECOND READING

Read report of the Committee on Works as follows:-

Halifax, N. S.  
March 10th, 1947.

His Worship the Mayor and  
Members of the City Council.

Gentlemen:-

The Committee on Works meeting on March 5th, 1947, considered the attached report re proposed Ordinance #39 respecting quarrying and excavating.

On motion of Alderman Breen, seconded by Alderman Doyle, the Committee approved the proposed Ordinance as drafted by the City Solicitor, and recommended the same to City Council for second reading.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

Per W. G. Todd.

Moved by Alderman Moriarty, seconded by Alderman Sullivan that the report be approved. Motion passed.

March 13, 1947.

ORDINANCE

Moved by Alderman Moriarty, seconded by Alderman Sullivan that the Ordinance respecting the regulation and control of blasts and blasting and of quarrying and excavating in the City which was read and passed a first time at a regular meeting of the City Council held on January 17, 1947 and the second reading of which was deferred until March 13, 1947 be amended and now read and passed a second time as Ordinance #40 as follows:-

BE IT ENACTED by the Mayor and Council as follows:-

1. No person shall in the City commence or perform the work of quarrying or excavating without first obtaining from the Commissioner of Works, hereinafter referred to as "the Commissioner," a permit therefor.
2. The applicant for a permit under this Ordinance shall state in his application for such permit:
  - (a) the name, occupation and address of the applicant;
  - (b) the location in the City where the proposed excavating or quarrying is to be carried out;
  - (c) the purpose of the proposed excavating or quarrying and the depth to which it is proposed to excavate or quarry;
  - (d) the date when such excavating or quarrying is proposed to commence and the probable duration of the same;
  - (e) the name and address of the owner of the land upon which such excavating or quarrying is to take place;
  - (f) the name of the contractor engaged in the work (if any);
  - (g) whether blasting will be necessary in connection with the work;
  - (h) such other information as the Commissioner may require.
3. The Commissioner may issue a permit for the carrying out of such work to the applicant and may impose such terms and conditions for the carrying on of the proposed work and the restoration of the surface of the land upon which any excavation or quarrying has been or



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is proposed to be carried on as he deems necessary within the authority provided by section 589B of the Halifax City Charter. The Commissioner may refuse to issue a permit hereunder if he is of the opinion that the same is unnecessary or that it will result in the creation of a public nuisance.

4. The Commissioner before issuing a permit hereunder and as a condition precedent to his doing so, may -
  - (a) require the applicant or the owner of the property upon which such quarrying or excavating is proposed to be carried on to provide a bond to the satisfaction of the Commissioner conditioned upon compliance by the applicant for such permit, the owner of the property and the contractor engaged in the work (if any) with the provisions of this Ordinance and the terms and conditions provided by the Commissioner of the Committee on Works as herein provided to such Commissioner.
  - (b) require the applicant and the owner of the said property to agree to comply with such other terms and conditions as the Commissioner may from time to time impose for the purpose of protecting health, lives and property from injury as a result of such quarrying or excavating operations and from the creation of a public nuisance.
5.
  - (1) The applicant, if the Commissioner refuses to grant a permit hereunder or if the applicant is aggrieved by the terms and conditions so imposed, may appeal to the Committee on Works from the refusal of the Commissioner or such terms and conditions by notice in writing filed with the City Clerk stating the grounds upon which he appeals and a copy of such notice shall be delivered by the City Clerk to the Commissioner.
  - (2) The Committee on Works shall hear such appeal at a time and place to be decided by the City Clerk and may grant or refuse the application or may grant the application upon such terms and conditions as in the absolute discretion of the Committee are considered proper for the effective carrying out of the purposes of this Ordinance and the decision of the Committee thereon shall be final and without review or appeal, and failure to comply with such terms and conditions imposed by such Committee shall constitute a violation of this Ordinance.
6. Any person who has operated or is operating a quarry or who has conducted or is conducting quarrying operations in the City of Halifax, or who has made any excavation in the City, and the owner of any land upon which such quarrying operations are being or have been conducted or upon which an excavation has been made, if the person

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operating such quarry or conducting such quarrying operations or who has made such excavation is not the owner of such land, shall restore the surface of such land to such condition as the Commissioner, or the Committee on Works if an appeal has been made as hereinbefore provided, may require, within such time as the Commissioner or Committee may direct and failure to comply with such requirement and direction of the Commissioner or Committee shall constitute a violation of this Ordinance.

7. The Council may direct the Commissioner to report upon any excavation or quarry in the City; or the Commissioner may, without such direction, make such a report.
8. If the Commissioner reports that, in his opinion, such excavation or quarry is a blighted or disfigured area or if the Council of its own motion so considers it to be, the Council may appoint a time and place for a hearing upon such report or motion and shall give the owner of the land upon which such quarrying operations are being or have been conducted or upon which such excavation has been made, the operator of such quarry, or the person making such excavation, not less than ten days' notice in writing of the time and place so appointed and shall furnish him at the same time, with a copy of such report or motion.
9. Such owner, operator, or person may appear at the hearing and be heard respecting the matter of such report or motion.
10. The Council may, upon the conclusion of the hearing -
  - (a) instruct the Commissioner to revoke or suspend any blasting or excavation permit issued in respect of such excavation or quarry;
  - (b) order such owner, operator, or person to restore the surface of such land to such condition as the Council may direct within such time as the Council may require.
11. A copy of any order made by the Council directing the restoration of the surface of such land shall be served upon such owner, operator, or person if resident in the City, or mailed to him if not so resident and his address is known; if his address is not known a copy of such order shall be published in one newspaper published in the City by one insertion.
12. Every person who fails to comply with an order respecting the restoration of the surface of any land shall be guilty of a violation of this Ordinance and each day on which such failure to comply continues shall constitute and be a separate violation and the penalty for each violation shall be as hereinafter provided.

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13. Every person who violates any of the provisions of this Ordinance or who fails to comply with the terms and conditions of any permit issued under the authority of this Ordinance or who fails to comply with an order respecting the restoration of the surface of any land shall be liable to a penalty not exceeding One Hundred Dollars and in default of payment thereof to imprisonment for a period not exceeding sixty days.
14. This Ordinance shall be known as Ordinance Number 40.

Motion passed.

PURCHASE LAND CRANES LIMITED

Read report of the Committee on Works as follows:-

Halifax, N. S.,  
March 13, 1947.

His Worship the Mayor and  
Members of the City Council.

Gentlemen:-

The Committee on Works at a meeting held on March 13, 1947, considered the attached report re application of Crane's Limited for the purchase of a small piece of land on Queen Street.

On motion of Alderman Doyle seconded by Alderman Sullivan the Committee approved the report and it is recommended to City Council that legislation be sought if necessary to dispose of this triangular jib of land at the north-east corner of Doyle and Queen Streets.

Respectfully submitted,

W. P. Publicover,  
CITY CLERK.

Per W. G. Todd.

Halifax, N. S.,  
March 13th, 1947.

His Worship the Mayor.

Sir:

At a Committee on Works meeting held on March 5th. a report in connection with the request from Crane's Limited, for the purchase of a small piece of land, was over-looked.

I have received a letter from the City Solicitor, and in his opinion it is possible Legislation will be necessary should the City wish to sell the small triangular piece of land located on the north-east corner of Doyle and Queen Streets.

This land, triangular in shape, measures about seventy-seven and one-half feet (77½') on Queen Street, and

March 13, 1947.

thirty feet four inches (30'4") in depth. This land was purchased by the City in 1918 for the possible extension of Brunswick Street from this intersection, through R. A. Park to the intersection of Brunswick and Sackville Streets. Since Brunswick Street is now laid down through the eastern portion of R. A. Park, this triangular strip will not be necessary for the City's use.

When this land was purchased by the City from Robinson's Limited in 1918, the price was One Thousand Dollars (\$1,000.00).

Respectfully submitted,

R. M. MacKinnon,  
Commissioner of Works.

Moved by Alderman Doyle, seconded by Alderman Sullivan that the report be approved. Motion passed.

ADMINISTRATIVE SURVEY METROPOLITAN DISTRICT HALIFAX-  
DARTMOUTH

The matter was again deferred.

TRANSFER OF ASSETS OF WATER DEPARTMENT

Alderman Lloyd: "All you can do is defer this again."

Alderman Sullivan: "When I asked for one month's deferment in September, I was criticized."

Alderman Lloyd: "There is nothing here tonight to base an intelligent conclusion."

Alderman Sullivan: "I question that. I have a brief prepared and I think it is intelligent."

It was agreed that the brief be filed with the City Clerk and copies made available to the Aldermen.

Alderman Sullivan: "The last time I was left holding the bag. That brief was torn apart by Alderman Lloyd and he submitted his own one month later."

Alderman Coffin: "I don't think you can deal with this tonight. Mr. McNab might want to be here to give some testimony."

The matter was then deferred.

TRAFFIC CONTROL ON MILLER STREET

Alderman Breen: "Why is this among the deferred items?"

Brief submitted by Alderman Sullivan at a meeting of the City Council held on March 13, 1947 re Assets Water Department.

Your Worship and Aldermen:-

I first wish to call attention to statements made in one section of the Press a month or so ago, to the effect that some members of the Council were members of a clique or gang, attempting to sabotage the efficiency and operation of the Public Service Commission. I wish to publicly state that I am not a member of any clique or gang; nor do I know of any. I feel and know, it is my privilege as an Alderman to express opinions on any questions or measure in this Council. As long as I am a member of Council, I will protect to the best of my ability, the interests of the citizens of the City, especially Ward 6. I refuse to be intimidated or muzzled by any person or persons. When it comes to the time that I do not vote according to the dictates of my conscience (and Gentlemen, I have a conscience) I will immediately resign.

I am against the proposed sale of the City's water distribution system for the approximate sum of \$4,200,000.00.

I again protest the dual position of the City Solicitor in trying to serve two masters. He, through no fault of his own but by order of the present City Council, is acting as Solicitor for both the present owner (the City) and the proposed buyer (the Public Service Commission.) You, Your Worship would not conduct your own private business in this way.

I disagree with the statements on page five of the Solicitor's report: namely, that the operation and efficiency of The Public Service Commission was impeded or slowed up at any time by a Committee of, or the Council as a whole. The only lengthy discussions were regarding the Commission or the number of Commissioners to constitute the Board. The Council and Committee have co-operated 100%. Exhibit B, pages 1 and 2 will prove this statement. This exhibit shows that all applications from the Public Service Commission for capital funds were passed as quickly as permitted by City Charter. The majority.

from the time of application to Committee until the time of passing by Council was six days. The following figures, and I assume they are right, are copied from the present report and speak for themselves:

Application made for \$250,000.00	July - Passed Council July.
" 29,000.00 Jan. 30/45	" " Feb. 15/45
" 200,000.00 Apr. 6th	" " Apr. 12
" 3,200.00 July 13th	" " Aug. 28
" 380,000.00 July 5th	" " July 11th
" 2,500.00 July 5th	" " July 11th
" 6,000.00 July 5th	" " July 11th
" 15,000.00 Aug 21st.	" " Aug. 31st.

The Commission as a whole, definitely stated at a meeting a fortnight ago, that the City Council had co-operated 100% with the Commission and its management.

However, the report shows that the City owes the Commission \$674,000.00. It also shows the Commission owes the City \$400,000.00; a difference of \$274,000.00. I question whether all capital expenditures have been completed in full. Now Gentlemen, the proposed sale for \$3,300,000.00; that amount is only up to December 31, 1944. Here is the way I see it:-

The Commission will have to borrow \$3,300,000.00 to pay the City; also provide for approximately \$900,000.00 Capital borrowing 1945 and 1946, making a total of \$4,200,000.00.

The sum of \$4,200,000.00 will be paid to the City, and after provision has been made to pay outstanding indebtedness of the water system, together with interest, etc., the total amount left from this sale will be approximately \$2,000,000.00.

I would like to point out that some suggestions have been made to use this balance to reduce the tax rate. This cannot be done, as legislation definitely directs that this \$2,000,000.00 to be placed

in a separate fund to be known as the Water Special account, and can be used only with permission of the Minister of Municipal Finance.

The City is now out of the picture, except any profits will be paid to the City (should there be any.) Oh yes, if you please! the City, and by the City I mean the taxpayers, will have to guarantee all and any bonds or debentures issued by the Public Service Commission. This should be well thought out; because in the event of extensions they make outside the City (and the present Management of the Public Service Commission seems very partial to selling water to outsiders) you the City's taxpayers, will be responsible for payment of any and all debentures and bonds issued by this Commission. This will become very complicated and personally, I think will work out to the detriment of the City of Halifax.

Let us now picture the consumer, who is also the aforementioned taxpayer. There are approximately 27,000 real property and business taxpayers. But there are only approximately 12,600 water ratepayers (less than 50%). These 12,600 must assume payment of interest and sinking fund for \$4,200,000.00. These 12,600 who have practically 100% been paying for the water distribution system appraised at \$4,200,000.00 now must start to pay for something they already owned. I am not going to bore you with figures for interest, sinking fund, etc., but I say this; that before any one of these 12,600 water users draw one drop of water, each and every one will have to assume the responsibility of approximately \$28.00-\$30.00 per ratepayer per year. Add to this the present cost of your operating account and you will be paying for the average home \$50.00 per year. You have been told often that you are getting water below cost .... So picture to yourself the "Grand Finale" of costs to the consumer.

I feel that this financial juggling of the Water Assets will react, especially against the persons I represent in Council. The majority of those persons are working for small salaries and paying for their homes. They are faced every day with increased costs. Take food

prices, clothing prices and many other items! Now, the proposal is, to add to water cost. This would be nothing more than a hidden tax.

Why don't you sell the schools to the School Commissioners, and only collect taxes from those persons who have children attending school. Sell the Fire Department and only make those needing fire protection pay the costs. It amounts to practically the same thing as selling the Water System.

What should be done? I see no good reason why the Public Service Commission cannot operate efficiently under the present set-up. If legislation is needed to facilitate their borrowing or any other needs; have this legislation enacted. You will need plenty of legislation if the sale is made to adjust matters.

I respect Alderman Lloyd's stand in this matter. I believe he feels he is acting to the best interests of every body concerned, I believe I am doing the same. But I cannot see how selling the assets of the City is a move in the right direction. Why don't you obtain legislation to use the \$700,000.00 Post-War Fund? Where is all the money we have left over the Sinking Funds of the City?.....Use some of that to help .....BUT DON'T SELL THE WATER SYSTEM.



March 13, 1947.

Alderman Coffin: "I think I can throw a little light on that. His Worship the Mayor was requested to contact Mr. Hendry on the opening of Clarence Street."

Alderman Breen: "That is an entirely different matter. I would like an explanation from the City Solicitor. This has been here for a year."

Moved by Alderman Doyle, seconded by Alderman Sullivan that the matter be deferred for six months.

His Worship the Mayor: "Mr. Hendry informed me that the Harbour Commission said they were not interested in Miller Street at all and that the tunnel under the tracks would be too costly."

Moved in amendment by Alderman Breen, that the Chief of Police be instructed to carry out the original agreement between the City and the Park Commission respecting Miller Street.

There was no seconder to this amendment.

Alderman Breen: "I would like the Solicitor to explain this procedure."

City Solicitor: "The amendments permitted after a deferred motion are amendments to refer to a Board or a Committee."

Moved by Alderman Lloyd that the matter be referred to the Committee on Works.

There was no seconder to this motion.

Alderman Moriarty: "You have a recommendation from the Park Commission; why send it to the Committee on Works?"

Alderman Lloyd: "I am compromising between the two motions."

Alderman Doyle stated that he was agreed to a deferment for one month to which Alderman Sullivan expressed himself favorably.

Alderman Breen: "If I am in Montreal and am out of

March 13, 1947.

TAX COLLECTIONS MONTH OF FEBRUARY 1947

Civic Year	Reserves	O/S Balance Jan. 31/47.	New Accounts and Adjust- ments.	February Collect- ions.	O/S Balances Feb. 28/47.
1944-45	\$10,480.62	\$ 42,617.10		\$ 1,754.68	\$ 40,862.42
1945	22,311.34	105,266.93		6,782.04	98,484.89
1946	43,189.89	242,727.25		16,530.19	226,197.06
		390,611.28		25,066.91	365,544.37

Poll Taxes

1943-44	24,678.76		159.22	24,519.54
1944-45	6,626.27		204.30	6,421.97
1945	3,784.84		1,031.02	2,753.82
1946	15,698.94		1,430.88	14,268.06

Additional Collections	1947	1946
Arrears 1925-26 to 1943-44	1,542.13	4,581.65
Corresponding Period Last Year		
Collections as per statement above	25,066.91	24,967.67
Corresponding Period Last Year		
Total for month.....	26,609.04	29,549.32
Collection Poll Tax Jan. 1 to Feb. 28/47	6,311.36	5,654.84
Corresponding Period Last Year		

Respectfully submitted,

A. F. Hagell,  
CHIEF ACCOUNTANT.

FILED

March 13, 1947.

the City I would like it deferred for another month."

Alderman Doyle: "Who is going to Montreal, I want to know?"

Alderman Breen: "It is none of his business how I go."

Alderman Lloyd: "I am going to Montreal, I don't think it is any of Alderman Doyle's business."

Alderman Doyle: "Alderman Breen can go anytime, he likes to go as long as he pays his own way."

The motion was then put and passed and the matter deferred for one month.

APPROVAL OF AMENDMENT TO ORDINANCE #13

Halifax, N. S.,  
February 25, 1947.

Mr. W. P. Publicover,  
City Clerk,  
City Hall,  
Halifax, N. S.

Dear Sir:-

I enclose for your records copy of an amendment to ordinance number 13 of the City respecting the regulation of vehicles transporting passengers for hire on which the approval of the Minister of Municipal Affairs is indicated.

Yours very truly,

C. L. Beazley,  
Deputy Minister.

FILED

ORNAMENTAL TREE LIST

FILED

GENERAL LEGISLATION

Legislation for the year 1947 as drafted by the City Solicitor was then submitted to the meeting for approval. A copy of same is attached to the original copy of these minutes. Copies were furnished the members of the Council for their information.

The legislation was dealt with item by item.

March 13, 1947.

<u>ITEM # 1</u>	Approved.
<u>ITEM # 2</u>	Approved.
<u>ITEM # 3</u>	Approved.
<u>ITEM # 4</u>	Approved.
<u>ITEM # 5</u>	Approved.
<u>ITEM # 6</u>	Approved.
<u>ITEM # 7</u>	Approved.
<u>ITEM # 8</u>	Approved.
<u>ITEM # 9</u>	Approved.
<u>ITEM # 10</u>	Approved.
<u>ITEM # 11</u>	Approved.
<u>ITEM # 12</u>	Approved.
<u>ITEM # 13</u>	Approved.
<u>ITEM # 14</u>	Approved.
<u>ITEM # 15</u>	Approved.
<u>ITEM # 16</u>	Approved.
<u>ITEM # 17</u>	Approved.
<u>ITEM # 18</u>	Deleted as a repeat.
<u>ITEM # 19</u>	Approved.
<u>ITEM # 20</u>	Approved.
<u>ITEM # 21</u>	Approved.
<u>ITEM # 22</u>	Approved.
<u>ITEM # 23</u>	Approved.
<u>ITEM # 24</u>	Approved.
<u>ITEM # 25</u>	Approved.
<u>ITEM # 26</u>	Approved.
<u>ITEM # 27</u>	Approved.
<u>ITEM # 28</u>	Approved.
<u>ITEM # 29</u>	Approved.
<u>ITEM # 30</u>	Approved.
<u>ITEM # 31</u>	Approved.
<u>ITEM # 32</u>	Approved.
<u>ITEM # 33</u>	Approved.

March 13, 1947.

<u>ITEM # 34</u>	Approved.
<u>ITEM # 35</u>	Approved.
<u>ITEM # 36</u>	Approved.
<u>ITEM # 37</u>	Approved.
<u>ITEM # 38</u>	Approved.
<u>ITEM # 39</u>	Approved.
<u>ITEM # 40</u>	Approved after adding \$1,000.00 as a grant towards Boxes for Britain.
<u>ITEM # 41</u>	Approved.
<u>ITEM # 42</u>	Approved.
<u>ITEM # 43</u>	Approved.
<u>ITEM # 44</u>	Approved.
<u>ITEM # 45</u>	Approved.
<u>ITEM # 46</u>	Approved.
<u>ITEM # 47</u>	Approved.
<u>ITEM # 48</u>	Approved.
<u>ITEM # 49</u>	Approved.
<u>ITEM # 50</u>	Approved.
<u>ITEM # 51</u>	Approved.
<u>ITEM # 52</u>	Approved.
<u>ITEM # 53</u>	Approved.
<u>ITEM # 54</u>	Approved.
<u>ITEM # 55</u>	Approved.
<u>ITEM # 56</u>	Approved.
<u>ITEM # 57</u>	Approved.
<u>ITEM # 58</u>	Approved.
<u>ITEM # 59</u>	Approved.
<u>ITEM # 60</u>	Approved.
<u>ITEM # 61</u>	Approved.
<u>ITEM # 62</u>	Approved.
<u>ITEM # 63</u>	Approved.
<u>ITEM # 64</u>	Approved.
<u>ITEM # 65</u>	Approved.

March 13, 1947.

ITEM # 66      Approved.  
ITEM # 67      Approved.  
ITEM # 68      Approved.  
ITEM # 69      Approved.

TERM OF OFFICE OF MAYOR

Alderman Lloyd: "I wonder if we could extend the term of the Mayor's time to two years. I think you should do something with this."

Moved by Alderman Lloyd that legislation be obtained to provide that the term of office of the Mayor be for two years and that we eliminate the clause about re-offering after eleven months.

There was no seconder to this motion.

Alderman Sullivan: "I feel the Mayor coming in should be elected for two years. The first year he works on his predecessor's work and the second year he could work on his own initiative."

Alderman Adams: "I feel he should be there as long as the people want him if he is a good Mayor."

Moved by Alderman Breen, seconded by Alderman Hosterman that the Mayor be elected for a three year term the same as the Aldermen.

Moved in amendment by Alderman Sullivan, seconded by Alderman Doyle that the legislation be left as it is.

Alderman Sullivan: "A 'nay' to the motion is to leave as is?"

City Solicitor: "Yes."

The Motion was then put and resulted in a tie vote as follows:-

FOR THE MOTION

Alderman Adams  
Breen  
Coffin  
DeWolf  
Lloyd  
McDonald

- 6 -

AGAINST IT

Alderman Burgess  
Doyle  
Hosterman  
Moriarty  
Sullivan  
Walker

- 6 -

March 13, 1947.

Alderman Coffin: "I think if it is a tie vote, it is not worth sending it to the Legislature."

Alderman Sullivan: "I can see the merit of Alderman Lloyd's suggestion for two years because I have always felt that a Mayor for one year is serving on the estimates of his predecessor. I can see the merit of two years but I stop there."

Alderman Coffin: "We could review this in a couple of days when we come here again to consider other items of legislation."

Moved by Alderman Coffin, seconded by Alderman Lloyd that this matter be discussed with the rest of the legislation. Motion passed.

LEGISLATION Re : ESTIMATES

This was approved.

LEGISLATION Re: ESTIMATES SCHOOL BOARD

This was approved.

LEGISLATION REBATE OF TAXES 1947

This was approved.

Moved by Alderman Hosterman, seconded by Alderman Burgess that this meeting do now adjourn. Motion passed.

Meeting adjourned. 11:10 P. M.

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J. E. Ahern,  
MAYOR AND CHAIRMAN.

*W. P. Publicover*  
W. P. PUBLICOVER,  
CITY CLERK.



AFTERNOON SESSION  
SPECIAL MEETING

Council Chamber,  
City Hall,  
Halifax, N. S.,  
March 17, 1947,  
2.30 P. M.

A meeting of the City Council was held on the above date.

After the meeting was called to order by the Chairman and before considering the regular order of business, the members of Council attending, led by the City Clerk, joined in repeating the Lord's Prayer.

There were present His Worship the Mayor Chairman; Aldermen DeWolf, Moriarty, Hosterman, Coffin, Adams, Lloyd, McDonald, Doyle, Walker, Burgess and Sullivan.

The meeting was called specially to consider the Agreement re: Transit System in the City of Halifax

Read letter from the Manager of the Nova Scotia Light and Power Company Limited as follows:

March 13, 1947.

J. E. Ahern, Esq.,  
Mayor of Halifax,  
City Hall,  
Halifax, N. S.

Your Worship:-

I think it is my duty to enclose herewith copy of a letter from the Canadian Trolley Coach manufacturing company dated February 27, 1947 in which that Company calls upon me for an immediate decision as to the placing of orders for Halifax coaches.

Notwithstanding the fact that the last time I mentioned pressure from the car company for speed, and was thereupon referred to in the Press as issuing a threat against the City Council, the importance of this matter compels me to place it before you. I cannot escape very grave fears as to the position of the priority of the manufacture of these coaches if there is any further delay, and I urge you to reach a decision at the next Council Meeting.

March 1<sup>7</sup>, 1947.

In view of the importance of the matter I am taking the liberty of sending a copy of this letter to the City Solicitor and to the City Clerk.

With kind regards,

Sincerely yours,

J. B. Hayes,  
MANAGER.

Read letter from the General Sales Manager of the Canadian Car and Foundry Company Limited as follows:

February 27, 1947.

Mr. J. B. Hayes,  
Vice-President & General Manager,  
Nova Scotia Light & Power Company,  
Halifax, N. S.

Dear Sir:-

With respect to the Trolley Coach manufacturing position we are now holding open in our 1948 production program, would suggest that this matter be finalized as early as possible, as critical materials are still in short supply.

We have covered your priority position but the pressure of inquiries for improved deliveries and additional equipment is very great, and will shortly close out the manufacturing schedule for that year, in which instance, we of necessity, call upon you for an immediate decision.

Yours faithfully,

E. J. Cosford,  
GENERAL SALES MANAGER.

Read letter from the Halifax North Civic Improvement Association as follows:

At the regular meeting of the Halifax North Civic Improvement Association, February 25th., the following Resolution was regularly moved and seconded and passed by the Association.

Be it Resolved that this Association go on record as favouring the holding of a plebiscite on the question of the acquisition of the assets of the Nova Scotia Light and Power Company in the City of Halifax

March 17, 1947.

before the City enters into any agreement with the Company with respect to the transit system.

And Be It Further Resolved that said plebiscite be held in conjunction with the April 1947 Civic Elections and that the voters in said plebiscite be asked to decide whether or not said assets should be acquired by the City of Halifax for the benefit of the public to be operated under an independent commission or whether the City should enter into an agreement with the Company regarding the system.

And Be It Further Resolved that a letter to that effect be sent from the Association to the Mayor and the City Council of the City of Halifax.

Briefs as submitted by Alderman Lloyd and the City Solicitor are attached hereto.

Copies of same were furnished to all members of the Council.

His Worship the Mayor suggested that Council resolve itself into a Committee of the Whole.

Moved by Alderman Doyle, seconded by Alderman Walker that Council resolve itself into a Committee of the Whole Council. Motion passed.

2.45 P. M. Council met as a Committee of the Whole.

February 25, 1947.

Your Worship and Members,  
of the City Council,  
Halifax, N. S.

Re: Proposed Transit Agreement - Nova Scotia  
Light & Power Company Limited.

Gentlemen:-

You are aware of my opposition to the recommendation that the City Council accept the terms of the transportation agreement sought by the Nova Scotia Light and Power Company Ltd.

Since the last meeting with representatives of the aforementioned company, I have carefully reviewed the proposal. The result of that review is a still deeper conviction that the City Council should forthwith reject the proposed agreement.

My reasons for the rejection are briefly:

(1) The critical tax revenue position of the City and other major factors favor public ownership of the transit and power utilities serving the City of Halifax.

(2) The proposed agreement is a major concession of citizens rights and property to a private corporation.

(3) Privately owned utilities pay heavy Federal Income Taxes.

(4) The interest cost on capital funds is much greater under private ownership than under public ownership.

(5) Private utilities make little or no reduction in interest bearing debt. City owned utilities are in a position and can afford to retire interest bearing debt.

(6) Management costs such as legal fees, commissions and other administrative costs are much higher under private ownership.

The full benefit of the sealed tender principle in purchasing materials and equipment and in the sale of bonds can be enjoyed under independent commission management.

(7) No effective control exists to return directly or indirectly excess earnings of private utilities to service users. Private utilities spend thousands of dollars fighting rate reduction hearings before the Board of Public Utilities. In a recent case a reduction to Halifax users was deferred for more than five years.

(8) The City has established a competent independent commission to operate its water utility and possesses the legal power to operate all other public utilities.

(9) The 1944 Dawson Royal Commission Report to the Nova Scotia Government recommended public ownership of power utilities.

(10) Under independent commission management the transit system can reasonably be expected to earn a net annual revenue from operations of approximately \$350,000.00 after provision for interest and depreciation.

The aforementioned revenue can be used for the reduction of utility debt (thus ultimately rate reductions) and for general civic purposes. Add to the transit revenue net earnings of at least \$350,000.00 from the public ownership of the more profitable power utility and the taxpayer and utility user can expect gradual reductions in rates and substantial funds for civic purposes.

It is my recommendation that the City adopt the following policy, the only policy under existing circumstances which we can justify to the citizens we represent.

(a) We advise the company that the City intends to hold a plebiscite on the question of transit and power utility ownership under independent management.

(b) We instruct the solicitor to prepare a draft ballot for our consideration and when approved, fix a date for the holding of the plebiscite.

(c) We instruct the City solicitor to prepare a draft of legislation based upon the bill presented to the Provincial Legislature in 1945 under which we sought the right to purchase by arbitration or to expropriate the electric distribution system serving the City of Halifax; and, that the Solicitor be instructed to amend the legislation to overcome the objections to the 1945 legislation raised by the Provincial Government.

(d) We consider and after approval of the draft legislation submitted by the city solicitor we have same presented at the next session of the Provincial Legislature.

(e) We advise the Board of Public Utilities that:

Whereas the Nova Scotia Light and Power Company Limited has admitted it intends to abandon its tramway operations on or about July 1, 1948 and

Whereas Mr. Wilson's Report confirms the necessity of abandoning the tramway system and,

Whereas the Board of Public Utilities has allowed the Company to fully provide for the total depreciation of its tramway rate base,

That the Board of Public Utilities fix the final date upon which the tramway operations shall be discontinued and the final date before which the company shall remove all wires, track substructures, etc.

That the Board of Public Utilities grant to the Public Service Commission of Halifax a certificate of convenience and necessity for the operation of a trolley bus transit system and fix the date upon which it is to commence operations.

(f) We inform the Nova Scotia Light and Power Company Limited that the City shall reimburse the company for any reasonable costs it may incur in retaining the priority it holds for trolley bus equipment.

The foregoing policy is recommended in view of my claim that the City should forthwith reject the proposed transit agreement sought by the Nova Scotia Light and Power Company Limited.

My specific objections and the reasons therefore are as follows and I respectfully urge upon each of you seriously to consider same.

#### OBJECTION 1

(Re: Sections 2 and 11 of Agreement)

The Company may defer the conversion date of its transit service.

The Company has officially reported a depreciation reserve at 31 December 1945 of \$2,646,607.00 with respect to its tramway system. The rate base at 31 December 1945 was reported as only \$17,224.00. With income tax rates being reduced and revenues from tram operations continuing at a high level, the company will be strongly tempted to continue its tram operations.

Section 2 of the agreement reads after the date fixed for conversion 1 July 1948, "or the earliest practical date thereafter". Section 11 reads in part "the company shall be allowed a reasonable period after the date hereof for the completion of the conversion of its existing tram service etc" and continues "having regard for the existing difficulties of obtaining adequate supplies of equipment and materials".

The tram system's net operating revenues before taxes and depreciation, as shown by their reports to the Board of Public Utilities are as follows:

	<u>1944</u>	<u>1945</u>
Transportation Revenue	\$2,076,030.21	\$2,103,958.22
Operating Expenses	<u>957,244.48</u>	<u>946,001.31</u>
Net Operating Revenue before Taxes and Depreciation	\$1,118,785.73	\$1,157,956.91

Mr. Wilson projects in his report a reduction of 50% in the gross revenue.

While it is sound judgment to predict a decline in revenues, I cannot believe that such a major reduction, \$1,000,000.00 will be experienced by the company over 1945 in 1948 and thereafter. As all of Mr. Wilson's figures are based on the foregoing assumption, I cannot agree with his conclusions. In 1946 we received from the company approximately \$33,000.00 in 2% taxes on the gross revenues from tram operations. The company therefore must have had in 1946 gross earnings of \$1,650,000.00. Mr. Wilson's minimum projection of gross revenue for 1948 and thereafter is \$930,000.00. In view of the gross revenue reported by the company and that indicated for 1946, a peacetime year, I cannot believe that revenues will further decline another \$620,000.00 by 1948 and immediately thereafter.

Yet Mr. Wilson states "The most optimistic estimate possible is that riding may stabilize at double what it was prior to the war, that is around 18 million odd", in terms of dollars \$1,137,500.00.

My purpose is served at this point if you realize that the gross revenues will have to drop another \$512,500.00 in 1947 before they reach Mr. Wilson's optimistic calculation. If the revenues do not decline \$500,000.00 in 1947, the company will certainly be tempted to defer the conversion date until they do decline a substantial portion of that amount.

While I am opposed to any agreement with the company it is sound and practical to insist upon:

(a) The fixing of a definite unalterable date for the conversion of the system if a contract is to be entered into.

(b) The determination of the status of the depreciation reserves and Income Tax liability of the company as set forth in their 1946 reports to the Board of Public Utilities.

#### OBJECTION 2

(Re Sections 3 and 4 of Agreement)

The proposed agreement binds the City to a basis of determining fares and routes contrary to established practice.

It has been the established practice for the City Council to represent the service users in hearings before the Board of Public Utilities at which fares are set. There are many suppositions being made to form the basis of the agreement. Subsequent events may prove the assumptions false. It is my opinion that the whole question of fares and routes should not be embodied in the agreement. These matters should at least be reviewed by the Board of Public Utilities before the City binds itself in this respect to the Company.

OBJECTION 3

(Re Sections 5 and 7 of Agreement)

The City is committed to an extensive paving program and undertakes snow clearance and sanding operations for which adequate compensation is not received nor assured.

The City Engineer estimates the capital costs of paving and curbs and gutters under the agreement at a total amount of \$715,000.00. The City must annually tax for the interest and principal retirement of bonds to finance that expenditure. The total debt service charge of interest and principal in this case would be approximately 6% or an annual charge of \$42,900.00. \$385,000.00 of the total paving estimate was determined by Mr. Wilson for the repaving of tramway tracks. The remaining \$320,000.00 was estimated by the City Engineer to cover the cost of new paving and curbs and gutters on the trolley bus routes and \$10,000.00 for paving of terminal loops.

Repaving of tramway tracks and paving of terminal loops is definitely a cost arising solely from the transit conversion. Whether the cost of new paving is properly a cost attributable to the trolley system is debatable. Yet it is fair to assume that heavier paving will be necessary on many sections of new routes.

It is not an unfair statement to assume that 50% of new paving is due to the transit conversion. This means then that the City will have to meet debt service charges (Principal and Interest) on at least \$555,000.00 which at 6% amounts to an annual outlay by the City of \$33,300.00.

Snow clearance in the past two years has cost the company in the vicinity of \$35,000.00 per annum.

Experience with trolley bus operations may or may not prove more costly than snow clearance on tram routes.

Additional mileage is being added in any event and the company is being relieved of this expense as well as sanding operations estimated at \$7,000.00 per annum additional to the City. In any case the City undertakes an annual expenditure in the vicinity of \$42,000.00.

Thus the City must under the agreement anticipate the following additional civic expenditures attributable to the transit conversion:

Annual Debt Service Charges on \$555,000.00	\$33,300.00
Provision for snow removal and sanding	<u>42,000.00</u>
	\$75,300.00



Under the agreement the City receives to offset the foregoing, a definite sum of 2% of gross earnings which over and above Mr. Wilson's "optimistic" calculations will not exceed \$24,000.00 per annum. Unless we share with the company in excess earnings we will incur an annual deficit of \$51,300.00 on paving and snow removal. The real property and business taxes do not enter into this calculation as they are normal civic taxes for general civic purposes such as education, police and fire protection, etc. Neither does the \$400.00 per mile paving charge enter into the calculation as it is an amount paid to the City for maintenance of paving subjected to wear and tear by trolley buses.

I have indicated that we must depend upon the company to pay us 2/3 of excess earnings if we are to meet the foregoing projected deficit of \$51,300.00. The following objection to the agreement explains why it is impractical to assume that the deficit will be covered by such earnings.

OBJECTION 4

(Re Section 8 of the Agreement)

The provision of the agreement with respect to the (2/3) two-thirds of excess earnings is not clearly defined and its determination not fully covered in the agreement.

You recall the former provision with respect to utility earnings. If the company earned in excess of 8%, 50% of the balance was to be paid to the Provincial Treasurer. Were any such amounts ever paid by the Nova Scotia Light and Power Company Limited? Is it not reasonable to conclude then that when the Public Utility Act was amended in 1943 to eliminate that provision, thousands of dollars were diverted to the Federal Treasury in Income Taxes? The two thirds clause appears attractive. On the other hand will reserves for "this" and "that" be devised to absorb any excess earnings. The agreement does not contain any explanatory provisions with respect to inter-company charges that might appear at a later date. Neither is anything contained in the agreement with respect to the accounting for Federal Income Taxes. To use an expression of the Company's Manager, subsection (1) of section 8 is a "snare and a delusion" unless fully supported by specific clauses defining the determination of net profits.

OBJECTION 5

(Re Section 6 of Agreement)

The City releases the company under certain conditions from liability to remove track substructures and paving without adequate and definite compensation.

Section 6 of the agreement provides that the City may receive an additional 2% of gross tram revenue until the date of conversion if the Provincial Legislature fixes such a rate.

It is difficult for me to believe this concession to the Company is founded in anything that resembles serious thinking. The company which in 1946 will report net earnings of close to \$750,000.00 before reduced Federal Income Taxes, is being relieved of an expenditure estimated by its manager to exceed \$200,000.00. The City might receive for this concession if approved by the Legislature, an amount of approximately \$25,000.00 in 1947 and approximately \$12,500.00 in 1948. Under no circumstances should relief from such a liability be granted to a private group without a definite or determinable amount being fixed in an enforceable agreement. I am not an engineer but it occurs to me that a future excavation of major proportions for the replacement of sewer or water mains will be much more costly if track substructure have to be removed. The agreement provides that only if pavement is being repaired or reconstructed will the company be held responsible for the cost of substructure removal. The Company even then does not pay the cost, the future trolley bus user will pay for same or it will be deducted from the City's proportion of excess earnings if any.

I strongly object to a new service being required to meet the unpaid cost of an abandoned system. Particularly with a company that expects the City to risk a deficit on pavement and snow clearance costs with respect to the new service.

Furthermore a private utility company which has been so fortunate as to wind up its tram operations with a full depreciation reserve against its capital investment is well able to deposit with the City a sum equal to the cost of track substructure removal.

#### OBJECTION 6

(Re Section 8 of Agreement)

The City agrees to a rate of earnings formula which permits the company to earn an excessive rate on capital supplied by shareholders.

Subsection (e) of section 8 of the agreement entitles the company to earn an initial rate on its capital investment of approximately 4%. The capital required as estimated by Mr. Wilson is \$2,000,000.00. The company next receives 2% of gross revenue which I believe will not go below \$1,137,500 ( or 18,000,000 passengers). The company next receives 1% of capital employed. The company next receives 2% of the gross revenue.

Finally the company is to receive (1/3) one-third of the balance of earnings.

At the last meeting of the City Council the company's solicitor stated that no financial plan for the new transit system had been formulated.

It is my opinion that no agreement should be made until the exact nature of the company's proposed financing is disclosed. If this is not done we may be agreeing to a rate of return on common or capital stock which is excessive. For example, suppose the company issues \$1,500,000.00 of bonds to partially finance its undertaking and suppose it finds the balance of \$500,000.00 from its own free funds. The result would be as follows:

<u>The Company Receives</u> assume (18,000,000 passengers)	
4% of Capital (\$2,000,000.00)	\$80,000.00
2% of Gross Revenue (\$1,137,500.00)	22,750.00
1% of Capital (\$2,000,000.00)	20,000.00
2% of Gross Revenue (\$1,137,500.00)	<u>22,750.00</u>
	\$145,500.00

<u>The Company Pays</u>	
4% on Funded Debt (\$1,500,000.00)	<u>60,000.00</u>
Net Return on (\$500,000.00)	85,500.00

or 17.10%

You will observe that the foregoing does not include 1/3 one-third of excess earnings viz; \$56,722.00 which increase the percentage return on \$500,000.00 from 17.10% to 28.4%.

Mr. Wilson calculates on pages 35 and 36 of his report on the basis of 18,000,000 passengers that the company would receive the following:

<u>Page 35</u>	
4% on \$2,000,000.00 Rate Base	\$80,000.00
2% of Gross Income	20,400.00
Incentive Payment	3,600.00
Reserve for Stabilization Fund	20,000.00
<u>Page 36</u>	
Additional return to company	24,756.00
1/3 of balance of profits	<u>56,722.00</u>
Total	\$205,478.00

Thus if you accept Mr. Wilson's figures in preference to mine, the company would earn on its shareholders \$500,000.00 of capital \$145,478.00 or the exorbitant rate of 29%.

To go to the other extreme, assume the company issues preferred stock for its entire capital requirements on Mr. Wilson's figures, it will earn 10% on such capital. Obviously the company will not avoid the opportunity to make the maximum for its shareholders, therefore at least \$1,000,000.00 of bonds will likely be issued.

In this latter case the company will earn for its shareholders on \$1,000,000.00 a return of \$165,478.00 or 16½%.

Please note that I am employing Mr. Wilson's figures in these latter calculations.

You can visualize the result if 21,000,000 passengers were carried on the new system. I am certain that your best judgment tells you that if my figures cannot be disproved the proposed agreement is unreasonable from the service users viewpoint. In any event is it not reasonable and practical to suggest that it is your duty to check my calculations before you enter in any agreement with the company?

#### OBJECTION 7

(Re Sections 9 & 13 of Agreement)

The agreement is in the nature of a franchise agreement and its provisions might be employed to defeat future efforts to secure public ownership of the transit system.

Section 9 reads in part "That this agreement shall be the basis of a transit franchise to be made subject to the approval of the Board".

The words "shall be the basis of a transit franchise" in the foregoing quotation appear to me to be extremely dangerous. It precludes the City from making any other arrangement for a transit system.

In addition the possession of a "franchise" gives the company an asset which the City may be compelled to pay for at a later date.

Last but not least in my list of major objections is the provision of Section 13. Under its provisions the Council not only defers action on public ownership for three years, but for three years from the date of notice to the company. Such an agreement with a City whose Mayor is elected for one year and must retire after three consecutive years and whose Aldermen are elected for three years, merely assures the company of another barrier to public ownership. On such a vital issue the City Council should not tie the hands of the citizens without a plebiscite.

Section 13 or no section similar to it should be included in the agreement.

#### CONCLUSION

I have placed before you my specific objections to the proposed agreement. The implication is simply that the City Council cannot justify in the public interest an acceptance of its terms.

I have recommended the only other alternative, public ownership under independent management. I have given in the first part of this report my reason therefore. Perhaps my contention can be more fully and finally appreciated if we recast Mr. Wilson's report on the basis of public ownership of the transit system.

Assuming that 18,000,000 passengers are carried, the following projection under city ownership results. On pages 35 and 36 of Mr. Wilson's report you will find the basic figures.

Net Revenue from operations		\$497,900.00
Less		
3% Interest on \$2,000,000.00 Bond Issue	60,000.	
Property & Business Taxes to City	26,900.	
Depreciation	<u>108,000.</u>	<u>194,900.00</u>
Net profit on operations		\$299,000.00

Under the proposed private company agreement the City receives:-

From 2% tax on gross revenue	24,378.00
Pavement Charge	8,200.00
Doubtful 2/3 of profits	<u>113,444.00</u>
Total	\$146,022.00

The foregoing clearly shows that the City by entering into the proposed agreement with the Nova Scotia Light and Power Company Limited is losing at least \$150,000.00 per annum. The City is losing much more than that figure. You must add thereto:

- (a) Savings on legal fees and other administrative costs.
- (b) Earnings on Depreciation Reserve Investments.
- (c) Interest savings on reduction of bonded debt.
- (d) Sundry income.

It is my opinion that the City under public ownership, can reasonably expect an annual net revenue from operations of approximately \$350,000.00. This amount still within the margin of fair and reasonable rates is \$200,000.00 in excess of the company's proposal.

We are currently faced with increased civic expenditures. \$700,000.00 of additional revenue is sought to meet civic needs. A business tax rate of \$7.00 is projected. A return to the pre-war single rate is being considered for 1948. The single rate would thus be in the vicinity of \$5.25. Thus we contemplate for 1948 an increase in household and home owners tax rates of \$1.75 per hundred dollars of assessment.

- 11 -

Surely we cannot under such circumstances perpetuate the unnecessary payment from citizens pockets of Federal Income Taxes through the Company. Surely we cannot justify the expensive concessions which the agreement before us contains. The only answer is for the City to reject the proposal and immediately hold a plebiscite on the question of City ownership of power and transit utilities under an independent commission.

Respectfully submitted,

Alderman John E. Lloyd.

JEL/RHS.



The question which came originally to the Council involved only the setting up of a new basis of taxation with respect to Trolley Bus operation and the responsibility of the City, if any, to permanently pave all the streets used as routes for the Trolley Buses.

In the discussions which have ensued other matters of far-reaching importance have arisen. They involve the matter of public ownership of -

- (a) The transit system.
- (b) The electric system.
- (c) The entire operations of the Company in the City relating to transit, gas and the generation and distribution of electric energy.

This matter of public ownership is one of high policy. It can, I think, be severed from the matter which originally came before the Council and I think that if Clause 13 had been omitted from the proposed agreement quite likely it would have been considered as a separate matter. Briefly, as you know, this clause requires a three year notice to the Company before the City can take over the transit system. It does not prevent the taking over of the electric utility or the gas utility at any time legislative authority is obtained.

It is this issue of public ownership which makes a proper consideration of Alderman Lloyd's memorandum most difficult. Therefore, I propose to refer to the various objections and points raised from the point of view of the matter originally before the Council - i.e. the new taxation basis and the paving and snow removal obligations.

As to the reasons set out on page 1 of Alderman Lloyd's memorandum -

1. This deals with a matter of policy and it is not within my jurisdiction to deal with it.
2. This is a definite statement and may be quite correct. As I see it, however, the principles involved in the agreement are no greater than those already in effect relating to taxing and street paving maintenance, to which I have referred above. I may not have appreciated the thought behind this reason, however.
3. This is, I believe, a correct statement.
4. This should be a matter of record and the Finance Department of the City should be able to ascertain



the cost of money to public utilities, such as Nova Scotia Light and Power Co. Ltd., and Maritime Tel. & Tel. Co. Ltd., as compared with N. S. Power Commission and perhaps the Public Service Commission - although it is the City's borrowing power up to now which has been used in this case.

5. As to reduction in debt - apparently different principles are considered by the Public Utilities Board and the Municipal Affairs Department in this regard. The effect of one or other of these methods is a financial rather than a legal matter. It is also a matter relevant to a discussion on public ownership.

6. I have no means of verifying this statement. I find it difficult to see why it should be so unless the staffs are exploited or the same type of official or efficiency is not demanded. This is also a "public ownership" matter.

7. The control over rates and thereby over "excess earnings" is through the Public Utilities Board. If such earnings appear to have become stabilized on a higher level than when the rates were last fixed by the Board an application to reduce rates should promptly succeed. The reason for the delay in the electric rate reduction referred to was the necessity of having a valuation made to secure adequate facts. This valuation was ordered by the Board on its own motion. Once established the rate hearing proceeded quickly.

8. This statement is correct.

9. Re Dawson Report - I have not had the opportunity of studying this Report, but my impression is that it did not deal with public ownership of transit systems.

10. The estimate of the net annual revenue of \$350,000 from operations under public ownership of the transit system appears to me to be high. It is apparently based on 18,000,000 passengers in 1948 and succeeding years and it is not unlikely that this estimate of passengers is very optimistic.

Prior to the war, with a population of 60,000-65,000 the number of passengers carried (i.e. the average for 1936-to 1939 inclusive) was 9,300,000. Assuming a population in a year or two to be 90,000 or an increase of fifty percent over the pre-war population, this would justify an estimate of a corresponding increase in passengers of fifty percent, or 14,000,000 passengers.

If this is the annual load the cost of operation does not decline very much but the gross revenue declines severely. For example:

Passengers:	<u>24 million</u>	<u>20 million</u>	<u>18 million</u>	<u>15 million</u>	<u>14 million</u>
Gross revenue	1,599,400	1,305,000	1,162,600	930,000	887,400
Operating cost (29¢)	773,333	756,523	745,715	650,000 (est.)	641,050
Net after operating	826,067	548,477	416,885	280,000	246,350
Interest (3%)	70,000	70,000	70,000	70,000	70,000
Depreciation	115,500	115,500	115,500	115,500	115,500
Net after operating, interest & depreciation	640,567	362,977	231,385	94,500	60,850

Because of the severe decrease in net earnings when the number of passengers drops below 18,000,000, I have perhaps not taken as optimistic a view of the number of passengers after 1948 as did Alderman Lloyd. Mr. Wilson's estimate for 1948 is 15 million but suggests that it might go below this figure.

As I understand it, the figure of \$350,000, estimated in Alderman Lloyd's memorandum as the net annual revenue from operation of the transit system by the City, is based on a calculation similar to that above stated but in which substantial savings through lower interest charges and operating costs were proposed. As he has used the number of passengers as 18,000,000, this would mean that in addition to the amount of \$231,385 shown above an additional \$120,000 could be saved by reducing the items \$745,715 and \$70,000. Any extra cost of purchase to the City in excess to the value of the physical assets would constitute an increased cost to the City not referred to in Alderman Lloyd's memorandum.

This is, I presume, the result of the application of the reasons set out by Alderman Lloyd on page 1 of his memorandum and numbered (4) and (6). I have not the means at hand to check this possibility of a reduction in operating costs without impairing efficiency or whether interest charges can be reduced.

The matter of inflated operating charges would be investigated by the Board if an application for a rate reduction were made.

As to the objections taken to the agreement itself:

1. (Sections 2 and 11 of Agreement) - "deferment of conversion date". Whether a definite date is set out in the

agreement itself or not - the matter of the conversion will be one which the Public Utilities Board must authorize and everything leading to such a conversion will be directed by the Board by means of an Order which must definitely fix certain times. If the Order is not complied with or amended by the Board if unforeseen circumstances prevent compliance, then the Company may be in danger of losing its franchise.

This objection appears to indicate a belief that the Company might find it advisable from the point of view of profit to deliberately delay the conversion. I have to assume that the Public Utilities Board will take such action to protect the public interest in this regard.

It must be borne in mind that the terms of the agreement are not binding on the Public Utilities Board until the Board adopts or approves of them. In view of this, I can see no serious objection to the City and the Company fixing a definite date in the agreement.

Unfortunately the matter of the determination of the "Status of the depreciation reserves and Income Tax liability of the Company" has not been developed sufficiently in Alderman Lloyd's memorandum to make clear to me the point involved. The matter of refundable corporation tax of the Company was taken up by me at the Valuation Hearings on the Electric Department and I urged for a decision as to its application but the view of the Board was that it should remain until the funds were actually received.

In view of the policy of establishing a new transit set up without any carry-overs from the present tramways, it is somewhat difficult to say that cash assets only should be carried over and not all assets and liabilities of the tramways. (See comments on objection 5 post.)

2. (Sections 3 and 4 of Agreement). This objection should be answered by the statement that rates and routes are by the Public Utilities Act to be determined by the Board. Since legislation is necessary on the establishing of a tax basis, the contract in this regard is intended to form the basis of the legislation in this regard. As to routes - this is entirely in the hands of the Public Utilities Board, as also is the matter of rates or fares, depreciation, etc., and the City and the Company cannot, by contract, nullify the Board's jurisdiction.

3. (Sections 5 and 7 of Agreement). The question of street paving is one of policy for the Council. The routes are to be attached to the contract and it is possible that no new paving would be necessary. If, however, the City desires additional routes over streets that are not now

paved, and the Public Utilities Board approves, the City is obliged to pave such streets. It is my understanding that it is the policy of the City to extend its street paving program until the City's streets are paved. I cannot agree to any assumption that permanent paving should be regarded as being for the exclusive benefit of the transit system any more than for the taxis and buses now operating. The paving question arises only because it is proposed to service areas to which the City's paving program has not yet extended. Had these streets been already paved by the City no question would probably have arisen.

I have pointed out that the City now has the responsibility of maintaining up to \$2000.00 per year the paving on the existing track allowance and that it paved the track allowance on three streets at its expense in 1932.

While the matter of cost of paving streets and the advisability of such paving is not a matter of law, nevertheless it does appear that an expenditure of \$335,000.00 for repaving tramway tracks would only be necessary if it were essential that such repaving be done.

As I see it, any new paving and curb and gutter is a normal extension of the City's present policy of permanent paving.

As to the \$10,000.00 item for paving terminal loops, this might well be regarded as a special expenditure made necessary by the transit service.

As to the matter of heavier paving, this is also an engineering matter, but we were given to understand that permanent paving, heavier than normal for trucks and buses, is not required except at stopping places. (See Mr. Wilson's report, p. 38).

The figure of \$35,000.00 as the average cost to the Company for the clearance of snow from business streets in recent years is, I suggest, too high. The average cost during the years 1930-1939 was \$8,400.00 and during the year 1940-1945, when the Company deliberately assumed a greater proportion than it was legally required to do, as stated by the Company, the average annual cost was \$25,600.00.

As to sanding and snow removal, the Company is not released by the agreement from its obligation to remove snow and to place sand in order to enable it to maintain as efficient service. (Agreement p. 3).

In addition to the fact that the amount of \$35,000.00 appears to be too high for a three year average (actual being - 1943, \$27,642; 1944, \$35,524; 1945, \$31,550;

or an average of \$31,572.00), the six year average being \$25,000.00, this includes sums which the Company will still have to spend as required by clause 5 of the Agreement. As to the ten additional miles referred to by the Commissioner of Works, which will cost \$20,000.00, it appears to me that the City is already responsible for this as a normal civic operation, not only for the operation of Trolley Buses but also for private vehicles and taxis.

As a result it does not appear to me from the information available that the annual cost to the City for snow removal should be set at \$55,000.00 as a new charge. A portion of this will still be borne by the Company and the remainder should be properly regarded as a normal City operation.

Therefore, I suggest that the conclusions in Alderman Lloyd's memorandum under Objection 3 should be substantially modified by -

- (a) Elimination of repaving costs.
- (b) Elimination of new paving costs (excepting loops).
- (c) Elimination of a substantial portion of the snow removal and sanding costs.

I have endeavoured to avoid fixing any particular basis of number of passengers, but I would suggest that something of the order of 14,000,000 or 15,000,000 might be reasonable, having regard to the pre-war and future population of the City. On the basis of 14 million passengers it will appear that the City will receive taxes, based on the Motor Carrier Act formula, of \$64,842.00 per year.

It will be seen, therefore, from the tabulation above (p.4.) that if this is so, without including the mileage tax for pavements or real property or business tax, there will be, after operating, interest and depreciation, a deficit of \$4,000.00. If these other taxes are added, the deficit will be about \$39,000.00. At 15 million, after paying these taxes, there will be a deficit of some \$7,600.00.

4. (Section 7 of agreement). This objection has not been developed sufficiently for me to understand it. The difficulty with the provision referred to was that it was not directed at the operation of a utility as such but affected the total corporate undertaking - which in this case consisted of three utilities - one of which earned in excess of 8% of its rate base while the other two were much below and the average did not reach the 8% overall.

I would like to point out that until the number of passengers reaches 16,000,000 the sharing of excess

earnings is not likely, unless operating expenses are cut sharply, which at present does not seem to be the case. There was in fact a recent increase, made due to higher wages for operators, of some \$40,000.00.

5. (Section 6 of Agreement). This objection involves a matter of policy and I prefer not to comment. It is, however, my understanding that the track - like the City's pavements - is set upon a concrete base which would have to be removed in the event of a sewer excavation. Whether the presence there of rails and ties would increase the cost of the excavation is an engineering matter but I would think that in such event the liability on the Company should be made the same as in the event of pavement repair.

As to the incidence of the cost to the Company, I can only point out that in the City of Baltimore the Company deposited with the City the sum of \$2,000,000 and was released from the obligation to pave and maintain the track allowance but was required at its cost to remove the rails from the street. Whether the Public Utilities Board will permit the Company to charge the cost of removing rails to the operations of Trolley Buses, I have some doubt. It would seem to be a corporate expense and not an expense chargeable to the operations of Trolley Buses. Possibly the Public Utilities Board may require the depreciation reserves and the refundable corporation taxes to be applied to this. If this is so it cannot react to the City's share of excess earnings (if any).

6. (Section 8 of Agreement). This objection is based on 18,000,000 passengers and I suggest that this may be over-optimistic. The basis of return to a public utility is not on the capital employed but on the RATE BASE. On a rate base of \$2,000,000 a return of \$145,500 is 7.27%. It will be noted how quickly the picture changes if the number of passengers drops to 14,000,000. In this case (18,000,000) after operating expenses, there remains \$416,885. In the case of 14,000,000 passengers there remains only \$246,350 and after deducting taxes on the Statutory basis of \$64,842 the sum of \$182,508 remains, which after depreciation becomes \$67,008.00. This is a return on a rate base of \$2,000,000 of 3.3 per cent.

In the one case there is enough to share excess earnings of \$89,453 with the City after the Company has received all its per centages. In the other the Company receives only operating expenses, depreciation and less than 3% on its rate base. The 2% operating fee, the 1% stabilization fee and the 2% incentive fee to the Company are all unsatisfied.

Projecting the future of the quantum of riding is most difficult and uncertain and I submit that it is not likely to believe that bus riding will exceed the ratio of passengers to population in the future as set by the past.

7. (Sections 9 and 13 of Agreement). Any franchise received is one given by the Board of Public Utilities and is the act of the Board. Under present law (Public Utilities Act) the City cannot arrange for a transit system in the area served by a public utility without the sanction of the Public Utilities Board. The Board continues to exercise its jurisdiction.

8. As to the 3 year notice, in my opinion the City should not take over the present Tramway System at all. It will be compelled under Expropriation to pay a high price for something it must scrap within a year or two when it installs buses. It must be remembered that the tramway is a going concern and a profitable concern at the present, even although the assets are depreciated on the Company's books. The principles laid down by our highest Courts require the element of going concern to be considered when fixing compensation.

The City can give notice as soon as it has the authority to take over. In the meantime the conversion will take place and the City will then be acquiring a new system with known costs - also a going concern, however - "at the fair value thereof". It must be realized that this value is not merely the cost of the physical assets, however, but the cost of a going concern.

Re page 10. If the number of passengers is taken at 14,000,000 the figures would be:

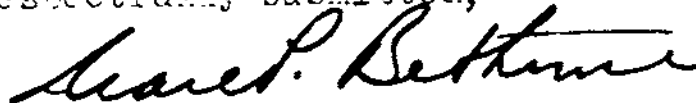
Net revenue		\$246,350
3% int. on 2,000,000 bond		
issue	60,000	
Prop. & Bus. Taxes	26,900	
Depreciation	<u>115,500</u>	202,400
Net profits		<u>\$ 43,950</u>
Less interest on any excess over		
\$2 million dollars as established		
by the purchase price		<u>      ?</u>

This assumes a purchase at a price of \$2,000,000, which would represent the value of the assets only. I would expect the purchase price to be much higher, and the City would have to raise the purchase price of the utility by the issue of bonds. This higher cost to the City

is not dealt with in Alderman Lloyd's memorandum.

The City would still have the paving expenses and this would still be a deficit, unless as I have said operating expenses could be reduced without impairing efficiency.

Respectfully submitted,



CARL F. BETHUNE  
CITY SOLICITOR.

CPB/EHJ



March 17, 1947.

MINUTES - MEETING COMMITTEE  
OF THE WHOLE

His Worship the Mayor: "I am still of the opinion that the people should have an opportunity to decide this issue as it should not be decided by the Council. The people perhaps expect us to make a decision for them. Any decision you make today will receive my full support. That letter compels me to believe that the priority of the Nova Scotia Light and Power Company Limited will be jeopardized if we don't move. I have no power to veto any decision you make today and if it is not the way I want it, I will give you my support 100%. I feel that every member of this Council has carried out a good job in the best interests of the citizens. This is a matter for the people to decide. I say that because we need additional money. We are going to be faced with quite a burden during the next few years. The revenue angle is certainly a constant worry to me and the Commissioner of Finance. There is a chance that you may get considerably more from the Transportation System. If we do go to the people what can we tell them. That is the point. We will probably have to pay for any transportation we take over. I would ask you to endeavour to make a decision today. Any decision you make will receive full blessing of the Mayor's Office. Somebody might say it is too important to be decided today. That may be true. I understand that Aldermen DeWolf, Hosterman and Coffin have briefs prepared".

Alderman Coffin: "I was requested to file a brief. I told the Herald and Mail I could not file a brief until it was presented to the Council. I will read this brief memorandum giving my own feelings on this subject. I consider Alderman Lloyd's brief a very

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clever document and I refer to it with great deference".

Alderman Coffin then read his brief as follows:

As is well known, I was one of the eight members of this Council who voted for the completion of the contract with the Company.

At the subsequent meeting to confirm this vote, I moved the deferment in deference to the industry of Alderman Lloyd in the preparation of his Brief. The meeting began at twelve o'clock noon and I sincerely believed that neither the Alderman nor the rest of the Council could give adequate consideration to the material in his Brief at such a meeting.

I have given specific attention to the material in Alderman Lloyd's Brief and my conclusion is that the basis of the difference between his calculations and those of our advisor, Mr. Wilson, is in the interpretation of the riding experience.

In any consideration of taking over the transit system and continuing its operation by the City, with the resources and at the risk of the tax payers, there are certain basic factors that we dare not overlook.

1. We must keep before us the population of Halifax prior to the war and examine the statistical records of the riding habits of that population. I think it is generally admitted that our City at that time numbered approximately 60,000 and Mr. Wilson's report on page "8" shows us that the revenue passengers for each of the years 1936, 1937 and 1938 were below ten million.

2. When we discuss the figures for the war years we must remember that our City was practically doubled by a great influx of people caused by the intense activity in this City as a war port. Added to this already swollen population were the ever present numbers of service personnel; Army, Navy and Air Force, which at times, reached phenomenal proportions.

This tremendous transient group represented a vast number of 10¢ fares and 3 for 25¢ fares and a minimum of weekly passes which increased the average fares far above that of the pre-war period.

3. What of the future? During the consideration of the estimates, the opinion was unanimously expressed in committee that we must expect a very substantial reduction in the number of our people in the next few years. There have been suggestions that Halifax will stabilize at a level of 90,000 but, unless industry in this area is stimulated, even that may prove a high future. As population decreases and private vehicles are more freely used, we must surely anticipate a substantially reduced travel on the public conveyance, whether tram or trolley bus.

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Now bear with me for a moment while I refer with deference to Alderman Lloyd's Brief; Alderman Lloyd prophesies net transit earnings of \$350,000.00. On page "4" he states that he cannot believe such a major reduction, \$1,000,000.00 will be experienced by the Company over 1945 in 1948 and thereafter.

The Company's statistics show a reduction in transportation revenue of \$350,000.00 in 1946. The Company anticipates at least as great a reduction in each of the next two years, even allowing for the initial appeal riding which may be experienced on the new Trolley Buses when in operation. I think again the evidence which has been before Council in the last week when considering the estimates has all pointed to a substantial reduction in our population before the levelling-out period arrives.

Mr. Wilson's estimate 15,000,000 passengers at an average fare of 6.63¢ on miles operated of 2,500,000:

Earnings.....		\$1,020,000.
Operating Expenses.....	\$725,000	
City Taxes.....	55,500	
Depreciation.....	108,000	
Amortization.....	7,500	
Balance.....	124,000	
	<u>\$1,020,000</u>	<u>\$1,020,000.</u>

That revenue was obtained at an average fare of 6.63¢. The Company's records show the 6.63¢ was the average fare in 1945, the year of its highest income; whereas the average fare for all years previous to 1940 was from 5.17 to 5.88 -- all less than 6¢.

The reason, of course, to repeat is that in the peak years a tremendous number of people were travelling on the 10¢ fare and the 3 for 25¢ ticket group; whereas, in more normal years the weekly pass proportion is higher. That is the reason why the Company urges that a 6¢ average is a fair basis for calculation.

If that formula be used, a statement of the earnings would be calculated as follows:

Earnings.....		\$925,500
Operating Expenses.....	\$ 765,000	
City Taxes.....	73,300	
Depreciation.....	108,000	
Amortization.....	7,500	Deficit 28,300
	<u>\$ 953,800</u>	<u>\$953,800</u>

The reason for the increase of operating expenses from \$725,000 to \$765,000 is the minimum allowance for the recent increase in the wages of employees.

If the same schedule of revenue and expenditure be projected for the total of 18,000,000 passengers as the most optimistic figure by Mr. Wilson, the result would be as follows:

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Earnings.....		\$1,000,000
Operating Expenses.....	\$765,000	
City Taxes.....	73,300	
Depreciation.....	108,000	
Amortization.....	7,500	
Net Gain.....	46,200	
	<u>\$1,000,000</u>	<u>\$1,000,000</u>

If we refer for a minute to the year 1939, we find that based on a population of 60,000, with a riding habit of 150,000 rides per year, the Company carried approximately 9,000,000 passengers. If we apply that same habit to a population of 90,000 in 1949, you have only 13,500,000 passengers.

Mr. Wilson's most optimistic passenger figure of 18,000,000 would on that calculation require a population of 120,000.

Based in this calculation, the figure of 21,000,000 will require a population of 140,000.

You will notice that the statistics are based on Mr. Wilson's calculation of 7% depreciation on the rolling stock. Gasoline buses are allowed a far greater depreciation. Future experience may very well show that the Trolley Bus will require a far higher rate of depreciation and that will substantially increase the allowance of \$108,000 which we have been using.

I cite these figures with full knowledge that they may be dull but to impress on the Council that there is very grave danger that the profits in the future from the Transit operation may indeed be insufficient to justify the risk involved to the citizens of Halifax in embarking on such a project.

The agreement before us which was recommended by the Committee of the Whole definitely provides that the City may cancel the agreement and take over the system on three years' notice.

The Company is further agreeing that during the period before conversion to the new equipment it will increase the payment of 2% on its gross revenue to whatever amount the Legislature will allow.

The presentation of figures as to paving and snow removal is to me misleading. Our advice has been that normal paving is all that will be necessary and the City certainly must proceed with a paving program in any event.

As to snow removal, Alderman Lloyd's statement of \$35,000.00 is very definitely in dispute. In a letter to the City Solicitor dated November 16, 1947, the City was advised that, in the ten pre-war years, the average cost of snow removal by the Company was \$8,400.00. In the six war years it was \$25,600.00. During these war years the Company contributed far more snow removal service than was its legal obligation

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Under the proposed agreement, the City shall carry on its normal snow clearance but any snow clearance and sanding beyond the normal shall be the obligation of the Company at its own expense. If we take over the service all snow removal and sanding will be our expense.

The main argument on this whole question of Municipal acquisition has been the diversion of Federal Income Taxes to the Civic Coffers. That is dependent on anticipated profits and the history of the transit operation gives no real assurance for such anticipation. The whole future of the Income Tax question depends very materially on the final settlement of the Dominion Provincial Agreements and one need only examine the Budget Speech of 1946 to realize the gravity of this whole problem.

Mention was made of the Dawson Report. It is quite true that this Report leans toward public control of the development of electrical energy by the Province but it approaches the subject with great caution.

I quote from page "38" of Volume 2 of the Report: "In practice the expansion of public ownership may be confined to those cases where the advantages of greater integration are patent. Other suppliers, where they are engaged in providing competent and economic production of power, (and this is true of most large producers), should be left undisturbed".

The local situation in Halifax is discussed on page "42" of the same Volume in paragraphs "78" and "79" on power and the wording indicates that, although the Commission recognizes the popular appeal of the fiscal argument, it is not greatly impressed with its substance. My understanding of the Dawson Report is that it felt Provincial ownership was the wise course only in cases where it insured more efficient development of power resources of the Province.

An immediate acquisition means that we take over this service with its run-down equipment and assume the responsibility of purchasing equipment when its costs are at the peak at a time when revenues are undoubtedly declining. We all know Mr. Wilson's opinion on such a course.

I am not endeavouring to interfere with the right of the people to speak. I admit I am not enthusiastic about plebiscites because I feel that their use is a method of shirking the responsibility of decision. My understanding of Democracy is that when the people disagree with the opinions of their elected representatives, they should indicate their disapproval at the polls and elect to office those who will do their will.

On the wide picture of the acquisition of all the assets of the Nova Scotia Light and Power, I still contend that you cannot give your people proper information as their guide at the present time.

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This Council is unaware of the Capital costs involved. It is unaware of the attitude of the Provincial Government to the necessary separation of the component parts of this utility. To ascertain those facts will take time and I am fearful of further delays in ordering the new equipment.

I believe that we should complete the agreement on the transit system. It is not at all a major concession of citizen's rights and property to a private corporation. It is a realistic effort to provide Halifax with a modern transportation system without delay.

When a full and complete study of the wider problem of all the assets of the Nova Scotia Light and Power Company have been made, and conferences with the Province completed, then if you deem it wise, hold your plebiscite.

The present agreement will not prejudice your rights but will speed the rehabilitation of the transit system.

Alderman Breen arrives at 2.55 P. M. and takes his seat.

Alderman Hosterman: "Along with Alderman Coffin I have been afforded an opportunity of submitting a brief".

He then read his brief as follows:

March 17, 1947.

His Worship the Mayor and Aldermen,  
City Council,  
Halifax.

Re invitation from a certain section of the press to Alderman Coffin and myself whereby we were both offered opportunity to express our views and to substantiate statements made in Council dealing with the question of trolley bus operation, etc., I wish to state that in my opinion the Council Chamber is the proper place for any alderman to express his views on any subject pertaining to the City of Halifax. I have no desire to get into any controversy with the Mail or any other newspaper and consequently do not propose to participate in their little game of the "spider and the fly".

The question of a trolley bus system to replace the present trams started in November last and as we all know, is not yet finalized, due to opposition set up by the press whereby the electric light and gas are being coupled with the transit system. This affords means for further delay but has, I contend, no bearing on the supplementation of trolley buses for the present dilapidated and outdated service.

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The consideration of implementation of trolley buses, which the citizens were most anxious to get running as quickly as possible, made it quite clear that the company or the City should undertake to install an up-to-date service as quickly as possible and with this in mind, a conference was held between the members of Council and the company representatives. It was never at any time intended by a majority of the members of Council to do other than go "all out" for the installation of a new service as quickly as possible and the purchase of the three services as at present operated by the Nova Scotia Light and Power Company was separate and apart from their main objective of getting trolley buses into service.

The value to the citizens of the present tramway service and the amount that they might be called upon under arbitration to pay for control of this service could run into a very great amount of money, which would have to be borne by the taxpayers, as well as the cost of the new trolley system, and if we did acquire the transportation system, we would have the new trolley buses to finance, together with a pile of junk left on our hands, and I feel that this would not be the wish of the majority of our taxpayers.

The matter of trolley buses can very readily be overcome by the signing of the proposed agreement, which has a provisional clause (No. 13) which clause gives the City of Halifax the privilege, without any question whatever, of serving three years' notice on the Company from any date after the signing of the agreement. This part of the issue has always been very cleverly avoided by the press and great care has always been exercised to couple the electric light and gas with the transportation system, because they realize that the gas and electric light are definitely the means whereby the power company have been able to carry along the tramway system.

I do not recall ever reading in the press that the electric light and gas were not for sale, and as every Alderman knows, we were told in conference by the President of the Nova Scotia Light and Power Company that these particular enterprises were definitely not for sale. Nevertheless it is suggested by the Press and I presume it is hoped, that we will apply to the Legislature for authority to expropriate the whole of the utility, but as I see this particular angle of the issue, it is nothing short of socialism.

The electric light and gas have, through efficient management of private capital, been brought to a peak whereby success is assured, and each and every citizen of Halifax realizes this, but I doubt very much whether the taxpayers of Halifax would back up any such undemocratic move. I think it can be fairly said that the present operating company have given the citizens good service and have also supplied their gas and electric light at very reasonable figures in comparison to other cities throughout the Dominion, and I, for one, cannot bring myself to say that we should use our position in making application to the Legislature for any such permission, and furthermore, it is my opinion that this Legislature or any other would not sanction such an undemocratic move.



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The press have given Alderman Lloyd's brief the necessary publicity and I think this is as it should be, because the Alderman went to a great deal of trouble and time in compiling this document, and it was my intention, in fact, I had prepared a brief dealing with Alderman Lloyd's arguments item by item, but our City Solicitor beat me to the punch and distributed to the Aldermen his brief which was practically identical with the one I had prepared. So that it would have only been a question of taking up the time of the Council unnecessarily had I submitted my opinion in the form that I had first intended.

I can't help, however, but comment on certain figures in Alderman Lloyd's brief, which are based on 18,000,000 passengers, or on an assumed population of 120,000. These are very rosy figures and during the war years it can be conceived that such could be the case, but I would hazard a guess that today the population of the City of Halifax is not more than 90,000 and I believe, as do many others, that by this time next year our population will be down to 75,000, and if this should be so and we owned the transportation system, together with the pile of junk, that we will be forced to pay heavily for, we would most certainly be very deep in the red which would not be very cheerful news for the already overburdened taxpayers. Then there is the amount of \$715,000.00 which has been displayed in the press and which gives the public the impression that the City will be compelled, if it signs the agreement, to be responsible for paving to approximately this amount, whereas the City in signing the agreement only binds itself to a normal paving programme which it would be compelled to do in any circumstances.

Further, in the case of snow removal, the same provisions apply, and here again figures have been very much magnified, as can be verified by information submitted to our City Solicitor on November 16th last, wherein it is shown that the average cost of snow removal in ten normal prewar years was \$8,400.00. This is quite a different picture than the one given the public wherein the amount of \$35,000.00 was shown as the yearly cost to the company, and the public have been told that the City, by signing this agreement, are obligating themselves for snow removal to approximately this exaggerated amount.

I also find that incorrect information is being circulated that the Company want to sell the electric light and gas projects, and as before stated, this is definitely not correct, as stated by the Company's President.

I wonder if those who are advocating the taking over of the Company's holdings have taken the trouble to ascertain what might be the amount involved. I have not the connection nor the experience or ability to arrive at an amount that might be considered by arbitration as a fair purchase price, but as a layman I would venture to say that fifteen millions of dollars would not swing the deal.



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To avoid as much as possible a repetition of our Solicitor's brief, I will conclude my remarks by saying that as one of the representatives of Ward 2, I feel that I have the approval of the majority of voters in that Ward in my action. I also know that my action meets with the approval of the Senior and Junior Boards of Trade -- further than this I can make no statement.

I do hope, however, that the Council will finalize this matter today and that the tram users will at least have assurance that the trolley buses are being ordered and will be in service as promptly as possible.

C. H. Hosterman

Alderman DeWolf then read his brief as follows:

Halifax, N. S.  
March 10, 1947.

Your Worship and Members,  
of the City Council,  
Halifax, N. S.

Re: Proposed Transit Agreement  
Nova Scotia Light & Power Company  
Limited.

Gentlemen:-

In reviewing Alderman Lloyd's brief, in connection with Transit Agreement, I find that the text is so intermingled with the Alderman's views on public ownership, that to make direct answer to his objections and rejections, it seems necessary to combine one's arguments on two issues, while there is only one resolution now before the Council. That is the terms of acceptance of agreement whereby The Nova Scotia Light and Power Company Limited may immediately order Trolley Coaches and agree to operate same for a period of three years.

Alderman Lloyd's brief contains certain admitted facts, some relevant, some irrelevant, but figures of profits on Trolley Bus operations are principally based on "most optimistic guesses" formed by scaling down from peak levels or wartime and immediate post war travelling population, and revenues, rather than "scaling up" from 1939 level.

No thought, or consideration, has been given to possible losses. I hope such would not prove to be the case, but I do feel proper consideration should be given this phase, and if the figures I am about to submit prove to be correct, it is more than a possibility.

In discussions recently, it seemed to be generally felt that the present population of Halifax might be 90,000, of course this can only be a guess.

For the purpose of determining the future school population, on as intelligent basis as was considered possible, questionnaires were sent to parents of all school children. One question being "Do you intend continuing residence in Halifax".

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Of the questionnaires sent out about two thirds were returned and in answer to this question it was found about 12% intended leaving Halifax.

I am going to hazard a guess that perhaps another 3% may find it necessary to leave.

Thus if 15% of the 90,000 leave Halifax, the remaining population would be 76,500 which is 27 1/2% greater than in 1939.

Where no new industries, that I know of, have been established in the City since 1939 and certain Government establishments are being curtailed, the above figure does not seem an unlikely one.

On this basis 9,000,000 travelled in 1939

27 1/2% increase would show 11,475,000 in say 1948, and allowing for "appeal riding" 525,000

It would thus show 12,000,000 for 1948.

On 12,000,000 passengers Revenue @ 6¢ \$720,000.

Oper. Exp.	\$765,000 ?
Less small mileage 20%	<u>153,000</u>
	\$612,000
City Taxes 20%	58,700
Deprec. 20%	86,400
Amortization	<u>7,500</u>
	\$764,600

Loss therefore on this basis \$44,600.00 plus interest and amortization of borrowing.

In submitting these remarks I have, perhaps, exercised undue caution, or may have been over pessimistic, but I feel, in fairness to the taxpayers, that the full picture should be presented.

There are some who think the matter should be referred to the taxpayers through a plebiscite.

This, I think, should be absolutely necessary if the Council should decide to purchase, in which case the taxpayers would be committed to an investment of several million dollars. But, should the Council decide to accept the advice of the expert brought here to guide the Council and thus decline to purchase at this time, I say that no plebiscite should be necessary, as no gamble would be involved.

Finally, should a loss occur, the Company can well afford to pay the loss, the City cannot. Should a profit occur, I can see no harm in profit being made on risk capital. We do however, know that should more than reasonable profit continue in normal times that

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the Public Utilities Board would lower rates whether City owned or Privately owned, and no "fat profits" would be allowed, as existed during abnormal times.

Respectfully submitted,

Alderman J. G. DeWolf.

Mr. Bellew, Commissioner of Finance and Accounts,  
then read his brief as follows:

March 17, 1947.

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

Dear Sirs:-

I have been asked to comment on the brief submitted to the City Council by Alderman J. E. Lloyd in which he advocates public ownership of the Electrical Distribution System of the Nova Scotia Light and Power Company Limited.

It is unnecessary to make any comment on the need for a new transit system in Halifax. As an item of policy, agreement has been found on this matter by both the Company and the City.

The matter of Public ownership is one of policy for the Council to decide, and when its members are faced with the making of a decision without the advantage of impartial research, this becomes more emphasized. Under such circumstances it is difficult for an official to express an opinion unless the opportunity and the time for research are his.

The whole problem has become confused because the proponents of Public ownership, on the one hand, and the advocates of private ownership, on the other, are constant in disputing the assertions of the other side.

On the side of the advocates of Public ownership is their assertion of savings in taxation. On the side of Private ownership is the assertion that such is the state of its efficiency, that even after paying taxation, costs of production are cheaper.

It is, therefore, my opinion that, until such time as the opportunity could be given to examine the report of competent and neutral investigators, the solution of the problem remains one to be decided as a matter of policy. To date I am not in a position to subscribe to the view points of either side for the reason that those who speak for the company favor the company and, no doubt the public interest. Those who speak for public ownership are equally disposed towards public interest, and are only seeking an opportunity to achieve some measure of relief for the tax-payers.

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Respectfully submitted,

M. L. Bellew,  
Commissioner of Finance.

His Worship the Mayor: "Able presentations all. What is your pleasure regarding this important matter?"

Alderman Lloyd: "I have not had an opportunity to write a reply to Mr. Bethune's document but I would like to say this at least we have precipitated a research into Public Utility operation which cannot be but a help in the future. Mr. Bethune's brief does not conclude that you should reject the agreement. In listening to the briefs today, I agree with them that the basic point is the amount of riders. Furthermore there are three things on which there need be no confusion whatsoever; there are three highlights. The first is; the City is in the position that it can go to the Public Utility Board and say to the Board, on behalf of the patrons of the tram system, will you kindly make a determination when that system is to be abandoned. What does not seem to be clear is that the City can ask the Company to abandon its deteriorated system. Mr. Wilson pointed out that if we took over the system we might have to pay upwards of \$750,000.00. I presume that observation has weighed heavily with the Aldermen. I cannot see why a utility that has a defunct system on its hands can avoid any longer than a period of months, determination by a competent Board of Public Utilities, that the system is to be abandoned. We don't have to pay anything. When we apply for a certificate to instal a new system the Company is told to remove its tracks and over-head wires that would be in the way of a new system. It so happens in the City of

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Ottawa that they are co-operating. I say on that one point that we have been misled by Mr. Wilson in the assertion that we would have to pay for the system. My brief points out that we do not have to make an overture to buy a defunct system. The second point is in Clause #13. The City Solicitor says there is nothing in this clause to prevent the taking over of the gas and electric utilities anytime the legislative authority is obtained. Why should it be in this agreement? It is not practical or reasonable to contemplate ownership of the trolley system separate and apart from the electric distribution system. If you required three years' notice to take over the transit system, the Company is provided with a strong argument to delay the taking over. The significance of Clause #13 I thought I should improvise at this time. The third point is this. The fact that we have divided opinion on the matter. The Trades and Labor Council, the North Civic Association and the South Civic Association, in broad detail favor a plebiscite after the matter has been fully surveyed. The Senior and Junior Boards of Trade have suggested that we should take immediate action to consummate this agreement. We would be very wise to recognize that division and put ourselves in a position to determine what is fact and what is fiction. I am not excluding myself on this. It seems to me that we should have gone ahead with the agreement we made ourselves and that was to bring to Halifax an independent neutral observer who would give us some of the financing information on public ownership. That was not done because of the difficulty of the suggestion that we may be hazarding the securing of priority. I cannot believe that

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any large Canadian Company would be aloof from the needs of a trolley bus operation in Halifax. I have a submission from Alderman McKay of the City of Calgary addressed to Mayor Watson. This covers the survey of diesel bus vs trolley bus installations in the Western United States. It is quite obvious that the battle is on between two manufacturers of modern buses. The diesel has made tremendous strides in quiet operation. They are going to try out both before they commit themselves to any plan. It is for that reason that I believe that no company who has an eye to the future is going to be anxious to set aside a priority for the City of Halifax. We can assure the Company that we will reimburse them for the outlays which they may make to hold that priority if they have any outlays to make. I see no reason when we do not have to pay anything for a defunct system why we should miss the opportunity. We can start on the road to public ownership now. The last three Aldermen stated that it would cost us a great deal of money. If we took over in three years' time we know what it would cost us with the new buses. If you agree then you put yourself in the position which the Aldermen now criticise, therefore I can see no justification whatsoever for signing that agreement and thereby commit the users of the trolley bus system to a potential increase in rates. If the figures of Aldermen Hosterman, DeWolf, and Coffin are correct with respect to riding population, then the Company will run into a dangerous position. It is reasonable to conclude that if the Company is going to lose any money it will up its rates. The Nova Scotia Light and Power Company Limited operating expenses on its tram system have increased three times over the

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amount prior to the war. The detailed figures are not available at this time. The City is in a very fortunate position. It can without cost to itself and possessing the legal powers to do so, can establish its own transit system without paying the Company anything. Clause #13 will act as a barrier to any effort to take over electric utilities for at least three years. You have a division of opinion by the resolutions that are before us now. Our only course is that we should now equip ourselves with a complete study of all the points raised by myself in my own brief and those of the City Solicitor before you make a move, then you will have the facts to present to the citizens for a plebiscite. I do appreciate the fact that the Aldermen have presented their opinions in writing to the Council".

Alderman Hosterman: "I would just like to observe that Clause #8 in Mr. Bethune's brief, I think the Solicitor merely meant that in the case of a plebiscite being taken and it was decided to take over, in that case you would have to get legislative authority before we could proceed. I don't think Mr. Bethune had anything else in his mind. It would cost a very considerable amount to take over this system. As regards Clause #13, I don't think there is any need in saying anything on that. It is very clear. If we sign the agreement today, in two months from today we can give that notice".

Alderman Coffin: "Mr. Wilson cited a case of the Toronto Hydro".

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City Solicitor: "The offer was made to take over at \$300,000.00 but was refused. It went to arbitration and the amount paid was around \$1,000,000.00".

Alderman Lloyd: "It should have gone to the Board of Public Utilities to get the value of the system".

His Worship the Mayor: "I am pleased to see a full Council here today. I feel that many of the Aldermen are desirous of settling this issue this afternoon. I would like to see this matter placed before the people with intelligent information and let them decide. I feel that you wish me to call for the vote".

Alderman Coffin: "What about the priority? Alderman Lloyd has suggested that this is not as serious as it sounds".

His Worship the Mayor: "I don't worry much about the priority. Other Companies know that Halifax wants trolley buses".

Alderman Hoosterman: "Regarding diesel buses, just follow one of Bell's buses in Dartmouth and you will have your answer".

Alderman Lloyd: "I say the Company's priority scheme is over emphasized. The only way to do it is to ask the manufacturers of trolley buses to submit quotations on a specific trolley bus".

His Worship the Mayor: "I have that information from the Companies".

Alderman Coffin: "Alderman Lloyd thinks we should defer decision today and study the facts and that the priority is not as serious as it sounds".



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His Worship the Mayor: "We could delay this to the end of March and receive the same consideration as if the Nova Scotia Light and Power Company Limited had ordered the buses".

Alderman Coffin: "I believe that the priority question has arisen because of large scale demands for this type of bus".

His Worship the Mayor: "It is \$17,000.00 for a trolley bus and \$16,800.00 for the other type. A representative of the diesel bus was here and he pointed out the advantages of the diesel".

3.45 P. M. Moved by Alderman Hosterman, seconded by Alderman Adams that we reconvene as a Council.  
Motion passed.