

April 13, 1950.

on the above date, a report was submitted from the Safety Committee recommending that Hoseman Claude Wells be superannuated.

Your Committee recommends that Mr. Wells be superannuated under the provisions of Section 868 of the City Charter, at an annual allowance of \$1188.00 as of June 1, 1950, and that legislation be obtained enabling the City to pay him an additional sum of \$312.00 per annum.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

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

C. L. A. CONVENTION

Halifax, N. S.,
April 11, 1950.

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 was submitted from the Memorial Library Committee recommending that the Chief Librarian and one member of the Committee be authorized to attend the Convention of the Canadian Library Association, which will be held in Montreal from June 10 to 15th, next, under the usual conditions.

Your Committee concurs in this recommendation.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

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

CLAIM J. C. FARROW

Halifax, N. S.,
April 11, 1950.

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 City Solicitor respecting a claim of John C. Farrow, was considered.

Your Committee recommends that the City Solicitor be authorized to accept service of a Writ in this case and defend the action.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

April 13, 1950.

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

AGREEMENT CENTRAL MORTGAGE & HOUSING
CORPORATION VETERANS' HOUSES

Halifax, N. S.,
April 11, 1950.

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 City Solicitor submitted an agreement
between the City of Halifax and Central Mortgage and Housing
Corporation respecting Veterans' Houses.

The Agreement is in accordance with a resolution approved
by the City Council at a previous meeting and your Committee
recommends that His Worship the Mayor and City Clerk be authorized
to execute same on behalf of the City.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

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

ASSISTANT ASSESSOR

Halifax, N. S.,
April 11, 1950.

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 the promotion of a Clerk in the
Assessor's Department to the position of Assistant Assessor, was
considered.

Your Committee recommends that provision be made for such
an appointment.

The Salary Scale provided for this classification is
minimum \$2,200.00 and maximum \$2,500.00.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

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

April 13, 1950.

POLL TAX COLLECTIONS

Halifax, N. S.,
April 11, 1950.

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 Deputy Commissioner of Finance covering Poll Tax collections for the period January 1 to March 31st, 1950 was submitted.

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

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

POLL TAX COLLECTIONS FOR CIVIC QUARTER YEAR ENDING
MARCH 31st, 1950.

	<u>CURRENT</u>	<u>ARREARS</u>	<u>PENALTY & INT.</u>	<u>TOTAL</u>
	\$ 10.00	\$ 11,051.65	\$ 1,880.89	\$ 12,942.54
			<u>PENALTY & INTEREST</u>	
			<u>1949</u>	<u>1950</u>
Jan.	\$ 3,370.05	\$ 4,159.03	\$ 386.80	\$ 608.37
Feb.	2,257.55	3,667.50	369.62	628.11
Mar.	3,328.45	3,235.06	578.88	644.41
	<u>\$ 8,956.05</u>	<u>\$ 11,061.65</u>	<u>\$1,335.30</u>	<u>\$1,880.89</u>
	TOTAL 1950		\$ 12,942.54	
	" 1949		10,291.35	
		QUARTERLY INCREASE	2,651.19	

COLLECTED BY STREET COLLECTORS

Mr. Rockwell	\$ 2,094.00		
Mr. Oxley	2,228.00		
Mr. Frawley	1,530.00		
Mr. Durrant	745.00		
Mr. Yates	185.00	Part Time	
Mr. Barrett	105.00	"	"
Mr. Foley	46.00	"	"
Mr. McDonald	184.00	"	"
Mr. Phillips	154.00	"	"
Mr. Poirier	106.00	"	"
Mr. Fraser	16.00	"	"
Mr. Tynan	111.00	"	"
	<u>\$ 7,504.00</u>		
PAID AT OFFICE	5,438.54		
TOTAL	<u>\$12,942.54</u>		

April 13, 1950.

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

GRANT CANADIAN CANCER SOCIETY

Halifax, N. S.,
April 11, 1950.

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 request from the Rt. Hon. J. L. Halsey, K.C.,
P.C., Chief Justice of Nova Scotia, for a contribution to the
Canadian Cancer Society campaign for funds, was considered.

Your Committee recommends that Legislation be obtained
enabling the City to contribute the sum of \$500.00 to this cause.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

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

CLOSING COLLECTOR'S OFFICE ELECTION DAY

Halifax, N. S.,
April 11, 1950.

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 closing the City Collector's
Office on Election Day so that the staff may be permitted to devote
their whole time to duties pertaining to the election, was considered.

Your Committee recommends that the City Collector's Office
be closed on Wednesday, April 26, 1950, for business other than
Election matters.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

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

April 13, 1950.

SCHOOL TEACHERS' PENSION FUND

Halifax, N. S.,
April 11, 1950.

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 Board of School Commissioners respecting the proposed abolition of the Halifax Teachers' Pension Fund was considered.

It was agreed to recommend that the City Solicitor confer with representatives of the Board of School Commissioners so that he may obtain all information necessary to enable him to draft the required legislation for presentation to the present session of the Legislature.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

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

LEGISLATION

The City Solicitor stated that he would prepare legislation for the matters arising out of this meeting and also explained the legislation he had drafted for the proposed division of Ward Six into two Wards.

Moved by Alderman Vaughan, seconded by Alderman Burgess that the legislation as explained by the City Solicitor be approved. Motion passed.

COURT HOUSE

Halifax, N. S.,
April 11, 1950.

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 was submitted from the City Solicitor advising that the Municipality of the County of Halifax proposes to submit a Bill to the Legislature to authorize the borrowing of a sum not exceeding \$400,000.00, for the purpose of improvements to the Court House and the erection of an addition thereto.

April 13, 1950.

In view of the large contribution the City makes through the joint expenditures, your Committee recommends that the City Solicitor be instructed to appear before the Legislature requesting that the Bill become operative only after conferences are held with all parties who will be contributing to the expenditure involved.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Moved by Alderman Kitz, seconded by Alderman Hosterman that the report be approved.

Alderman Vaughan: "How many times has the Joint Expenditures Committee met during the year? I never got a notice."

Alderman Kitz: "We are a small group. As far as this matter is concerned we have been carrying them on our backs for 35 years and now they want us to buy them a limousine."

The City Solicitor suggested that he be authorized to submit an amendment that no borrowing be made under the authority of this proposed enactment until the consent of each of the respective Municipal Councils is obtained.

This was agreed to and the motion was put and passed.

ACCOUNTS OVER \$200.00

Halifax, N. S.,
April 3, 1950.

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 HOME

J. A. Leaman & Co. Ltd.	\$ 1,768.36
J. & M. Murphy, Limited	440.32
Howard's Limited	605.94

TUBERCULOSIS HOSPITAL

Howard's Limited	\$ 1,041.45
Parke-Davis & Co. Ltd.	597.25
Merck & Co. Limited	747.27
J. H. Leedham Co., Ltd.	263.45
Johnson & Johnson Limited	211.25

April 13, 1950.

DEPARTMENT OF HEALTH & WELFARE

Cogswell's	\$ 457.90
Grant Dalhousie Clinic	5,000.00
Young's Coal Company	562.00
Jacobson's Modern Stores	341.60
I.P.C. Stores	451.96
I.P.C. Stores	1,062.90
J. A. Leaman & Co. Ltd.	429.66
Acadia Stores Limited	1,487.73

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

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

TENDERS FOR GROCERIES

Halifax, N. S.,
April 13, 1950.

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, tenders for the supply of groceries to
civic hospitals were submitted from the following:

Howards Limited
Scotia Flour & Feed Co. Limited
John Tobin & Co. Limited
R. B. Seaton & Company Limited

Your Committee recommends that the tender of Howards
Limited being the lowest be approved for a period of 6 months begin-
ning April 18th.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

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

TENDERS FOR UNIFORMS CITY PRISON

Halifax, N. S.,
April 3, 1950.

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, a tender was submitted from Clayton & Sons
Limited offering to supply uniforms for the staff of the City Prison,

April 13, 1950.

at \$38.00 per suit, tax included.

Your Committee recommends that the tender be approved.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

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

TENDERS FOR ELECTRICAL FIXTURES

Halifax, N. S.,
April 3, 1950.

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, tenders were submitted for certain electrical
work at the Tuberculosis Hospital as follows:

Carter & Smith Ltd.	\$ 262.00
Arthur & Conn Ltd.	280.00
Bryant Electric Co. Ltd.	295.00
Pierce Electric Ltd.	370.00

Your Committee recommends that the tender of Carter & Smith
Limited be approved.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

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

CONVENTION CANADIAN T. B. ASSOCIATION

Halifax, N. S.,
April 3, 1950.

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, a report was submitted from the Commissioner
of Health recommending that Dr. Beckwith be permitted to attend
the annual Convention of the Canadian Tuberculosis Association,
which is being held in Vancouver from May 15th to 20th, and granted
a sum not exceeding \$300.00 to cover expenses in connection there-
with.

Your Committee concurs in this recommendation.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

April 13, 1950.

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

At this time it was agreed to consider Items #38 & #39 on the Agenda.

TENDERS CONCRETE SIDEWALKS ETC.

April 12th, 1950.

Tenders Concrete Sidewalks, Curb and Gutters Etc.

His Worship the Mayor and
Members of City Council.

Gentlemen:-

At a meeting of the Committee on Works held on April 11th, the attached report from the Acting Commissioner of Works of the same date, recommending that the lowest tender, that of Walker and Hall be accepted for this coming season's work, was considered.

The Committee approved the report and recommended same to City Council for approval.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per J. B. Sabean,
Clerk of Works.

April 11, 1950.

To His Worship the Mayor, Chairman,
and Members of the Committee on Works.

Sir:-

Tenders were received from three firms, namely, Bianco Bros., J. H. Leedham & Co., Ltd., and Walker & Hall.

These three firms were contacted and asked what change, if any, would be required in their price submitted, due to the minimum rate of 81 cents per hour. Both Messrs. J. H. Leedham & Co., Ltd., and Walker & Hall's prices were based on the 81 cents per hour rate, but Bianco Bros., would require an additional 2% to conform to the new rate.

Based on quantities and work ordered to date and allowing for the 2% in Bianco Bros., tender, the cost would be as follows:-

Walker & Hall	-	\$142,617.50
Bianco Bros.	-	147,353.28
J. H. Leedham & Co. Ltd.	-	150,195.00

It is therefore recommended that the lowest tender, that of Walker & Hall be accepted for this coming season's work.

Respectfully submitted,

F. C. Woods,
Acting Commissioner of Works.

April 13, 1950.

Moved by Alderman Vaughan, seconded by Alderman Moriarty that the report be approved.

Alderman Walker: "I have no objection to them picking this out. I believe there is some discussion going on that the money is not granted. Is that correct?"

His Worship the Mayor: "We will have a meeting on Monday."

Alderman Walker: "I would like to know the right price of the sq. yd. for sidewalk and the lineal foot of the curb and gutter of each competitor. I am sure there are lots of complaints about the sidewalks and the work that is being done. I would like for this Council to put this back for one or two weeks."

His Worship the Mayor: "If you put this back tonight the street work will be put back for one month."

It was moved in amendment by Alderman Walker that the matter be deferred for at least two weeks.

There was no seconder to this amendment.

Alderman Abbott: "I am very much concerned about holding up the street work. What I am concerned about is that this borrowing is not approved by the Department of Municipal Affairs. If we accept the contract and the money is not approved then each Alderman is held responsible."

City Solicitor: "This is not a contract for a particular amount, it is a contract on a ¹unit price and you can stop the work when the money runs out. I think it is safe from what I understand from the type of the contract that it is. You can only go on as long as you have funds."

Alderman Abbott: "You can stop the contractor at any time?"

Mr. Woods: "We can stop the work at any time. Both these clauses are in the contract."

Alderman Kitz: "I am in agreement in part with Alderman Walker in wanting fact details of these contracts made known to the Council. Some of the concrete work done in the City during recent years has been of poor calibre. What is the examination of

April 13, 1950.

the work to be this year by the City on sidewalks? There are a great many streets that can be greatly improved by the addition of a sidewalk and the abutters would show their approval in getting the sidewalks laid."

Mr. Woods: "The Committee has recommended the Commonwealth Engineering people for the sidewalks."

Alderman Walker: "I want the price as it comes there in black and white to see that they are not making an over study that is being charged into the price of the lineal foot."

His Worship the Mayor: "Alderman Walker is going to get that information."

Alderman Walker: "Is it the lowest price per lineal foot?"

Mr. Woods: "We calculated at unit prices."

Alderman Abbott: "Would the work be held up if we deferred this for 2 weeks?"

His Worship the Mayor: "I am advised by the Commissioner that it will."

Mr. Woods: "We can't do any work until we get our money."

Alderman Walker: "I want to see the bad sidewalk under the snow. I would like to find out who laid them so we can have some comeback on them. They are passed by the Inspectors. I will guaranty it will not hold up the work. It is impossible to start at this time of the year; within 3 weeks or one month."

Alderman Hosterman: "What effect is this going to have when we confer with the Department of Municipal Affairs on Monday?"

Alderman Walker: "It is not going to have any effect with borrowing the money."

Alderman Breen: "This is a tender for new work. Alderman Walker is talking about old work. That is a different matter."

Alderman Walker: "They were inspected last year and they are all broken to pieces."

The motion was put and passed unanimously the following

April 13, 1950.

Alderman being present and voting therefor:

Aldermen DeWolf, Moriarty, Breen, Hosterman, Abbott, MacDonald, Kitz, Walker, Burgess and Vaughan.

TENDERS STREET PAVING

April 12th, 1950.

TENDERS STREET PAVING

His Worship the Mayor and
Members of City Council.

Gentlemen:-

At a meeting of the Committee on Works held on April 11th, the attached report of the Acting Commissioner of Works of the same date, recommending that the contract for this years street paving be awarded to the lowest tenderer, the Standard Paving Maritime Ltd., was considered.

The Committee approved the report and recommended same to the City Council for approval.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per J. B. Sabean,
Clerk of Works.

April 11th, 1950.

To His Worship the Mayor, Chairman and
Members of the Committee on Works.

Sir:-

Two tenders were received, one from the Municipal Spraying & Contracting Ltd., and one from the Standard Paving Maritime Limited, both tenderers were asked what change, if any, would be necessary in their prices submitted due to a minimum labour rate of 81 cents per hour.

The reply from the Municipal Spraying & Contracting Ltd., called for an additional 3% and from the Standard Paving Maritime Ltd., 2%.

The Standard Paving Maritime Ltd., were the lower in all items than the Municipal Spraying & Contracting Ltd., and in addition were 1% lower for the revised labour rate.

It is therefore recommended that the contract for this year's Street Paving be awarded to the Standard Paving Maritime Limited,

Respectfully submitted,

F. C. Woods,
Acting Commissioner of Works.

Moved by Alderman Vaughan, seconded by Alderman Breen that
the report be approved.

April 13, 1950.

The motion was put and passed unanimously the following Aldermen being present and voting therefor:

Alderman Abbott, Breen, Burgess, DeWolf, Hosterman, Kitz, MacDonald, Moriarty, Vaughan and Walker.

9:15 P. M. Alderman DeWolf retires.

His Worship the Mayor: "This morning the Commissioner of Works and myself met the Quinpool Road Businessmen's Association and they want Quinpool Road paved from the Willow Tree to the Arm Bridge and the contract started as soon as possible and the seal coating of the tracks. To be fair to the Commissioner he thinks the temporary work is not in the best interests of the City; that we should go on with permanent work. We should do Spring Garden Road, Coburg Road, Robie Street and Quinpool Road. I want the Council to know that your Commissioner of Works has only two thoughts in mind respecting streets and sidewalks. First the quality of the work and secondly economy. The businessmen are so impressed with Barrington and Gottingen Streets where the seal coating has been done that I believe Council will support me next month if we try to get a little extra to do the other streets and we will have the business area practically on a par. We want to get on with the program by May 15, 1950. I think we can surmount the obstacles."

Alderman Burgess asked if the City were entitled to a rebate from the Montreal Trucking firm who had hauled fill on Gottingen Street from North to Young Streets.

Alderman Breen requested consideration for work on Oxford Street and Coburg Road as several complaints had been registered.

Alderman Vaughan requested paving for Young Street from Gottingen to Barrington Streets.

Alderman Hosterman suggested that Jubilee Road be repaired from Robie to Summer Streets.

Alderman Burgess referred to Gladstone Street that it had been closed off due to the mud condition and that a truck had to be towed out.

Alderman Kitz requested that something be done to the streets

April 13, 1950.

in the Armorescent Subdivision as practically nothing had been done to this area.

Alderman Moriarty requested some attention to the south end as there were streets in bad condition.

Alderman MacDonald requested that something be done on Oak Street.

Alderman Abbott requested a bull dozer for Cedar Street as there were pot-holes 3 feet deep in the street.

His Worship the Mayor: "These matters have been discussed quite strongly between the Commissioner of Works and myself and we have covered this on numerous occasions. I assure you that he is not in high gear in his Department. If and when he gets into his new quarters, his staff placed and his office run in the organized manner he has in view, these complaints will come up and be settled speedily."

Alderman Vaughan: "I am going to speak on the condition of the streets over the whole City. What is the cause of the annual break-up. Are we making the proper pavement. Should we adjust our specifications to meet the modern conditions? Perhaps the depth of the base should be increased. There seems to be something lacking. That is not something that has happened this year. I think the Engineering Department should delve into this matter and bring us a report this summer. If we bill the abutters for a permanent street, let us have a permanent street."

SPRINKLER SYSTEMS

Halifax, N. S.,
April 3, 1950.

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, a report was submitted from the Commissioner of Health respecting the installation of sprinkler systems in civic institutions.

April 13, 1950.

Your Committee recommends that specifications be prepared and tenders called for quotations on the installation of a Sprinkler System in the City Home.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

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

OPERATION T. B. HOSPITAL

Halifax, N. S.,
April 3, 1950.

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, a report was submitted from the Commissioner of Health respecting the matter of requesting the Provincial Government to take over the operation of the City Tuberculosis Hospital.

Your Committee recommends that the attached resolution be approved.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

"WHEREAS, the Province of Nova Scotia in 1946 adopted the policy of free treatment of Tuberculosis for the Province,

AND WHEREAS, the City of Halifax did previously and still does, maintain a Hospital for the treatment of Tuberculosis, and has not charged individuals or families of individuals for this treatment since this date, but has accepted from the Provincial Government an amount varying from \$1.20 per day to the present amount of \$2.25, which amount even at the higher figure, only pays 40.93% of the total operating cost of the Hospital, not including depreciation, amortization and debt service charges,

BE IT THEREFORE RESOLVED, that the City Council of Halifax request the Provincial Government to take over the present Halifax Tuberculosis Hospital and pay the full maintenance, and in addition, to pay to the City of Halifax annually a sum sufficient to meet the carrying charges on the capital expenditure of the original Hospital along with all capital improvements since that date."

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

April 13, 1950.

CARS AND MOTORCYCLES POLICE DEPARTMENT

Halifax, N. S.,
April 6, 1950.

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

Gentlemen:-

At a meeting of the Safety Committee held on the above
date tenders for cars and motorcycles were considered.

Your Committee recommends that the following tenders
be approved.

Furdy Motors Ltd.

1. 1950 Special DeLuxe Plymouth Sedan without H. D. Generator	\$ 2208.00
2. 1950 DeLuxe Plymouth Sedans without H. D. Generator	\$ 4222.00
	<hr/>
Total	\$ 6430.00
Less trade in allowances at \$880.00, 780.00 and 690.00	\$ 2350.00
	\$ 4080.00

Geo. Colquhoun

3 Harley Davidson Motorcycles ● \$1,275.00	\$ 3825.00
Less trade in allowances 3 ● \$ 415.00	\$ 1245.00
Net cost	\$ 2580.00

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

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

ACCOUNTS OVER \$500.00

April 6th, 1950.

His Worship the Mayor and
Members of the City Council.

Gentlemen:-

At a meeting of the Committee on Works held on April 4th,
the following accounts were approved and recommended for payment:-

Burns Fisheries Ltd.	\$ 2,970.00
Canadian Line Materials Ltd.	4,711.21

April 13, 1950.

Municipal Spraying & Contracting Ltd.	\$ 2,878.46
Public Service Commission	4,431.83
Superline Oils Ltd.	2,616.95

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per J. B. Sabean,
Clerk of Works.

Moved by Alderman Breen, seconded by Alderman Vaughan
that the report be approved. Motion passed.

STREET NAMES WESTMOUNT

April 6th, 1950.

RE STREET NAMES WESTMOUNT

His Worship the Mayor and
Members of the City Council.

Gentlemen:-

At a meeting of the Town Planning Board held on April
4th the attached report of the Town Planning Engineer dated March
31st was considered.

The Committee decided to forward the report to Council
without recommendation.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per J. B. Sabean,
Clerk of Works.

Moved by Alderman Vaughan, seconded by Alderman Abbott
that the surnames only be used except McDonald Street and that
some other name be used in its place.

Alderman Kitz: "I wonder if it is not a little late after
some full names have already been used. I feel that it should not
be changed at this time. We might get the opinion of the Westmount
group."

Moved in amendment by Alderman Kitz, seconded by Alderman
Walker that the full names be adopted and that at the next regular
meeting of Council representations be heard from interested parties.

April 13, 1950.

After some discussion the matter was deferred for the next regular meeting of the Council.

STREET LIGHTING IMPROVEMENTS

Reports were submitted from the Committee on Works recommending street light improvements as follows:

Creighton St. between Gerrish & Cogswell Sts. lights be replaced with 600 c. p. lamps.

Maitland St. between Gerrish & Falkland Sts. lights be replaced with 600 c. p. lamps.

Sarah St. One 250 c. p. light Corner Sarah & Agricola Sts.

Leeds St. West of Gottingen St. 2 - 250 c. p. lights.

Agricola St. between Cunard & Almon Sts. lights be replaced with larger fixtures and 1,000 c. p. lamps.

Brunswick St. One 600 c. p. lamp in front of United Church and St. Patrick's Parish Hall.

Moved by Alderman Breen, seconded by Alderman Vaughan that the reports be approved. Motion passed.

WATER EXTENSION HEMLOCK STREET

April 6th, 1950.

RE Water Extension on Hemlock Street
From Munford Road Northerly

His Worship the Mayor and
Members of City Council.

Gentlemen:-

At a meeting of the Committee on Works held on April 4th, the attached letter from the General Manager of the Public Service Commission in regard to an extension of 420 feet of 8" main at a cost of \$3,500.00 to serve 13 lots fronting on both sides of Hemlock Street was considered.

The Committee approved and recommended same to the City Council for approval.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per J. B. Sabean,
Clerk of Works.

March 28th, 1950.

Mr. M. L. Bellew,
Commissioner of Finance,
and
Mr. F. C. Woods,
Acting Commissioner of Works,
HALIFAX, Nova Scotia.

April 13, 1950.

Gentlemen: Re: Water extension on Hemlock Street
from Mumford Road northerly.

We have recently had a request from Mrs. Mary Kelly who owns thirteen lots fronting on both sides of Hemlock Street, for an extension of water service to service these lots. The City has already approved the laying of a sewer on this street.

Mrs. Kelly plans to sell these lots immediately and it is understood that a number of houses will be built this summer.

It will require an extension of 420' of 8" main at a cost of \$3,500.00 to serve the property. When the construction is all completed a reasonable profit will accrue. There may be a slight loss until a number of the houses are built, but I believe it is an extension which must be made.

I would ask you to submit this to City Council for its approval at an early date. No Borrowing Resolution will be necessary as the funds are provided for in this year's budget, and the City will not be required to guarantee any deficit.

Yours very truly,

Ira P. Macnab,
General Manager.

Moved by Alderman Breen, seconded by Alderman Vaughan that the report be approved. Motion passed.

CURB, GUTTER & SIDEWALK PRINCE ARTHUR STREET

March 22, 1950.

His Worship the Mayor and
Members of City Council.

Gentlemen:-

At a meeting of the Committee on Works held on March 21st, the attached report of the Acting Commissioner of Works on the same date was considered.

The Committee approved the said report and recommended same to City Council for adoption.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per J. B. Sabean,
Clerk of Works.

March 20th, 1950.

To His Worship the Mayor, Chairman and
Members of the Committee on Works.

Gentlemen:-

Last year a petition was received from the three owners in the block between Arm View Avenue and Tupper Grove, on the west

April 13, 1950.

side of Prince Arthur Street, requesting that the City install curb and gutter and sidewalk.

The length of this block is one hundred and fifty (150') feet, the estimated cost \$1,125.00 and the estimated assessment \$525.00, signed by 100% of the frontage. It is recommended that this block be ordered.

For some years from Quinpool Road southwardly to the Railway Bridge, it has been very difficult to maintain the street surface, especially the edges of the roadway which have scoured out continually, and considerable complaints were received about the condition of the sidewalk on the western side of this street.

Although no petition has been received for this portion of Prince Arthur Street, it is also recommended that curb and gutter and sidewalk be constructed on the west side between Tupper Grove and Quinpool Road, and that curb and gutter also be constructed on the east side from Quinpool Road southwardly, a distance of about two hundred and eighty-five (285') feet. The estimated cost for the balance of this street is \$3,138.00, and the estimated assessment \$1,260.00.

Respectfully submitted,

F. C. Woods,
Acting Commissioner of Works.

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

CONCRETE SIDEWALKS ETC.

March 31st, 1950.

PETITION CONCRETE SIDEWALK, CURB AND GUTTER ETC;
ROBIE STREET - WEST SIDE - INGLIS STREET
TO 1300 FT. SOUTHWARDLY, SOUTH-EAST
CORNER OF SOUTH STREET AND ROBIE STREET

His Worship the Mayor and
Members of City Council.

Gentlemen:-

At a meeting of the Committee on Works held on March 28th, the attached report of the Acting Commissioner of Works dated March 27th, was considered.

The Committee approved the said report and recommended same to the City Council for adoption.

Respectfully submitted,

W. P. Publicover,
City Clerk.

Per J. B. Sabean,
Clerk of Works.

April 13, 1950.

March 27th, 1950.

To His Worship the Mayor and
Members of the Committee on Works.

ROBIE STREET - WEST SIDE - INGLIS STREET TO 1300 FT. SOUTHWARDLY

Gentlemen:-

A petition was received signed by 71% of the property owners on the western side of Robie Street, from Inglis Street southwardly. A total length of sidewalk required is about twelve hundred and sixty feet (1260'), the estimated cost based on a total width of twelve and one-half feet (12½') amounts to \$9,450.00, and the estimated assessment \$4,410.00.

It is therefore recommended that this sidewalk be ordered and placed on the order list.

SOUTH-EAST CORNER OF SOUTH STREET AND ROBIE STREET

A letter was received from the Board of School Commissioners requesting that at a meeting held by the Board, consideration be given to the construction of permanent sidewalk around the new Gorsebrook School, which is located on the south-east corner of South and Robie Streets.

The total length required on South Street is approximately three hundred and sixty feet (360'), the estimated cost \$1,500.00 and the estimated assessment \$700.00. Curb and gutter have already been laid.

The length required on Robie Street is approximately two hundred and fifteen feet (215'), the estimated cost \$800.00 and the estimated assessment \$450.00, both as shown on the attached plan.

It is therefore recommended that this work be ordered and placed on the order list.

Respectfully submitted,

F. C. Woods,
Acting Commissioner of Works.

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

SIDEWALKS PATRICIA STREET

April 12th, 1950.

PATRICIA STREET - SIDEWALKS

His Worship the Mayor and
Members of the City Council.

Gentlemen:-

At a meeting of the Committee on Works held on April 11th, the attached report from the Acting Commissioner of Works of the same date, in regard to a petition that the City withhold construction of the sidewalk on the northern side of Patricia Street was considered.

April 13, 1950.

The Committee approved the report and recommended same to City Council for approval.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

April 11th, 1950.

To His Worship the Mayor, Chairman and
Members of the Committee on Works.

Gentlemen:-

Last Fall a petition was received for sidewalks, curb and gutter on Patricia Street, signed by the owners on the southern side of the Street, from MacDonald Street to Churchill Drive.

It was thought at that time to make a complete job of the Street and consequently curb and gutter were ordered for both sides of the street, from MacDonald Street to Churchill Drive. Since that time two counter petitions have been received, one from Mrs. Grace McMahon who owns the north-west corner of MacDonald Street and Patricia Street, and one from Dr. I. M. Murray, who owns the north-west corner of Sherwood and Patricia Streets. As both of these owners have a considerable long frontage on Patricia Street, they have requested that the City withhold construction of the sidewalk on the northern side.

It would seem to me that this request could be granted, but the City should proceed with at least the curb and gutter on the north side of the Street so that it may be oiled, and curb and gutter would better control the drainage due to the steep grade on Patricia Street.

Respectfully submitted,

F. C. Woods,
Acting Commissioner of Works.

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

TRUNK SEWER DEAL SETTLEMENT

April 6th, 1950.

DEAL SETTLEMENT - TRUNK SEWER

His Worship the Mayor and
Members of City Council.

Gentlemen:-

At a meeting of the Committee on Works held on April 4th, the attached report of the Acting Commissioner of Works of the same date was approved and recommended to the City Council for approval.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per J. B. Sabean, Clerk of Works.

April 13, 1950.

April 4th, 1950.

To His Worship the Mayor, Chairman and
Members of the Committee on Works.

Gentlemen:-

A reply has been received from the Canadian National Rail-
ways re permission to construct the "Deal Settlement" Trunk Sewer
along their right-of-way.

This is shown on Scheme "C" on our drawing number PP-2-11141,
and I recommend that we follow this route and make preparations to
again begin construction.

Should the Committee approve, this matter would need to be
recommended to Council for approval re the rental of \$20.00 per
year.

Respectfully submitted,

F. C. Woods,
Acting Commissioner of Works.

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

TENDERS FOR SALE OF EQUIPMENT

April 12th, 1950.

TENDERS FOR STAGE EQUIPMENT AT CITADEL HILL

His Worship the Mayor and
Members of City Council.

Gentlemen:-

At a meeting of the Committee on Works held on April 11th,
the following tenders were opened and considered:-

John A. Beed	-	900 Lawn Chairs	-	\$450.00
Theatre Arts Guild	-	Various Equipment listed	-	50.00

The Committee agreed to accept these tenders and recommend
same to City Council for approval.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per J. B. Sabean,
Clerk of Works.

Moved by Alderman Vaughan, seconded by Alderman Breen that
the report be approved.

Alderman MacDonald: "How many chairs were purchased and what
did they cost?"

April 13, 1950.

Mr. Romkey: "1002 at \$2.19 each."

Alderman MacDonald: "What happened to the other 100. I think the price is ridiculously low."

Moved in amendment by Alderman MacDonald, seconded by Alderman Hosterman that the Commissioner of Works recheck the number of chairs and survey the market for a better price and that the tender be not accepted. Amendment put and passed.

The motion to accept the equipment other than the chairs was put and passed 8 voting for the same and 1 against it as follows:

FOR THE MOTION

Alderman Moriarty
Breen
Hosterman
Abbott
MacDonald
Kitz
Burgess
Vaughan

AGAINST IT

Alderman Walker

- 8 -

- 1 -

INSPECTION ASPHALT, PAVEMENTS ETC.

Halifax, N. S.,
April 13, 1950.

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

Gentlemen:-

At a meeting of the Committee on Works held on the above date, reports from the Acting Commissioner of Works respecting tenders submitted for the inspection of asphalt, pavements and concrete sidewalks were considered.

It was agreed to recommend that the Tender of Milton Hersey Co. Limited, for Asphalt Inspection and the Tender of Commonwealth Associated Engineers Consultants for inspection of Curbs, Gutters, Concrete walks and renewed walks be approved.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

- 274 -

April 13, 1950.

April 11th, 1950.

To His Worship the Mayor, Chairman and Members of the Committee on Works.

Sir:-

The following is a summary of the returns we received from our request for Inspection work.

	Milton Hersey Co. Ltd.	Harold C. Loring Co. Ltd.	Commonwealth Associated Engineers Consultants	Donald Inspection Ltd.
Asphalt	0.15 per ton	0.15 per ton	0.25 per ton	0.15-\$15.00 per for each additional man
&Gutter	0.05 per foot	0.07 " ft.	0.04 " ft.	(.50 per yd. plus \$17.50 for each additional man per day. Received after closing time.
Walk	0.15 " Sq.Yd.	0.13 " Sq.Yd.	0.05 " Sq.Yd.	
Walk	0.19 " " "	0.13 " " "	0.055 " " "	
Bed	0.15 " " "	0.25 " " "	0.06 " " "	

By comparison of the above tenders Milton Hersey Co., Limited and Harold C. Loring Ltd., are the same and the lowest for Asphalt Paving, namely 15 cents per ton. Either Firm is acceptable.

In regard to the curb and gutter, concrete walks and renewed walks, the tender of the Commonwealth Associated Engineers Consultants, per S. Thomas, is considerably lower on all items and it is recommended that their tender be accepted.

Respectfully submitted,

F. G. Woods,
Acting Commissioner of Works.

Moved by Alderman Breen, seconded by Alderman Vaughan that the report be approved. Motion passed.

ILLUMINATED SIGNS

April 12th, 1950.

ILLUMINATED SIGNS

His Worship the Mayor and Members of City Council.

Gentlemen:-

At a meeting of the Committee on Works held on April 11th, the attached report from the Building Inspector dated April 3rd, recommending that leases be granted for signs at:-

- 136 Agricola Street
- 37 Brunswick Street
- 258 Quinpool Road
- 22-26 Hollis Street
- 146 Maynard Street
- 710 Robie Street

April 13, 1950.

500 Robie Street
69 Wellington Street
50 Buckingham Street
178 Barrington Street

was approved and recommended to City Council for adoption.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per J. B. Sabean,
Clerk of Works.

Moved by Alderman Vaughan, seconded by Alderman Breen
that the report be approved. Motion passed.

RENT CITY PROPERTY CABOT STREET

April 12th, 1950.

REQUEST TO RENT CITY PROPERTY
REAR OF #105 CABOT STREET

His Worship the Mayor and
Members of City Council.

Gentlemen:-

At a meeting of the Committee on Works held on April 11th,
the attached report of the Acting Commissioner of Works of the
same date, on an application from Mr. W. MacDonald #105 Cabot
Street, to rent a piece of City land 20' x 56', back of his lot
on City property, was considered.

The Committee approved the said report and recommended
same to City Council.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per J. B. Sabean,
Clerk of Works

Moved by Alderman Moriarty, seconded by Alderman DeWolf
that the report be approved.

As no rental was mentioned in the report it was moved in
amendment by Alderman Vaughan, seconded by Alderman Breen that the
matter be referred back to the Committee on Works. Amendment passed.

April 13, 1950.

TRAFFIC ISLAND WILLOW TREE

April 12th, 1950.

TRAFFIC ISLAND - WILLOW TREE - QUINPOOL ROAD

His Worship the Mayor and
Members of City Council.

Gentlemen:-

At a meeting of the Committee on Works held on April 11th, the Chief of Police recommended that the "Island" situated at the intersection of Quinpool Road and Robie Street be reduced in length from 63 ft. to 32 ft. and in width from 23 ft. 2 inches to 15 ft. 5 inches, as per plan which was approved by the Safety Committee on April 6th.

The Committee approved the report and recommended same to City Council for approval.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per J. B. Sabean,
Clerk of Works.

Moved by Alderman Vaughan, seconded by Alderman Breen
that the report be approved. Motion passed.

PARKING ON COMMONS

April 12th, 1950.

PERMISSIVE LEGISLATION

His Worship the Mayor and
Members of the City Council.

Gentlemen:-

At a meeting of the Committee on Works held on April 11th, the City Solicitor suggested that permissive legislation be obtained to control parking on the North Common when a proposed parking lot is established.

The Committee agreed and recommended same to City Council.

Respectfully submitted

W. P. Publicover,
CITY CLERK.

Per J. B. Sabean,
Clerk of Works.

Moved by Alderman Vaughan, seconded by Alderman Breen
that the report be approved. Motion passed.

April 13, 1950.

DUST NUISANCE NORTH COMMONS

Alderman Walker referred to the dust nuisance on the North Commons.

The matter was referred to the Committee on Works.

CONVENTION CITY ELECTRICIANS

April 12th, 1950.

His Worship the Mayor and
Members of City Council.

Gentlemen:-

At a meeting of the Committee on Works held on April 11th, the attached letter from the City Electrician requesting permission to attend the Convention of Illuminating Engineers Society in Montreal on May 10, 11th, and 12th, under the usual conditions, was approved and recommended to City Council for approval.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per J. B. Sabean,
Clerk of Works.

Moved by Alderman Vaughan, seconded by Alderman Breen that the report be approved. Motion passed.

SUBDIVISION LOTS ALLEN STREET

April 6th, 1950.

ALTERING LOTS #1-#10 ON ALLEN STREET

His Worship the Mayor and
Members of the City Council.

Gentlemen:-

At a meeting of the Town Planning Board held on April 4th, the attached Plan No. 00-2-11222 of Lots 1 to 10 on Allen Street was presented for a public hearing.

As no objections to the plan were received the Board recommended to Council that the re-subdivision be approved and the necessary By-Laws be prepared for submission and approval of the Department of Municipal Affairs.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per J. B. Sabean,
Clerk of Works.

April 13, 1950.

TOWN PLANNING BY-LAW NUMBER

WHEREAS a plan of sub-division known as J. G. DeWolf and A. P. Kelly, Agents, Allen Street, in the City of Halifax, was approved by the Town Planning Board of the City of Halifax as Plan No. 00-1-11013;

AND WHEREAS the said J. G. DeWolf and A. P. Kelly, Agent., are at present the owners of all lots comprising the said sub-division;

AND WHEREAS the City Council on the 13th day of April, A. D., 1950, after receiving a report from the Town Planning Board, did approve of the said cancellation and replotting of the aforementioned sub-division;

NOW THEREFORE BE IT ENACTED AND ORDAINED that the said cancellation and replotting of the aforementioned sub-division as shown on plan No. 00-2-11222 be and the same is hereby approved and adopted, and plan No. 00-1-11013 is hereby amended accordingly.

Moved by Alderman Vaughan, seconded by Alderman Breen that the report and By-Law as submitted be approved. Motion passed.

SUBDIVISION LOTS NEW WESTMOUNT

April 6th, 1950.

ALTERING LOTS #213-215 NEW WESTMOUNT
SUBDIVISION

His Worship the Mayor and
Members of City Council.

Gentlemen:-

At a meeting of the Town Planning Board held on April 4th, the attached Plan No. 00-2-11232, of the New Westmount Subdivision was presented for a public hearing.

As no objections to the plan were received, the Board recommended to Council that the re-subdivision be approved and the necessary By-Laws be prepared for submission and approval of the Department of Municipal Affairs.

Respectfully submitted,

W. P. Publicover, CITY CLERK.

Per J. B. Sabeau, Clerk of Works.

April 13, 1950.

TOWN PLANNING BY-LAW NUMBER

WHEREAS a plan of Sub-division known as The New Westmount Sub-division, was approved by the Town Planning Board of the City of Halifax as Plan No. 00-1-10803;

AND WHEREAS A. E. Allen and L. T. Stead are at present the owners of Lots 213 and 215 respectively of the said New Westmount Sub-division;

AND WHEREAS the City Council on the 13th day of April, A... 1950 after receiving a report from the Town Planning Board, did approve of the cancellation and replotting of the said Lots 213 and 215;

NOW THEREFORE BE IT ENACTED AND ORDAINED that the said cancellation and replotting of the said Lots 213 and 215 as shown on Plan No. 00-2-11232 of the said Sub-division be and the same is hereby approved and adopted and Plan No. 00-1-10803 is hereby amended accordingly.

Moved by Alderman Vaughan, seconded by Alderman Breen that the report and By-Law as submitted be approved. Motion passed.

MONASTERY LANE

Alderman Kitz requested the Commissioner of Works to examine Monastery Lane with a view to buying a strip of land to widen same or put a small sidewalk for pedestrians on one side as there is a lot of traffic.

BUILDING PERMIT #171 WINDSOR ST.

April 12th, 1950.

His Worship the Mayor and
Members of City Council.

Gentlemen:-

At a meeting of the Town Planning Board held on April 11th, the attached report of the Building Inspector of the same date approving of an application from Mr. D. E. Hiseler to add to his commercial establishment at #171 Windsor Street, which is in a residential district, was considered.

April 13, 1950.

The Board approved the report and recommended same to City Council for approval.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per J. B. Sabean,
Clerk of Works.

April 11th, 1950.

To His Worship the Mayor, Chairman and
Members of Town Planning Board.

Dear Sirs:-

An application has been received from D. E. Hiseler to add to his commercial establishment at 171 Windsor Street which is in a residential district.

I have discussed this application with Mr. Dumaresq and we both feel that the permit should be granted. City Council has previously granted a permit for an addition to this structure and increased business requires still more space.

I therefore recommend that the Town Planning Board recommend this application to Council for approval.

Respectfully submitted,

Edward C. Thomas,
Building Inspector.

Moved by Alderman Breen, seconded by Alderman Vaughan that the report be approved. Motion passed.

PERMIT APPLICATIONS

April 12th, 1950.

His Worship the Mayor and
Members of City Council.

Gentlemen:-

At a meeting of the Town Planning Board held on April 11th, the attached report of the Building Inspector dated April 3rd on fourteen applications for building permits other than dwellings, was considered.

The Building Inspector advised that none of the proposed erections, repairs or alterations, conflict with the Master Plan.

The Board approved the report and recommended same to City Council for approval.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per J. B. Sabean,
Clerk of Works.

April 13, 1950.

April 3rd, 1950.

To His Worship the Mayor, Chairman and
Members of the Committee on Town Planning.

Gentlemen:-

The following applications have been received for building permits other than dwellings. None of the proposed erections, repairs or alterations conflict with the Master Plan according to the Town Planning Engineer. I therefore recommend that the Town Planning Board report to City Council that there is no conflict to the Master Plan so that authority for issuing the permits applied for may be granted:-

16 Almon Street	Sussex Ginger Ale	- Addition
82 Bayers Rd. (Rear)	Mrs. G. Zinck	- Alterations
371-375 Barrington St.	Freemasons	- Alterations
479 Barrington St.	H. Offman	- Repairs
513 Barrington St.	Dominion Bank	- Alterations
525 Barrington St.	Mr. J. Glick (Fit-Rite Mens Wear)	- Repairs
407 Gottingen St.	J. & M. Resk	- New Store Front
146 Hollis Street	A. N. Moltides	- Repairs
4 Hunter Street	J. A. Beed	- Addition
85 Queen Street	Greek Orth. Church	- Repairs
100 Sackville Street	United Service Corp.	- Alterations
174-178 Granville St.	Webster-Smith Co.	- Repairs
137 Granville Street	R. W. Wright	- Repairs
79 Upper Water Street	S. Cunard & Co.	- Repairs

Respectfully submitted,

Edward C. Thomas,
Building Inspector.

Moved by Alderman Vaughan, seconded by Alderman Breen
that the report be approved. Motion passed.

PERMIT NU-WAY DRY CLEANERS

April 13, 1950.

47-49½ Cunard St.

His Worship the Mayor and
Members of City Council.

Gentlemen:

At a meeting of the Town Planning Board held today the attached report from the Building Inspector on an application from the Nu-Way Dry Cleaners to put an addition on their building was considered.

The Committee approved the report and recommended to City Council that a permit be issued.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.
Per J. B. Sabean,
Clerk of Works.

April 13, 1950.

April 13th, 1950.

To His Worship the Mayor, Chairman and
Members of the Town Planning Board.

Gentlemen:-

An application has been received to put an addition on the Nu-Way Dry Cleaners building located at the above address. Legislation was obtained in 1949 to exempt this property from the residential area.

I therefore recommend that the Town Planning Board forward this to Council for approval so that a permit may be issued.

Respectfully submitted,

Edward C. Thomas,
Building Inspector.

Moved by Alderman Vaughan, seconded by Alderman Breen that the report be approved. Motion passed.

ACCOUNT OVER \$200.00

Halifax, N. S.,
April 6, 1950.

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

Gentlemen:-

At a meeting of the Housing Accommodation Committee held on the above date the following accounts were approved and recommended for payment.

Hill Heating & Service Co.	\$ 258.05
C. B. Barkhouse	504.00

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Moved by Alderman DeWolf, seconded by Alderman Vaughan that the report be approved. Motion passed.

WAGE AGREEMENT CITY FIELD

April 13, 1950.

Wage Agreement

His Worship the Mayor and
Members of City Council.

Gentlemen:-

At a meeting of the Committee on Works held today the attached memorandum of Agreement between the Corporation of the City of Halifax and The Civic Workers Federal Union, Local #108 was considered.

April 13, 1950.

On motion of Ald. Abbott, seconded by Ald. Moriarty, the Committee recommended that this be forwarded to Council, and that the Mayor and City Clerk be authorized to sign same on behalf of the City.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per J. B. Sabean,
Clerk of Works.

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

PHONES CITY EMPLOYEES

Alderman Hosterman drew attention to the fact that there is no occupation listed in the phone directory opposite the Officials names whose phones are paid for by the City.

Moved by Alderman Hosterman, seconded by Alderman Vaughan that in each and every case, after the name, the occupation appear and be listed in the new directory. Motion passed.

HALIFAX ON AIR MAP

Alderman Kitz drew attention to the fact that Halifax is no longer a clearing port for air travel.

He made a motion that our Federal Representatives inquire into the matter which was seconded by Alderman MacDonald.

His Worship the Mayor stated that off the record he had investigated the matter and expected some information from T. C.A. but he said he was led to believe there were security reasons behind it.

Alderman Kitz, with the permission of his seconder, withdrew his motion.

NORTH PARK STREET BOULEVARD

Alderman MacDonald requested that something be done to the North Park Street Boulevard as there had never been any seeding or sodding done.

The matter was referred to Mr. Woods.

April 13, 1950.

EMPLOYEES PAY WHO ENLISTED IN ARMED SERVICES

Alderman Burgess stated that there was another group of men who had served in the Armed Forces who wanted the difference between their Service and City pay. He suggested that they be given a hearing.

His Worship the Mayor stated that that matter had been under consideration for 3 months and that the Service amounts were in the possession of the Commissioner of Finance and the money there. He said it was hard to strike a fair balance on the hourly worker.

CHAUFFEUR WORKS DEPARTMENT

Alderman Burgess to Mr. Woods: "Three or four months ago there was an appointment to the Works Department of a chauffeur. That person has been predicting the outcome of the Civic Elections. Has the job been advertised?"

Mr. Woods: "No."

Alderman Burgess: "Had the position been filled before?"

Mr. Woods: "We needed someone to drive Mr. MacKinnon's car. We drive the surveyors."

Alderman Burgess: "What is the salary per day?"

Mr. Woods: "The salary is \$7.00 per day."

Alderman Burgess: "I heard of Firemen getting 16 or 17 hundred dollars a year and they are not given a chance when a position comes up."

His Worship the Mayor: "Any man can use his democratic principle as to the outcome of the elections. He is not curtailed because he is working for the City of Halifax."

Alderman Burgess: "If certain things happen after May 1st is there going to be a job made in the City Field to replace the man now there?"

His Worship the Mayor: "Yes. Every Civic Employee will have a chance. I want to tell you my phone is hot as to what is going on."

April 13, 1950.

Alderman Burgess: "It is customary to advertise a job. Why wasn't the job advertised?"

Mr. Woods: "It is temporary work."

Alderman Vaughan: "Are you paying rod men \$7.00 a day the same as the chauffeur?"

Mr. Woods: "Yes."

GARAGES IN WESTMOUNT SUBDIVISION

Alderman Vaughan stated that it is difficult to build a garage in the Westmount Subdivision and comply with the City regulations. The garage must be ten feet away from the house. He suggested that the regulation be amended permitting a person to build a little closer to the house.

The City Solicitor read a proposed amendment on this matter which was approved by the Council.

FRANCKLYN PARK

Read letter from the Council of Social Agencies deploring the fact that Francklyn Park has come under private ownership and requesting the City to take action to see if anything can be done to keep this as a recreational centre for all citizens.

Alderman Hosterman: "That matter has been settled."

Alderman Breen: "It has been sold."

No further action was taken on this matter.

APPROVAL BY-LAW N. 8. CAR WORKS SUBDIVISION

Halifax, N. S.,
April 13, 1950.

Mr. W. P. Publicover,
City Clerk,
Halifax, Nova Scotia.

Dear Mr. Publicover:-

I enclose for your records copy of a by-law, respecting a proposed alteration of the Nova Scotia Car Works Subdivision, on which the approval of the Minister of Municipal Affairs is indicated.

Yours very truly,

W. E. Moseley,
Deputy Minister.

FILED

April 13, 1950.

APPROVAL BY-LAW LOTS 442 TO 448 NEW WESTMOUNT

Halifax, N. S.,
April 4, 1950.

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

Dear Mr. Publicover:

I refer to your letter of March 31, 1950 enclosing a Certificate of the Secretary of the Town Planning Board of the City of Halifax, respecting the re-subdivision of lots 442 to 448 of the new Westmount sub-division. I understand also from Mr. Bird of the Central Mortgage and Housing Corporation that the only change made in the plan is to correct the figures showing the dimensions and that these were incorrectly given on the original plan.

The Minister has approved your by-law and I return herewith a copy bearing his approval.

Yours very truly,

W. E. Moseley,
Deputy Minister.

FILED

APPROVAL BORROWING FOR SEWERS \$ 400,000.

Halifax, N. S.,
March 24, 1950.

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

Dear Mr. Publicover:

Re: Proposed Borrowing of \$400,000
for Sewer Construction

I enclose herewith a copy of your resolution of January 30th, 1950 relating to the proposed borrowing of \$400,000 for the purpose of sewer construction work in the City. This was approved by the Minister on March 23rd, 1950.

This approval is on the understanding that should there be previous authority for borrowing for the same purpose outstanding which has not been used or contracted for to this date, such authority will not be further used.

Yours very truly,

W. E. Moseley,
Deputy Minister.

FILED

April 13, 1950.

APPROVAL BORROWING PUBLIC SERVICE COMMISSION \$736,700

Halifax, N. S.,
March 30, 1950.

Mr. W. P. Publicover,
City Clerk,
City Hall,
Halifax, Nova Scotia.

Dear Mr. Publicover: Re: Proposed Borrowing \$736,700 for
Public Service Commission

I have received from the Public Service Commission their explanation concerning the above borrowing.

The Minister is somewhat concerned as to whether there are additional authorizations outstanding which may be used in the future. He has approved this resolution on the condition that any previous authorizations are not to be used except as to such part thereof as relates to a project now under way. You will understand that at the present time there is no authority for the Minister to require any such cancellation but he relies upon the City and the Commission to see that this condition is carried out.

Yours very truly,

W. E. Moseley,
Deputy Minister.

FILED

APPROVAL BORROWING POINT PLEASANT PARK \$4,000
IMPROVEMENTS TOWER ROAD ENTRANCE

Halifax, N. S.,
April 4, 1950.

Mr. W. P. Publicover,
City Clerk,
City Hall,
Halifax, Nova Scotia.

Dear Mr. Publicover:

The Minister has approved the borrowing by the City of Halifax of the sum of \$4,000.00 for the purpose of improving the entrance to Point Pleasant Park.

This approval is based on his understanding that this money is to be used for the purpose of permanent paving on Tower Road at that point.

I return herewith one copy of the resolution bearing the approval of the Minister of Municipal Affairs.

Yours very truly,

W. E. Moseley,
Deputy Minister.

FILED

April 13, 1950.

APPROVAL AMENDMENTS TO ORDINANCE # 13

Halifax, N. S.,
March 24, 1950.

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

Dear Mr. Publicover:-

I enclose herewith copy of an amendment to Ordinance No. 13 respecting the regulation of vehicles transporting passengers for hire which was passed by the City Council on March 16th, 1950.

This was approved by the Minister on March 23rd, 1950.

Yours very truly,

W. E. Noseley,
Deputy Minister.

FILED

April 13, 1950.

**REPORT OF APPROPRIATIONS
AS OF MARCH 31, 1950.**

TO THE CITY COUNCIL:

The following is the state of Civic Appropriations on the above date after deducting unpaid orders:

APPROPRIATIONS	LEDGER BALANCE	UNPAID ORDERS	BAL. LESS UNPAID ORDERS
City Home	\$ 156,457.24		\$ 156,457.24
Fleming Park	9,756.74		9,756.74
Public Gardens	42,228.73	1,358.91	40,869.82
Pt. Pleasant Park	13,459.28	5.20	13,454.08
Library	22,758.23	3.85	22,754.38
T. B. Hospital	202,871.76	6,376.66	196,495.10
Inf. Disease Hospital	33,666.08	1,523.31	32,142.77
Public Health	109,657.25		109,657.25
Welfare Department	37,790.09	3.00	37,787.09
Police Department	263,211.29		263,211.29
City Prison	37,843.37		37,843.37
Works, Salaries & Bonus	123,505.94		123,505.94
Streets	201,726.18	69.08	201,657.10
Office Supplies	4,178.59	335.23	3,843.36
Town Planning	1,339.35	222.16	1,117.19
Cleaning Paved Streets	25,448.67		25,448.67
Internal Health	174,623.51	10,039.11	164,584.40
Sewer Maintenance	20,851.22	88.91	20,762.31
Snow Removal	9,057.71	189.33	8,868.38
St. Lighting	60,818.44	152.08	60,666.36
Traffic Lights	5,710.58		5,710.58
Wiring Inspection	868.66	9.00	859.66
Market	2,521.00	12.27	2,508.73
Public Baths	3,198.67		3,198.67
City Property	65,986.31	531.29	65,455.02
Fuel	3,550.35	1,502.65	2,047.70
Insurance	5,951.13	128.33	5,822.80
City Hall Light	3,069.13		3,069.13
Telephones	4,226.36		4,226.36
Recreation Committee	22,892.98	732.35	22,160.63
Fire Department	266,921.94	1,071.00	265,850.94
Fire Alarm	19,418.43		19,418.43
Fairview Cemetery	14,294.09	1,097.55	13,196.54
Printing & Stationery	16,620.92	43.17	16,577.75

Respectfully submitted,

H. R. MCDONALD,
CHIEF ACCOUNTANT.

FILED

April 13, 1950.

Moved by Alderman Hosterman, seconded by Alderman
Vaughan that this meeting do now adjourn. Motion passed.
Meeting adjourned. 10:40 P. M.

LIST OF HEADLINES

Minutes	233
Public Hearing Re: Occupancy Permit #12 Hemlock Street	233
Accounts	238
Account over \$200.00	238
Street Lines Windsor Street	239
Extension of High Street	240
Watershed Properties	241
Upper Water Street Widening	243
Purchase #171-173-175 Brunswick Street	244
Purchase #167 - 169 Brunswick Street	245
Sewer and Water Exemption Rector Street	247
Paving Exemption Jubilee Road	248
Sale of Property Seymour Street	248
Fire Protection Rate	249
Zoning By-Law Advertising	249
Capital Borrowings	250
Superannuation Hoseman Wells	250
C. L. A. Convention	251
Claim J. C. Farrow	251
Agreement Central Mortgage & Housing Corporation Veteran's Houses	252
Assistant Assessor	252
Poll Tax Collections	253
Grant Canadian Cancer Society	254
Closing Collector's Office Election Day	254
School Teachers' Pension Fund	255
Legislation	255
Court House	255
Accounts over \$200.00	256
Tenders for Groceries	257
Tenders for Uniforms City Prison	257
Tenders for Electrical Fixtures	258
Convention Canadian T. B. Association	258
Tenders Concrete Sidewalks Etc.	259
Tenders Street Paving	262
Sprinkler Systems	264
Operation T. B. Hospital	265
Cars and Motorcycles Police Department	266
Accounts Over \$500.00	266
Street Names Westmount	267
Street Lighting Improvements	268
Water Extension Hemlock Street	268
Curb, Gutter & Sidewalk Prince Arthur Street	269
Concrete Sidewalks Etc.	270
Sidewalks Patricia Street	271
Trunk Sewer Deal Settlement	272
Tenders for Sale of Equipment	273
Inspection Asphalt, Pavements, Etc.	274
Illuminated Signs	275
Rent City Property Cabot Street	276
Traffic Island Willow Tree	277
Parking on Commons	277
Dust Nuisance North Commons	278
Convention City Electricians	278
Subdivision Lots Allen Street	278

April 13, 1950.

Subdivision Lots New Westmount	279
Monastery Lane	280
Building Permit #171 Windsor St.	280
Permit Applications	281
Permit Nu-Way Dry Cleaners	282
Account over \$200.00	283
Wage Agreement City Field	283
Phones City Employees	284
Halifax on Air Map	284
North Park Street Boulevard	284
Employees Pay who Enlisted in Armed Services	285
Chauffeur Works Department	285
Garages in Westmount Subdivision	286
Francklyn Park	286
Approval By-Law N. S. Car Works Subdivision	286
Approval By-Law Lots 442 to 448 New Westmount	287
Approval Borrowing for Sewers \$400,000	287
Approval Borrowing Public Service Commission \$736,700	288
Approval Borrowing Point Pleasant Park \$4,000	288
Improvements Tower Road Entrance	288
Approval Amendments to Ordinance # 13	289
Appropriations	290

Gordon S. Kinley
Gordon S. Kinley,
MAYOR AND CHAIRMAN.

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

AFTERNOON SESSION
SPECIAL MEETING

Council Chamber,
City Hall,
Halifax, N. S.,
April 24, 1950,
5:00 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, MacDonald, Kitz, Redmond and Vaughan.

The meeting was called specially to consider the following items:

1. Report Fin. & Exec. Comm. re Parking Lot.
2. " " " Pascal Lot.
3. " " " Purchase Land Connaught Ave.
4. " " " Returned Service Mens' Pay.
5. " " " Superannuation Refunds.
6. " " " Grant Halifax Ballet.
7. " " " Grant Halifax Musical Festival.
8. Report Committee on Works re Renaming North Maitland St.
9. " " " Claim Mrs. Annie Starrett.
10. " " " Street Lighting.
11. " " " Passenger Cars Works Dept.
12. " " " Purchase of Equipment.
13. " " " Biller Bros. Circus.
14. " " " Use of Public Gardens by Medical Society.
16. Report Town Planning Board re Subdivision Butler Property Atlantic Street.

PARKING LOT

Halifax, N. S.,
April 24, 1950.

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

Gentlemen:-

At a meeting of the Finance & Executive Committee held on the above date the attached report from the Committee on Works respecting "Proposed Parking Lot" was considered and recommended for approval.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

April 24, 1950.

April 20th, 1950.

Proposed Parking Lot—Grafton, George,
Market and Prince Streets

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

Gentlemen:-

At a meeting of the Committee on Works held on April 18th, the attached report from the City Assessor dated April 17th, was considered.

On motion of Alderman Breen, seconded by Alderman DeWolf, the Committee recommended to your Committee that the City Assessor proceed to acquire titles to the properties, and in the case of Mary G. Rheel's property that steps be taken to expropriate and that the necessary funds be secured.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per J. B. Sabean,
Clerk of Works.

April 17, 1950.

His Worship the Mayor and Members of
the Board of Works,
City Hall,
Halifax, N. S.

Gentlemen:-

Re: Proposed Parking Lot
Grafton, George, Market & Prince Sts.

I have taken up with the various owners the minimum prices for the different properties and wish to report as follows.

<u>Owner</u>	<u>Appraised Value</u>	<u>Asking Price</u>
1. Beaulieu Incorporated	Not appraised	\$ 19,000.00
2. T. J. & M. Watson	\$ 8,000.00	10,500.00
3. Geo. H. Ead	3,000.00	2,900.00
4. Sydney Warren	10,154.40	11,500.00
5. Moirs Ltd.	17,452.68	20,000.00
6. Samuel Butler	9,849.70	10,500.00
7. Est. Thomson	Not appraised	10,000.00
8. Mary G. Rheel	<u>6,000.00</u>	<u>9,000.00</u>
	\$ 54,456.78	\$ 93,400.00

Comparing the properties there is not a great variation between the appraised values and the asking prices and if the City decides to proceed with the acquisition of this block of land, I would recommend that the properties be purchased rather than expropriated for the reason that costs involved would approximate the difference and hence, no saving would accrue to the City.

Your attention is drawn to the Rheel property where Court action is necessary and it might be possible that the Court would not allow the property to be sold. This cannot be determined until the application is made and in the event of the refusal by Court,

April 24, 1950.

this would prevent the development which is at present under consideration.

In view of the contents of the foregoing paragraph it might be advisable to consider acquiring a portion of the block only at the present time. What portion, is of course for the Committee in conjunction with the Town Planning Engineer to determine. I have shown this report to Mr. Dumaresq in order that in the event of this suggestion being acted upon, he would be in a position to make a recommendation to your meeting at which this report will be considered.

Might I also suggest that the receipts from parking meters, instead of forming part of the general revenue of the City, be set aside and used to finance the purchase of parking lots. This is the practice in other cities. I quite realize that this suggestion is not one which comes properly from me, but I feel it should be passed along to you.

Yours respectfully,

J. F. McManus,
CITY ASSESSOR.

Moved by Alderman Breen, seconded by Alderman Hosterman that the report be approved.

The motion was put and passed unanimously the following Aldermen being present and voting therefor: Aldermen DeWolf, Noriarty, Breen, Hosterman, MacDonald, Kitz, Redmond and Vaughan.

PASCAL LOT

Halifax, N. S.,
April 24, 1950.

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 respecting the "Pascal Lot" was considered and concurred in.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

April 20th, 1950.

RE Pascal Lot-Parking Argyle, Barrington, Buckingham
Streets and Bells Lane

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

Gentlemen:-

At a meeting of the Committee on Works held on April 18th, the attached report of the City Assessor of the same date recommending that this lot be purchased for the sum of \$30,567.55, was considered.

April 24, 1950.

On motion of Alderman Breen, seconded by Alderman DeWolf, the Committee recommended to your Committee that the City Assessor proceed to acquire this property, and that funds be secured for this purpose.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per J. B. Sabean,
Clerk of Works.

April 18, 1950.

His Worship the Mayor & Members of
the Board of Works,
City Hall,
Halifax, N. S.

Gentlemen:-

Re: Pascal Lot - Parking
Argyle, Barrington, Buckingham Streets
and Bell's Lane

Following your instructions, I have been in communication with the owners of the above property. There are 15,837 square feet in the lot in question and the first price was at the rate of \$2.50 per square foot. This would amount to a sum of \$39,592.50. A counter-offer of \$29,000.00 plus outstanding taxes was made. The total counter-offer would therefore be \$30,567.55 and this has been agreed to by the owners. The property had been independently appraised at \$2.00 per foot.

If the City desires to purchase this property, I would recommend that it be purchased for the sum of \$30,567.55.

Yours respectfully,

J. F. McManus,
CITY ASSESSOR.

Moved by Alderman Breen, seconded by Alderman DeWolf that the report be approved.

Alderman Vaughan: "Must this land be used only for parking?"

His Worship the Mayor: "Straight parking."

Alderman Vaughan: "This large sum is a luxury and I do feel that we should look after some other things before we look after off-street parking and for that reason I am going to vote against it."

Alderman DeWolf: "The meters will carry the cost of the parking."

April 24, 1950.

Alderman Vaughan: "If I can be shown that it is going to be self-supporting, I will vote for it."

His Worship the Mayor: "It is considered that it will be self supporting."

Alderman Hosterman: "All we are doing is to acquire the property. It can definitely be self-supporting."

Alderman Vaughan: "We discussed low cost housing and that it should carry itself and should also carry the business tax rate. Does this scheme include the business tax rate as well?"

His Worship the Mayor: "We are trying to iron out a parking area in the down town section of the City. We can get legislation to change it later on for what we want."

Alderman Breen: "Some provision must be made for parking for the survival of the down town merchant."

Alderman Vaughan: "Can you assure me that it can be changed by legislation?"

His Worship the Mayor: "The Solicitor says so."

The motion was put and passed unanimously the following Aldermen being present and voting therefor: Alderman DeWolf, Moriarty, Breen, Hosterman, MacDonald, Kitz, Redmond and Vaughan.

A formal borrowing resolution amounting to \$125,000.00 covering the above two items was submitted and same is attached to the original copy of these minutes.

Moved by Alderman Breen, seconded by Alderman DeWolf that the resolution as submitted be approved.

Motion put and passed unanimously the following Aldermen being present and voting therefor: Aldermen DeWolf, Moriarty, Breen, Hosterman, MacDonald, Kitz, Redmond and Vaughan.

PURCHASE LAND CONNAUGHT AVENUE

Halifax, N. S.,
April 24, 1950.

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

Gentlemen:-

At a meeting of the Finance and Executive Committee held

April 24, 1950.

on the above date a report from the Committee on Works recommending that a property belonging to Mr. W. A. Andrews on Connaught Avenue be purchased for the sum of \$800.00 was considered and concurred in.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

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

RETURNED SERVICE MENS' PAY

Halifax, N. S.,
April 24, 1950.

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

Gentlemen:-

The attached report from the Commissioner of Finance respecting payment to Civic Employees who served in the Armed Service during the last war was considered and recommended for approval.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

April 24, 1950.

Chairman,
Finance & Executive Committee,
City Hall.

Dear Sir:-

In July 1948 and October 1948 the City paid to the members of the staff that had served in the Armed Services and had returned to the City's employ, the difference between the amount of their service pay and what they would have received had they remained with the City during the war years. In these cases the men were on a salary basis with one exception and that one was a wage basis but in all cases the difference in the amount of service pay and city pay could be computed.

Since then we have received applications from the hourly paid men at the City Field for the same consideration. This presents a very different problem because overtime, change in wage schedules, seasonal work and weather conditions all play a part so it was impossible to determine what these men would have earned had their service with the city not been broken.

In the case of the wage earner referred to above, it was possible to determine the difference in his service pay and city pay which amounted to approximately \$250.00 per year and the City paid him \$1,453.87 for the five years and 223 days he was in the Armed Service.

April 24, 1950.

The men whose names appear on the list enclosed would be satisfied if the City would pay them at a flat rate of \$150.00 per year or any portion thereof for each year that they were in the service. This will cost the City approximately \$15,000.00 and if approved by the City Council I would recommend that the money be provided under Section 316 of the City Charter.

Respectfully submitted,

M. L. Bellew,
Commissioner of Finance.

RETURNED SERVICE MEN - WORKS FIELD EMPLOYEES

	<u>TERM OF SERVICE</u>	<u>LENGTH OF SERVICE</u>	<u>AMOUNT OF PENSATION TIME SPENT THE SERVICES</u>
William	February 22, 1943 to May 28, 1945	2 yrs. 3 mos.	\$ 337.50
Robert	August 25, 1942 to Feb. 13, 1946	3 yrs. 6 mos.	525.00
Walter P.	July 4, 1940 to July 12, 1945	5 yrs.	750.00
Mr., Ralph	August 16, 1940 to Nov. 29, 1945	5 yrs. 3 mos.	787.50
Bert	September 1, 1939 to Oct. 31, 1945	6 yrs. 2 mos.	925.00
Frank	July 4, 1940 to March 28, 1944	3 yrs. 9 mos.	562.50
Mr., Joseph	September 16, 1939 to Nov. 13, 1942	3 yrs. 2 mos.	475.00
F. A.	September 1, 1939 to April 4, 1946	6 yrs. 7 mos.	987.50
Mr., James	July 1, 1940 to Sept. 8, 1945	5 yrs. 2 mos.	775.00
Mr., Ronald	April 9, 1942 to February 28, 1946	3 yrs. 11 mos.	587.50
Mr., Earl	January 5, 1943 to Feb. 14, 1946	3 yrs. 1 mos.	462.50
Mr., George	September 2, 1939 to July 23, 1945	5 yrs. 10 mos.	875.00
Ray	October 12, 1940 to Sept. 5, 1945	4 yrs. 11 mos.	737.50
Mr., C.	September 6, 1939 to July 20, 1943	3 yrs. 10 mos.	575.00
Mr., J. H.	November 25, 1940 to Aug. 30, 1945	4 yrs. 9 mos.	712.50
Mr., A. H.	September 16, 1939 to Dec. 16, 1944	5 yrs. 3 mos.	787.50
Mr., G. S.	October 11, 1939 to Nov. 5, 1945	6 yrs. 1 mos.	912.50
Mr., R. G.	August 26, 1943 to July 6, 1946	2 yrs. 11 mos.	437.50
Mr., R. J.	May 14, 1940 to November 9, 1945	5 yrs. 6 mos.	825.00
Mr., F. A.	October 13, 1939 to Sept. 4, 1946	6 yrs. 11 mos.	1,037.50
Mr., W.	September 3, 1939 to July 21, 1944	4 yrs. 10 mos.	725.00

\$ 14,800.00

April 24, 1950.

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

SUPERANNUATION REFUNDS

Halifax, N. S.,
April 24, 1950.

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 requests from various Civic Employees for
refunds of contributions made by them to a proposed superannuation
fund were considered.

It was agreed to recommend that contributions made by the
following employees be refunded to them.

F. Nagle, Edward Doyle, John A. Barber, R. B. Murdock, Thos. E.
Currie.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

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

GRANT HALIFAX BALLET

Halifax, N. S.,
April 24, 1950.

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

Gentlemen:-

At a meeting of the Finance & Executive Committee held on
the above date it was agreed to recommend that legislation be
obtained enabling the City to contribute the sum of Five Hundred
Dollars to the Halifax Ballet.

Respectfully submitted,

W. P. Publicover,
CITY CLERK

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

April 24, 1950.

GRANT HALIFAX MUSICAL FESTIVAL

Halifax, N. S.,
April 24, 1950.

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 agreed to recommend that legislation be obtained enabling the City to contribute the sum of Five Hundred Dollars to the Halifax Musical Festival.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Moved by Alderman Breen, seconded by Alderman Hostrerman
that the report be approved. Motion passed.

RENAMING NORTH MAITLAND STREET

April 20th, 1950.

His Worship the Mayor and
Members of City Council,

Gentlemen:-

At a meeting of the Town Planning Board held on April 18th, the attached report from the Town Planning Engineer dated April 17th recommending that the name of North Maitland Street be changed to Wood Avenue, was considered.

The Board approved the report and recommended same to City Council for adoption.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per J. B. Sabean,
Clerk of Works.

Moved by Alderman Vaughan, seconded by Alderman Redmond
that the report be approved. Motion passed.

CLAIM MRS. ANNIE STARRETT

April 20th, 1950.

Claim Mrs. Annie Starrett - #20 Roome Street

His Worship the Mayor and
Members of the City Council.

Gentlemen:-

At a meeting of the Committee on Works held on April 18th,

April 24, 1950.

the attached report from the Acting Commissioner of Works dated April 14th, recommending that the amount of \$300.00 be paid to Mrs. Annie Starrett for damage caused to the house at #20 Roome Street by blasting operations, was considered.

The Committee approved the report and recommended same to the City Council for adoption.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per J. B. Sabean,
Clerk of Works.

Moved by Alderman Vaughan, seconded by Alderman Redmond that the report be approved. Motion passed.

STREET LIGHTING

A report was submitted from the Committee on Works recommending the following improved street lighting:

4 250 c. p. lights on Piersey Street

1 250 c. p. light on Waterloo Street

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

PASSENGER CARS WORKS DEPARTMENT

April 20th, 1950.

His Worship the Mayor and
Members of the City Council.

Gentlemen:-

At a meeting of the Committee on Works held on April 18th, the attached report from the Acting Commissioner of Works of the same date recommending that the City advertise and replace the 1942 Pontiac car driven by Mr. Copp, turning in the old one, was considered.

The Committee approved the report and recommended same to City Council for adoption.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per J. B. Sabean,
Clerk of Works.

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

April 24, 1950.

MILEAGE EMPLOYEES CARS

April 12th, 1950.

Present Passenger Cars used by Works Department Personnel

His Worship the Mayor and
Members of the City Council.

Gentlemen:-

At a meeting of the Committee on Works held on April 18th, the attached report from the Acting Commissioner of Works of the same date, recommending that employees using their cars while on city business be paid on a mileage basis at the rate of ten cents per mile, instead of drawing gasoline from the City Field, was considered.

The Committee approved the report and recommended same to City Council for approval.

Respectfully submitted,

W. P. Publicover,
City Clerk.

Per J. B. Sabean,
Clerk of Works.

April 18th, 1950.

To His Worship the Mayor, Chairman, and
Members of the Committee on Works.

Sir:-

The above practice has been studied and at present is as follows:-

Drawing gasoline from the City Field

Mr. Harris
Mr. Feetham
Mr. McAndrews

Paid 7 cents per mile

Mr. Douglas Campbell

The practice of owning your own car and being paid while on City business is, in my opinion, advantageous to both the City and the owner. The owner can take his car home at night and on the other hand, the City does not need to expend the great outlay for cars which will be called upon to do very little mileage.

There are exceptions of course, and that is in the case of cars that are on the go all the time for City business and can be left at the City Field.

I would like to, and will do so, if the Committee approves, put the above cars and add my own to it and others during the summer, if necessary, on a mileage basis, instead of drawing gasoline from the City Field.

April 24, 1950.

Further, where the mileage on City business is small, I would recommend that the rate be 10 cents per mile, which is the amount allowed by the Provincial Government.

Respectfully submitted,

F. C. Woods,
Acting Commissioner of Works.

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

PURCHASE EQUIPMENT WORKS DEPT.

April 20th, 1950.

EQUIPMENT

His Worship the Mayor and
Members of City Council.

Gentlemen:-

At a meeting of the Committee on Works held on April 18th the attached report from the Acting Commissioner of Works of the same date, recommending purchase of equipment for the garage and City Field amounting to approximately \$4689.75, was considered.

The Committee approved the report and recommended same to City Council for approval.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per J. B. Sabean,
Clerk of Works.

April 18th, 1950.

To His Worship the Mayor, Chairman and
Members of the Committee on Works.

Sir:-

I have asked Mr. Copp to report on equipment needed and replacements and his report is attached, which covers part. From the report I have chosen the following, which I recommend be purchased.

For Garage

	<u>Approx. Price</u>
1 Bench Grinder	\$ 375.00
1 set 2½ ton Chain Blocks	200.00
1 valve reseater and grinder	304.75
1 tire removing machine	675.00
1 set 1" drive sockets (snap on)	185.00
1 large battery unit	250.00
1 Tube Vulcanizer	125.00
1 set Cylinder hones (small motors)	75.00

April 24, 1950.

For City Field

1 Concrete Mixer (1 bag batch)	\$ 2,000.00
1 Mowing Machine to attach to Fordson Tractor	500.00

The total approximate cost is \$4,689.75 and funds are provided in the 1949 Capital Borrowing.

Respectfully submitted,

F. C. Woods,
Acting Commissioner of Works.

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

PURCHASE ROTOTILLER PUBLIC GARDENS

April 24th, 1950.

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

Gentlemen:-

Discussion with George Power of the Public Gardens revealed the fact that his department required a Rototiller, cost of same \$500.00. See attached literature.

Funds are available in our 1949 Capital Borrowings for this machine, and I would recommend the purchase of the same.

Respectfully submitted,

F. C. Woods,
Acting Commissioner of Works.

Moved by Alderman Kitz, seconded by Alderman MacDonald that the report be approved. Motion passed.

BILLER BROS. CIRCUS

April 20th, 1950.

His Worship the Mayor Chairman and
Members City Council.

Gentlemen:-

At a meeting of the Committee on Works held on April 18th the attached letter from the City Solicitor dated April 13th, asking if the admission prices as submitted by Biller Bros. circus are satisfactory, was considered.

The Committee agreed and recommended that the contract be forwarded to City Council to be signed by the Mayor and City Clerk on behalf of the City.

Respectfully submitted,

W. P. Publicover, CITY CLERK.
Per J. B. Sabean, Clerk of Works.

April 24, 1950.

April 13, 1950.

To His Worship the Mayor.

Dear Sir:

I have at last been able to contact the responsible officers of this Circus and have received back the form of license, accepted by the Circus.

It was impossible to ascertain the admission prices to be charged by this show at the time when the license was drafted. I therefore left the paragraph blank. The license has been returned with a rider attached setting out these prices, which are as follows:

Reserved Seat - \$ 1.00

Rush - General Admission

Children - .60

Adults - \$ 1.00

Wild West Concert with famous
Movie Star, Ken Maynard - 50¢

All above prices plus all local taxes.

The result of the above prices will be that an adult desiring a reserved seat will pay \$2.20 and for children \$1.76. The Wild West Concert will be 55¢. Rush seats will be \$1.10 for adults and 66¢ for children.

Before having this license signed on behalf of the City I would like to know whether these prices are satisfactory to us.

It would save time if the City Council approved of this tonight.

Yours very truly,

Carl P. Bethune,
CITY SOLICITOR.

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

EXTENSION LEASE HALIFAX HARNESS HORSE CLUB

April 20th, 1950.

LETTER HALIFAX HARNESS HORSE CLUB

His Worship the Mayor Chairman and
Members City Council.

Gentlemen:-

At a meeting of the Committee on Works held on April 18th, the attached letter from the Halifax Harness Horse Club requesting an extension of their present lease from May 1st to May 13th was considered.

The Committee agreed to the request and recommended same to the City Council for approval.

Respectfully submitted,

W. P. Publicover, CITY CLERK.
Per J. B. Sabean, Clerk of Works.

April 24, 1950.

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

USE OF GARDENS BY CANADIAN MEDICAL ASSOCIATION

April 12th, 1950.

Re Letter from Dr. C. S. Gosse
Chairman of the Entertainment Committee
Canadian Medical Association Convention

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

Gentlemen:-

At a meeting of the Committee on Works held on April 18th
the attached letter from Dr. C. S. Gosse, dated April 17th, re-
questing that the Public Gardens be made available on the after-
noon of Thursday, June the 22nd, for the purpose of a visit to
the Public Gardens by the Members of the Canadian Medical Associ-
ation and their wives, and at the same time to use the Gardens
for a reception, afternoon tea, or a garden party, was considered.

The Committee approved and recommended to the City Council
that the request be granted.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per J. B. Sabeau,
Clerk of Works.

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

SUBDIVISION BUTLER PROPERTY ATLANTIC STREET

April 24th, 1950.

His Worship the Mayor and
Members City Council.

Gentlemen:-

At a meeting of the Town Planning Board held on April 18th,
the attached report from the Town Planning Engineer and sketch
of Subdivision was considered.

Pending receipt of Plan from Mr. Butler the Committee recom-
mended that permissive Legislation be obtained to enable the
City to accept this proposed new street as shown in red on the
attached plan, notwithstanding it is less than sixty feet wide
and is a dead end street.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per J. B. Sabeau,
Clerk of Works.

April 24, 1950.

April 18, 1950.

Town Planning Board,

Gentlemen: Re: Butler Subdivision Atlantic Street

Attached are two sketch lay-outs for the above mentioned property.

Mr. Butler had first suggested Proposal B. but, after discussing the matter with him, I suggested that he might also present Proposal A. today because I feel that this latter proposal provides for a more economical use of the land, and in the end would result, I believe, in more taxes to the City of Halifax.

This is not a surveyed subdivision plan and cannot therefore, be given final approval today.

You might also note that the suggested street is 40 feet wide, and I believe this item would require legislation.

Yours very truly,

J. Philip Dunaresq,
Town Planning Engineer.

Moved by Alderman Breen, seconded by Alderman Vaughan that the report be approved.

Alderman Moriarty: "I have been called by people living in the district and before this permission is granted they would like a public hearing so they can place their views and suggestions before the Council. The people have an argument about the dead-end street, the size of the lot and the location the houses will be built."

City Solicitor: "If you get the legislation and the Council wishes to accept it; it can do so."

The motion was put and passed.

ROTARY TRAFFIC ARM BRIDGE

Alderman Kitz: "What is the present condition of the Rotary Traffic at the Arm Bridge? Is there anything that the work will be done this summer. Who is responsible; us or the Government?"

His Worship the Mayor: "I am led to believe that as soon as the weather permits the work will proceed by the Province."

Mr. Woods was requested to check on this for Alderman Kitz.

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

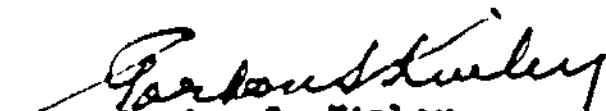
April 24, 1950.

Meeting adjourned.

5:20 P. M.

LIST OF HEADLINES

Parking Lot	293
Pascal Lot	295
Purchase Land Connaught Avenue	297
Returned Service Mens' Pay	298
Superannuation Refunds	300
Grant Halifax Ballet	300
Grant Halifax Musical Festival	301
Renaming North Maitland Street	301
Claim Mrs. Annie Starrett	301
Street Lighting	302
Passenger Cars Works Department	302
Mileage Employees Cars	303
Purchase Equipment Works Dept.	304
Purchase Rototiller Public Gardens	305
Biller Bros. Circus	305
Extension Lease Halifax Harness Horse Club	306
Use of Gardens by Canadian Medical Association	307
Subdivision Butler Property Atlantic Street	307
Rotary Traffic Arm Bridge	308


Gordon S. Kinley,
MAYOR AND CHAIRMAN.


W. P. PUBLICOVER,
CITY CLERK.

AFTERNOON SESSION
SPECIAL MEETING

Council Chamber,
City Hall,
Halifax, N. S.,
April 27, 1950,
5:00 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, Hoosterman, Abbott, MacDonald, Kitz, Redmond, Walker, Burgess and Vaughan.

The meeting was called specially to receive Election Returns.

GENERAL RETURNS

April 27, 1950.

His Worship the Mayor and
Members of the City Council.

Gentlemen:-

Pursuant to the provisions of the Halifax City Charter and Acts and Amendments thereto in respect to the election of Mayor and Aldermen, I have the honor to submit the following returns for the election of Mayor and Aldermen held on the 26th day of April, 1950.

I have made separate returns in respect to the election for Mayor and for the election of an Alderman for each Ward, attached to which separate returns are the original nomination papers of the candidates.

Election for Mayor

<u>Ward</u>	<u>Gordon S. Kinley</u>	<u>John E. Lloyd</u>
1 A - 1	264	109
A - 2	307	111
B	194	49
C	97	35
D	236	82
2 A	268	100
B	263	118
C	453	107
D	200	57
3 A	152	85
B	297	141

April 27, 1950.

<u>Ward</u>	<u>Gordon S. Kinley</u>	<u>John E. Lloyd</u>
3 C	191	61
D	122	25
4 A	65	75
B	104	84
C - 1	168	105
C - 2	186	105
D - 1	248	146
D - 2	191	160
5 A	223	152
B	238	164
C	199	151
D	209	107
6 A - 1	216	158
A - 2	253	139
B - 1	249	190
B - 2	199	178
C	68	109
D - 1	164	185
D - 2	148	167
D - 3	149	155
T O T A L	6321	3610

Majority for Gordon S. Kinley over John E. Lloyd 2711

Election for Aldermen

<u>Ward</u>	<u>Andrew Mathews</u>	<u>William B. Moriarty</u>
1 A - 1	80	288
A - 2	70	345
B	52	188
C	27	105
D	50	270
T O T A L	279	1196

Majority for William B. Moriarty over Andrew Mathews 917

<u>Ward</u>	<u>John H. Breen</u>	<u>Norman L. Sherman</u>
2 A	266	101
B	272	103
C	359	197
D	158	94
T O T A L	1055	495

Majority for John H. Breen over Norman L. Sherman 560

Ward

3 Cyril F. Abbott returned unopposed.

<u>Ward</u>	<u>Sidney D. Burrill</u>	<u>Leonard A. Kitz</u>
4 A	35	103
B	31	154
C - 1	63	206
C - 2	77	211

April 27, 1950.

<u>Ward</u>	<u>Sidney D. Burrill</u>	<u>Leonard A. Kitz</u>
4 D - 1	58	331
D - 2	<u>76</u>	<u>274</u>
T O T A L	340	1279

Majority for Leonard A. Kitz over Sidney D. Burrill 939

<u>Ward</u>	<u>George C. Fox</u>	<u>John Walker</u>	<u>James Wood</u>
5 A	215	152	6
B	213	187	11
C	151	192	19
D	<u>159</u>	<u>139</u>	<u>20</u>
T O T A L	738	670	56

Majority for George C. Fox over John Walker 68
 " " " " over James Wood 682
 " " John Walker over James Wood 614

<u>Ward</u>	<u>Earl E. Burgess</u>	<u>Arthur G. Duffy</u>
6 A - 1	192	184
A - 2	198	195
B - 1	297	240
B - 2	204	208
C	72	103
D - 1	184	164
D - 2	242	170
D - 3	<u>143</u>	<u>163</u>
T O T A L	1532	1427

Majority for Arthur G. Duffy over Earl E. Burgess 125

Respectfully submitted,

W. P. Publicover,
 CITY CLERK.

F I L E D

RETURNS FOR MAYOR

April 27, 1950.

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

Gentlemen:-

Agreeably to the provisions of the Halifax City Charter and Acts and Amendments thereto in respect to the election of a Mayor for the City of Halifax, I herewith submit the original nomination papers of Gordon S. Kinley, Druggist and John E. Lloyd, Chartered Accountant for the office of Mayor of the City of Halifax, together with the polling books containing the returns of the presiding officers at the several polling places in the different Wards for the election of Mayor held on the 26th day of April, 1950; said returns showing as follows:

April 27, 1950

Election for Mayor

<u>Ward</u>	<u>Gordon S. Kinley</u>	<u>John E. Lloyd</u>
1 A - 1	264	109
A - 2	307	111
B	194	49
C	97	35
D	236	82
2 A	268	100
B	263	118
C	453	107
D	200	57
3 A	152	85
B	297	141
C	191	61
D	122	25
4 A	65	75
B	104	84
C - 1	168	105
C - 2	186	105
D - 1	248	146
D - 2	191	160
5 A	223	152
B	238	164
C	199	151
D	209	107
6 A - 1	216	158
A - 2	253	139
B - 1	249	190
B - 2	199	178
C	68	109
D - 1	164	185
D - 2	148	167
D - 3	149	155
T O T A L	6321	3610

Majority for Gordon S. Kinley over John E. Lloyd 2711

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

The City Clerk thereupon declared Gordon S. Kinley duly elected Mayor of the City of Halifax for a term of one year expiring April 30, 1951.

April 27, 1950.

GENERAL RETURNS FOR ALDERMEN

April 27, 1950.

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

Gentlemen:-

Pursuant to the provisions of the Halifax City Charter and Acts and Amendments thereto in respect to the election of Mayor and Aldermen, I have the honor to submit the following returns for the election for Mayor and Aldermen held on the 26th day of April, 1950.

I have made separate returns in respect to the election for Mayor and for the election of an Alderman for each Ward, attached to which separate returns are the original nomination papers of the candidates.

Election for Aldermen

<u>Ward</u>	<u>Andrew Mathews</u>	<u>William B. Moriarty</u>
1 A - 1	80	288
A - 2	70	345
B	52	188
C	27	105
D	<u>50</u>	<u>270</u>
T O T A L	279	1196

Majority for William B. Moriarty over Andrew Mathews 917

<u>Ward</u>	<u>John H. Breen</u>	<u>Norman L. Sherman</u>
2 A	266	101
B	272	103
C	359	197
D	<u>158</u>	<u>94</u>
T O T A L	1055	495

Majority for John H. Breen over Norman L. Sherman 560

Ward

3 Cyril F. Abbott returned unopposed.

<u>Ward</u>	<u>Sidney D. Burrill</u>	<u>Leonard A. Kitz</u>
4 A	35	103
B	31	154
C - 1	63	206
C - 2	77	211
D - 1	58	331
D - 2	<u>76</u>	<u>274</u>
T O T A L	340	1279

Majority for Leonard A. Kitz over Sidney D. Burrill 939

<u>Ward</u>	<u>George C. Fox</u>	<u>John Walker</u>	<u>James Wood</u>
5 A	215	152	6
B	213	187	11

April 27, 1950.

<u>Ward</u>	<u>George C. Fox</u>	<u>John Walker</u>	<u>James Wood</u>
5 C	151	192	19
D	<u>159</u>	<u>139</u>	<u>20</u>
T O T A L	738	670	56
Majority for George C. Fox over John Walker			68
" " " " over James Wood			682
" " John Walker over James Wood			614

<u>Ward</u>	<u>Earl E. Burgess</u>	<u>Arthur G. Duffy</u>
6 A - 1	192	184
A - 2	198	195
B - 1	197	240
B - 2	174	208
C	72	103
D - 1	184	164
D - 2	142	170
D - 3	<u>143</u>	<u>163</u>
T O T A L	1302	1427
Majority for Arthur G. Duffy over Earl E. Burgess		125

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

F I L E D

RETURNS ALDERMAN WARD ONE

April 27, 1950.

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

Gentlemen:-

Agreeably to the provisions of the Halifax City Charter and Acts and Amendments thereto in respect to the elections of Mayor and Aldermen for the City of Halifax, I herewith submit the original nomination papers of Andrew Mathews of the City of Halifax, Manager, and William B. Moriarty of the City of Halifax, Ship Owner, for the office of Alderman for Ward 1, together with the polling books containing the returns of the presiding officers at the several polling places in the said Ward for the election of Alderman for the said Ward held on the 26th day of April, 1950; said returns showing as follows:

	<u>Andrew Mathews</u>	<u>William B. Moriarty</u>
A - 1	80	288
A - 2	70	345
B	52	188
C	27	105
D	<u>50</u>	<u>270</u>
	279	1196
Majority for William B. Moriarty over Andrew Mathews		917

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

April 27, 1950.

The City Clerk thereupon declared William B. Moriarty duly elected Alderman for Ward #1 of the City of Halifax for a term of three years expiring April 30, 1953.

RETURNS ALDERMAN WARD TWO

April 27, 1950.

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

Gentlemen:-

Agreeably to the provisions of the Halifax City Charter and Acts and Amendments thereto in respect to the elections of Mayor and Aldermen for the City of Halifax, I herewith submit the original nomination papers of John H. Breen of the City of Halifax, Merchant, and Norman L. Sherman of the City of Halifax, Chartered Accountant, for the office of Alderman for Ward 2, together with the polling books containing the returns of the presiding officers at the several polling places in the said Ward for the election of Alderman for the said Ward held on the 26th day of April, 1950; said returns showing as follows:

	<u>John H. Breen</u>	<u>Norman L. Sherman</u>
A	266	101
B	272	103
C	359	197
D	<u>158</u>	<u>94</u>
	1055	495

Majority for John H. Breen over Norman L. Sherman 560

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

The City Clerk thereupon declared John H. Breen duly elected Alderman for Ward Two of the City of Halifax for a term of three years expiring April 30, 1953.

RETURNS ALDERMAN WARD THREE

April 27, 1950.

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

Gentlemen:-

Agreeably to the provisions of the Halifax City Charter and Acts and Amendments thereto in respect to the elections of Mayor and Aldermen of the City of Halifax, I herewith submit the original nomination papers of Cyril F. Abbott of the City of Halifax, Real Estate Broker, for the office of Alderman for Ward No. 3 of the City of Halifax, he being the only candidate nominated for the said office at the election held April 26, 1950.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

April 27, 1950.

The City Clerk thereupon declared Cyril F. Abbott duly elected Alderman for Ward Three of the City of Halifax for a term of three years expiring April 30, 1953.

RETURNS ALDERMAN WARD FOUR

April 27, 1950.

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

Gentlemen:-

Agreeably to the provisions of the Halifax City Charter and Acts and Amendments thereto in respect to the elections of Mayor and Aldermen for the City of Halifax, I herewith submit the original nomination papers of Sidney D. Burrill of the City of Halifax, Retired, and Leonard A. Kitz of the City of Halifax, Barrister, for the office of Alderman for Ward 4, together with the polling books containing the returns of the presiding officers at the several polling places in the said Ward for the election of Alderman for the said Ward held on the 26th day of April, 1950; said returns showing as follows:

	<u>Sidney D. Burrill</u>	<u>Leonard A. Kitz</u>
A	35	103
B	31	154
C - 1	63	206
C - 2	77	211
D - 1	58	331
D - 2	<u>76</u>	<u>274</u>
	340	1279

Majority for Leonard A. Kitz over Sidney D. Burrill 939

Respectfully submitted,

W. P. Publicover,
CITY CLERK

The City Clerk thereupon declared Leonard A. Kitz duly elected Alderman for Ward Four of the City of Halifax for a term of three years expiring April 30, 1953.

RETURNS ALDERMAN WARD FIVE

April 27, 1950.

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

Gentlemen:-

Agreeably to the provisions of the Halifax City Charter and Acts and Amendments thereto in respect to the elections of Mayor and Aldermen for the City of Halifax, I herewith submit the original nomination papers of George C. Fox of the City of Halifax, Retired; John Walker of the City of Halifax, Pluonomist, and James Wood of

April 27, 1950.

the City of Halifax, Retired, for the office of Alderman for Ward 5, together with the polling books containing the returns of the presiding officers at the several polling places in the said Ward for the election of Alderman for the said Ward held on the 26th day of April, 1950; said returns showing as follows:

	<u>George C. Fox</u>	<u>John Walker</u>	<u>James Wood</u>
A	215	152	6
B	213	187	11
C	151	192	19
D	<u>159</u>	<u>139</u>	<u>20</u>
	738	670	56

Majority for George C. Fox over John Walker 68
 Majority for George C. Fox over James Wood 682
 Majority for John Walker over James Wood 614

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

The City Clerk thereupon declared George C. Fox duly elected Alderman for Ward Five of the City of Halifax for a term of three years expiring April 30, 1953.

RETURNS ALDERMAN WARD SIX

April 27, 1950.

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

Gentlemen:-

Agreeably to the provisions of the Halifax City Charter and Acts and Amendments thereto in respect to the elections of Mayor and Aldermen for the City of Halifax, I herewith submit the original nomination papers of Earl E. Burgess of the City of Halifax, Merchant, and Arthur G. Duffy of the City of Halifax, Mechanic, for the office of Alderman for Ward 6, together with the polling books containing the returns of the presiding officers at the several polling places in the said Ward for the election of Alderman for the said Ward held on the 26th day of April, 1950; said returns showing as follows:

	<u>Earl E. Burgess</u>	<u>Arthur G. Duffy</u>
A - 1	192	184
A - 2	198	195
B - 1	197	240
B - 2	174	208
C	72	103
D - 1	184	164
D - 2	142	170
D - 3	<u>143</u>	<u>163</u>
	1302	1427

Majority for Arthur G. Duffy over Earl E. Burgess 125

Respectfully submitted,

W. P. Publicover, CITY CLERK.

April 27, 1950.

The City Clerk thereupon declared Arthur G. Duffy duly elected Alderman for Ward Six of the City of Halifax for a term of three years expiring April 30, 1953.

His Worship the Mayor: "All I can say is that we held a very orderly election and I regret that our old friend in Ward Five will be missing around the Council table next year. On a number of occasions we did not see eye to eye but he has served the City well during his long period of service. Service is what counts. John can feel that he did give good service to the City."

Alderman Walker: "I thank you for those remarks Your Worship. I have had a very pleasant time here. Sometimes we did not see eye to eye. I just spoke my mind as I do on all occasions and that is the only way to make good government."

Alderman Moriarty and Breen commended the City Clerk and the City Collector for their part in the Elections and stated that the information requested was given immediately which helped them in their campaigns.

Alderman Breen suggested a Committee be set up to go into the whole set up of lists and should be started early in the new year.

Alderman Kitz concurred in this suggestion.

His Worship the Mayor stated that that matter would be dealt with by the new Council.

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

Meeting adjourned.

5:15 P. M.

LIST OF HEADLINES

General Returns	310
Returns for Mayor	312
General Returns for Aldermen	314
Returns Alderman Ward One	315
Returns Alderman Ward Two	316
Returns Alderman Ward Three	316
Returns Alderman Ward Four	317
Returns Alderman Ward Five	317
Returns Alderman Ward Six	318

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

Gordon S. Kinley
Gordon S. Kinley,
MAYOR AND CHAIRMAN.

MINUTES OF THE CITY COUNCIL

GORDON STANLEY KINLEY

MAYOR

Office of the City Clerk,
Halifax, N. S.,
May 1, 1950.

Gordon Stanley Kinley having been on the 27th day of April A. D. 1950 by the City Clerk in the presence of the City Council publicly declared duly elected Mayor of the City of Halifax for the year ending April 30, 1951 at the election held on the 26th day of April A. D. 1950.

I do hereby certify that before entering upon the duties of the office of Mayor, he was on the 1st day of May, A. D. 1950, sworn before His Honour J. A. D. McCurdy, Lieutenant Governor of Nova Scotia at the Government House by subscribing and taking the Oath of Allegiance and the Oath of Office of Mayor in the presence of Aldermen Hosterman, DeWolf, MacDonald and Abbott and that upon the said 1st day of May he was also sworn as a Justice of the Peace for the City of Halifax before His Honour J. A. D. McCurdy, Lieutenant Governor at City Hall.

W. P. Publicover
W. P. Publicover,
CITY CLERK.

ALDERMEN

Office of the City Clerk,
Halifax, N. S.,
May 1, 1950.

WILLIAM B. MORIARTY for WARD #1, JOHN H. BREEN for WARD #2, CYRIL F. ABBOTT for WARD #3, LEONARD A. KITZ for WARD #4, GEORGE C. FOX for WARD #5 and ARTHUR G. DUFFY for WARD #6 having been on the 27th day of April A. D. 1950 in the presence of the City Council publicly declared duly elected Aldermen of the City of Halifax for the Wards for which they were severally and individually respectively elected at the election held on the 26th day of April, A. D. 1950.

I do hereby certify that before entering upon the duties of Aldermen the following named candidates William B. Moriarty for Ward #1, John H. Breen for Ward #2, Cyril F. Abbott for Ward #3, Leonard A. Kitz for Ward #4, George C. Fox for Ward #5 and Arthur G. Duffy for Ward #6, were each and severally sworn before His Worship Mayor Kinley by subscribing and taking the Oaths of Allegiance of Office of Alderman and Justice of the Peace for the City of Halifax and signed the Roll of Aldermen in the presence of the City Clerk on the 1st day of May A. D. 1950.

W. P. Publicover
W. P. Publicover,
CITY CLERK.

GOVERNMENT OF THE CITY OF HALIFAX

1950 - 1951

MAYOR- - - - - GORDON STANLEY KINLEY.

DEPUTY MAYOR - - - - - JOHN HENRY BREEN.

ALDERMEN

Ward #1.

John G. DeWolf - 1952
William B. Moriarty - 1953

Ward #2.

Charles H. Hosterman - 1952
John H. Breen - 1953

Ward #3.

Frank Adams - 1952
Cyril F. Abbott - 1953

Ward #4

Burton O. MacDonald - 1952
Leonard A. Kitz - 1953

Ward #5.

Bertram J. Redmond - 1952
George C. Fox - 1953

Ward #6.

Charles A. Vaughan - 1952
Arthur G. Duffy - 1953

W. P. Publicover
W. P. Publicover,
CITY CLERK.

AFTERNOON SESSION
SPECIAL MEETING

Council Chamber,
City Hall,
Halifax, N. S.,
May 1, 1950,
5:00 P. M.

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

After the meeting was called to order by the Chairman 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, Abbott, MacDonald, Redmond, Fox, Duffy and Vaughan.

The meeting was called specially to consider the following items:

1. Appointment of Deputy Mayor.
2. Appointment of Committees.

APPOINTMENT DEPUTY MAYOR

Moved by Alderman Moriarty, seconded by Alderman Hosterman that Alderman Breen be appointed Deputy Mayor for the present Civic Year.

Alderman Kitz arrives 5:05 P. M.

Moved in amendment by Alderman Abbott, seconded by Alderman Duffy that Alderman Vaughan be appointed Deputy Mayor for the present Civic Year.

It was agreed to take a vote on the two names which resulted as follows:

ALDERMAN BREEN

Alderman DeWolf
Moriarty
Hosterman
Kitz
Fox
MacDonald

ALDERMAN VAUGHAN

Alderman Abbott
Redmond
Duffy

- 6 -

- 3 -

His Worship the Mayor then declared Alderman Breen duly appointed to the Office of Deputy Mayor for the present Civic Year.

May 1, 1950.

APPOINTMENT OF COMMITTEES

His Worship the Mayor submitted his slate of Committees as follows:

COMMITTEES 1950 - 1951

FINANCE AND EXECUTIVE

His Worship the Mayor, Chairman
Ald. DeWolf
" Breen
" Hosterman
" Adams
" Kitz
" MacDonald

SAFETY

His Worship the Mayor, Chairman
Ald. Moriarty
" Breen
" Hosterman
" Adams
" Abbott
" Redmond

WORKS COMMITTEE

His Worship the Mayor, Chairman
Ald. DeWolf
" Moriarty
" Breen
" MacDonald
" Redmond
" Vaughan

PUBLIC HEALTH & WELFARE

His Worship the Mayor, Chairman
Ald. DeWolf
" Abbott
" Kitz
" Fox
" Vaughan
" Duffy

Arbitration Between City, County
and Town of Dartmouth

His Worship the Mayor,
Ald. Breen
" DeWolf
" Hosterman
" Kitz
" MacDonald
" Vaughan

Assessment Committee

His Worship the Mayor
Ald. DeWolf
" Hosterman
" Breen
" Kitz
" MacDonald
" Vaughan
CONSULTANT: H. J. Egan, C.A.

Court House Commissioners

His Worship the Mayor
Ald. Abbott
" Moriarty
" MacDonald

Superannuation Committee

His Worship the Mayor
Ald. DeWolf
" Hosterman
" Adams
" Abbott
" Kitz
" Vaughan

Fort Needham Park Comm.

His Worship the Mayor
Monsignor C. F. Curran, D.D.
Canon W. W. Clarkson
Rev. B. R. Tupper
O. N. Lane; A. A. Robertson
J. W. Gordon; A. B. Lee,
J. O'Malley, Ald. Duffy,
Fox, Redmond, Vaughan.

May 1, 1950.

Forum Commission

His Worship the Mayor
Ald. DeWolf
" Moriarty
A. M. Doyle
Leo J. Burke

Halifax Athletic Commission

Ald. Breen
" Moriarty
" Hoosterman
D'Arcy Sullivan
Cyril Colwell

Housing Accommodation

His Worship the Mayor
Ald. DeWolf
" Moriarty
" Kitz
" Vaughan
Dr. B. H. Prince
Gordon Graham
W. A. Russell
Percy Lovett
Capt. B. E. Purdy
J. F. McManus

Housing Authority

W. V. Gordon
C. H. Wright
E. J. Cragg, Jr.
His Worship the Mayor
Ald. Breen
" MacDonald
" Fox
" Duffy

Housing Commission

COMMISSIONER OF FINANCE
COMMISSIONER OF WORKS
CITY ASSESSOR

Jury Lists Revisors

CITY ASSESSOR
CITY COLLECTOR
CITY CLERK

Library Advisory Comm.

Members FINANCE & EXECUTIVE
COMMITTEE
Mrs. H. H. Marshall
Mrs. S. Gibson
Miss J. Lindsay
Pres. Silver Cross. Assoc.
Pres. Halifax Council I.O.D.E.
Pres. Halifax Council
Canadian Legion
Dr. E. T. Granville
Prof. A. S. Mowat
Mr. R. Sullivan
Mr. J. E. Ahern
Mr. D. K. Crowdie
Mr. H. H. Blois
Pres. Catholic Womens League
Pres. Local Council of Women
Prof. D. C. Harvey
Pres. Junior League
Pres. Senior and Junior
Boards of Trade

Point Pleasant Park Comm.

His Worship the Mayor
Ald. DeWolf
" Moriarty
" Breen
" MacDonald
" Redmond
" Vaughan
H. P. Briggs
Walter Mitchell
Mr. H. G. Beazley
Harold Garrison
Prof. Hugh Bell
T. P. McCartney
Gordon E. Smith
William Noonan
George A. Smith
H. P. MacKeen

Public Service Comm.

His Worship the Mayor
Ald. Moriarty
J. J. Fultz
Melvin J. Clarke
F. A. Nightingale

May 1, 1950.

Recreation Committee

His Worship the Mayor
Ald. Redmond
" Duffy
Judge J. Elliott Hudson
C. G. Harris
Joe Murphy
Jack Wolman
R. Parker
Maurice McIntyre
Wm. J. Smith
Joe Connolly
J. H. Murdock
Jack Chappell
J. H. Trapnell
William Simpson
Roland Hurst
Reginald Croft
R. M. Hatfield
Jack Flynn
Norman Pounder
Charles Allen
Randall J. McCarthy
Lt. Thomas Beaudreau
Fred C. MacGillivray, Jr.
Advisor to Comm. Dr. J. T. Landry

Town Planning Board

MEMBERS WORKS COMMITTEE

Special Committee Historic Sites

His Worship the Mayor
Ald. Breen
" DeWolf
" Hosterman
" Vaughan
Major W. C. Borrett
Forbes Thrasher
A. I. Lomas
C. H. Wright
Pres. Senior & Junior Boards
of Trade
All Service Clubs
All Community Clubs
All Womens Organizations
Advisor to Comm: Prof. D. C. Harvey

Civic Celebration Comm.

His Worship the Mayor
Ald. Breen
" Fox
" Vaughan
Pres. Jr. Board of Trade
and Representatives of other
Clubs and Organizations.

Special Committee on
Voters Lists and Civic
Election Details

MEMBERS FINANCE & EXECUTIVE
COMMITTEE WITH POWER TO ADD
TO THE COMMITTEE.

Industrial Committee

His Worship the Mayor
Ald. Noriarty
" Breen
" Abbott
" MacDonald
" Fox
" Vaughan

H. V. D. Laing
H. H. Ormiston
George Piercey
Kenneth Ross
A. M. MacKay
Allan Murphy
E. F. Macnab
Arthur Stairs
Roland D. Hurst

Moved by Alderman Hosterman, seconded by Alderman DeWolf
that the list of committees be approved in block.

Alderman Vaughan drew attention that again there were no
Ward Six Aldermen on the Safety Committee. He stated that in
looking over the Committees some of the Aldermen were on a lot
of them and further suggested a more equitable distribution.

May 1, 1950.

His Worship the Mayor stated that he felt the Works Committee was more serious to Ward Six than the Safety Committee. "If in a month or so we can arrange a swap, it can be done. I think Works is a very serious thing in Ward Six."

Alderman Vaughan: "I was not asking for additional duties. I am speaking of the Ward representation. I think we should be on the Safety Committee. That is my only point."

His Worship the Mayor: "With the Works goes Sanitation and Health and the program is for Ward Six."

The motion was put and passed unanimously the following Aldermen being present and voting therefor: Aldermen DeWolf, Moriarty, Breen, Hosterman, Abbott, MacDonald, Kitz, Redmond, Fox, Duffy and Vaughan.

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

Meeting adjourned.

5:15 P. M.

LIST OF HEADLINES

Appointment Deputy Mayor
Appointment of Committees

323
324


Gordon S. Kinley,
MAYOR AND CHAIRMAN.


W. P. PUBLICOVER,
CITY CLERK.

EVENING SESSION
SPECIAL MEETING

Council Chamber,
City Hall,
Halifax, N. S.,
May 10, 1950,
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, Breen, Hosterman, Abbott, MacDonald, Fox, Duffy and Vaughan.

The meeting was called specially to consider: Public Hearing Official Town Plan and Zoning By-Law.

Alderman Kitz arrives at 8:10 P. M.

The City Clerk read the following advertisement which was inserted in the Press March 25, April 17 and 24, 1950.

Office of the City Clerk,
Halifax, Nova Scotia,
March 25, 1950.

PUBLIC HEARING

In the matter of the Town Planning Act and in the matter of the adoption of an Official Town Plan and the adoption of a Zoning By-Law.

Whereas the City Council has caused to be drawn up an Official Town Plan and Zoning By-Law hereby take notice that the City Council of the City of Halifax intends to adopt said Official Plan and Zoning By-Law.

Said Official Town Plan and Zoning By-Law may be inspected during the following hours at the office of the Commissioner of Works, City Hall, Halifax, Nova Scotia, week days except Saturday 9 a.m. to 5 p.m. and Saturdays 9 a.m. to 12 noon.

Any objections to the adoption of said Official Town Plan or Zoning By-Law must be in writing and addressed to the undersigned prior to the time set out below.

The City Council of the City of Halifax will meet in the Council Chamber, City Hall on Wednesday, the 10th day of May 1950 at 8 p.m. for the consideration by the Council of written objections to the adoption of said Official Town Plan and Zoning By-Law.

By Order,

W. P. Publicover,
CITY CLERK.

May 10, 1950.

OFFICIAL TOWN PLAN

Read letter from the Secretary of the Sir Charles Tupper Home and School Association as follows:

May 4th, 1950.

Mr. J. P. Dumaresq,
Town Planning Engineer,
City Hall,
Halifax, N. S.

Dear Sir:-

The Sir Charles Tupper Home and School Association directs me to draw your attention to a recent publication of the new zoning plan.

In an area in the west end reserved, by the city as a park-playground, presently known as the "Horse Field," a street is shown projecting from Jubilee Road and running through this field to Geldert Street, named Connaught or Conrose.

We are strongly of the opinion that this should be removed, in fact this Association is in receipt of a pledge from the City that the whole area would be reserved as a playground. It is respectfully requested that this street be removed from that section of the plan and the whole area, now presently vacant, be shown as originally intended - - a park-playground.

This Association has been assured by His Worship Mayor Kinley and also by Messrs. Hoosterman and Breen, the two Aldermen representing Ward 2, in which this play field lies, that the entire field would be definitely developed for playground purposes and it is therefore with some perturbation that we learn the most recent plan does not bear this out.

Should it be suggested that the showing of this street does not necessarily mean that any part will be developed as a residential area, nevertheless the fact that the street exists will only focus attention of certain people who may wish to obtain building lots there and the fact that a street is shown through there will make it very difficult to resist these people. It may also interfere with the development as a playground and the placement of equipment.

May 10, 1950.

It would be also well to bear in mind that not only is this important to the Sir Charles Tupper School, but it also will be participated in by the Cornwallis Junior High and LeMarchant Schools and, no doubt, at a later date, by St. Thomas Aquinas, for in the very near future this will be the only area available.

Yours truly,

Betty E. Campbell,
Secretary.

(Mrs. J. Wesley Campbell)
Armdale, P. O.,
Halifax, N. S.

Mr. Dumas: "This letter contains an objection to the Official Town Plan and also the Zoning Plan. The first thing is that Conrose Avenue be removed from the Plan and the Official Street Lines lifted from the Official City Plan."

Alderman Hoster: "A parcel of land known as the Horse Field was acquired by the City at a time when a real estate concern was making strong overtures for the purchase of it. The City bought it and paid approximately \$25,000.00 and it was purchased with the understanding that it was to be reserved for a park playground. It seems to me that this letter we have from the Home and School Association is a very fair and proper one. It was definitely a mistake to put a road through there and to zone it. I think we would be breaking faith with the C.N.R. for the absolute reason because at that time the deal had almost gone through. I am going to recommend that the street as proposed be eliminated and also the zoning be taken out as well."

Alderman Breen: "I go along entirely with the remarks"

May 10, 1950.

Alderman Hosterman. He has related the story exactly as it is. The property was bought specifically for this purpose. I think we would be breaking faith if we did anything else."

Alderman Fox: "Last summer during Venetian Night that particular strip of land was used as a parking place. I would be very much against putting a street through there. It should be reserved for a playground or whatever the City may wish to use it for from time to time."

Moved by Alderman Hosterman, seconded by Alderman Breen that the street as projected on the Official Town Plan from Jubilee Road to the North Line of Geldert Street be eliminated. Motion passed.

The Town Planning Engineer suggested that Council deal with each project contained in the Official Town Plan which was agreed to by Council.

SLUM CLEARANCE OF MARKET STREET AREA

Moved by Alderman Breen, seconded by Alderman Hosterman that this project be approved. Motion passed.

DIAGONAL STREET CITY HALL TO BRUNSWICK STREET

Moved by Alderman Breen, seconded by Alderman Hosterman that this project be approved. Motion passed.

OFF-STREET PARKING

Moved by Alderman Breen, seconded by Alderman Hosterman that this project be approved. Motion passed.

WIDENING CUNARD STREET AT ROBBIE STREET

Moved by Alderman Breen, seconded by Alderman Hosterman that this project be approved. Motion passed.

STRAIGHTENING KEMPT ROAD AND BUILDING NEW STREET
ACROSS THE CITY DUMP

Moved by Alderman Breen, seconded by Alderman Hosterman that this project be approved. Motion passed.

May 10, 1950.

IMPROVEMENT WINDSOR STREET AND KEMPT ROAD INTERSECTION

Moved by Alderman Breen, seconded by Alderman Hosterman
that this project be approved. Motion passed.

WIDENING WATER STREET

Moved by Alderman Breen, seconded by Alderman Hosterman
that this project be approved. Motion passed.

EXTENSION OF CONNAUGHT AVENUE
SOUTHERLY TO MEET ROBIE STREET

Moved by Alderman Breen, seconded by Alderman Hosterman
that this project be approved. Motion passed.

WIDENING AND BOULEVARDING SACKVILLE STREET

Moved by Alderman Breen, seconded by Alderman Hosterman
that this project be approved. Motion passed.

ARM BRIDGE BOTTLENECK INCLUDING PARK

Moved by Alderman Breen, seconded by Alderman Hosterman
that this project be approved. Motion passed.

FAIRVIEW BOTTLENECK ELIMINATION

Moved by Alderman Breen, seconded by Alderman Hosterman
that this project be approved. Motion passed.

DEVELOPMENT NORTHERN SLOPE

Moved by Alderman Breen, seconded by Alderman Hosterman
that this project be approved. Motion passed.

MEMORIAL DRIVE

Moved by Alderman Breen, seconded by Alderman Hosterman
that this project be approved. Motion passed.

COMPLETION WESTMOUNT DEVELOPMENT

Moved by Alderman Breen, seconded by Alderman Hosterman
that this project be approved. Motion passed.

FILLING IN BASIN AND RELOCATING
BARRINGTON ST.

Moved by Alderman Breen, seconded by Alderman Hosterman
that this project be approved. Motion passed.

May 10, 1950.

HALIFAX-DARTMOUTH BRIDGE

Moved by Alderman Breen, seconded by Alderman Hosterman that this project be approved. Motion passed.

LOW COST HOUSING UNDER THE HALIFAX HOUSING AUTHORITY

Moved by Alderman Breen, seconded by Alderman Hosterman that this project be approved. Motion passed.

Moved by Alderman Breen, seconded by Alderman Hosterman that the Ten Year Development Plan as presented be adopted. Motion passed.

ZONING BY-LAW

The Town Planning Engineer explained the reasons for the zoning of the City and how rigid it would be.

Mr. Dumaresq: "It cannot be 100% rigid. Any City or Town is always changing. We may have many things that may change the need for Commercial, Industrial and Residential areas. The Nova Scotia Town Planning Act provides the mechanics for amending the Plan. Council can make amendments to the Plan at any time they wish to do so. No amendment can become effective until approved by the Minister of Municipal Affairs."

The City Solicitor explained the effect of this Plan on the City Charter. "The Charter contained Section 815. In order to protect those areas until a step was taken under the Town Planning Act legislation was secured to require the approval of the City Council for a building permit other than a residential dwelling. The result of the Zoning Plan will be to replace the existing residential district legislation with zoning by-laws which will cover the entire City. The By-Laws are rigid until they are changed but the change can be done by the City Council with the approval of the Minister of Municipal Affairs. The Council by giving proper notice and holding hearings can amend these by-laws. There can be conversions also. The Act requires notice to be given, public hearings to be held and the approval of the Minister, the zoning by-law stands rigid."

May 10, 1950.

His Worship the Mayor: "I have endeavoured to develop the generalities of this Plan either good or bad. I am asking the Town Planning Engineer now to sell his Plan to the Council and the members here tonight and I think his idea is to lead off with the letters of objections."

HORSEFIELD PARK (CONROSE)

Read letter from the Secretary of the Sir Charles Tupper Home and School Association urging that Horsefield Park (Conrose) be zoned as a Park.

Moved by Alderman Hoosterman, seconded by Alderman Fox that the Horsefield Park so-called be eliminated from the proposed zoning and be zoned as a Park. Motion passed.

FRANCKLYN PARK

Read letter from the Eastern Trust Company requesting that Francklyn Park be zoned as 1st Density Residential rather than as a Park.

Mr. Dumaresq: "I see no reason why we should not alter the Plan and I would recommend that it be changed from Park to 1st Density Residential."

Moved by Alderman Vaughan, seconded by Alderman DeWolf that Francklyn Park be changed from a Park to 1st Density Residential.

Alderman Breen: "During the past year this Park was dealt with by the Park Commission. Under the circumstances from what has taken place I will have to vote against the motion."

Alderman Vaughan: "This was developed by a private corporation and the name 'park' was applied to it. I find that we have evidence of the owners asking that a portion of the land designated as 'park' be developed as a residential district. I don't see why we should object to it."

Alderman Breen: "Has Alderman Vaughan any information as to the developments?"

Alderman Vaughan: "Only from the Eastern Trust Co."

May 10, 1950.

Alderman Kitz: "I have to go along with Alderman Vaughan. We either have to take it or how can we reasonably object to its development of the highest type of housing that we permit."

Alderman Fox: "If someone wants to erect a store or a factory can he do it?"

City Solicitor: "No, it is in a residential district."

His Worship the Mayor: "A large section of the population would like to see this Park extended into Point Pleasant Park. Council at a previous meeting refused to nominate a Committee to bargain to buy this piece of land."

Alderman Breen: "I think you should go slow on it. I think it should be studied. We might be able to make some kind of a trade with a piece of land for the Park area. The land bounded by Tower Road, Miller Street and Francklyn Street could be developed as a residential area. It would be on the edge of the Park."

Alderman DeWolf: "If anyone who owns this as a private citizen has a plan of subdivision, I don't think we can refuse it."

Alderman Vaughan: "I am concerned with the matter of civil rights. I suggest that if we change it to a residential zone there is nothing to prevent the City from acquiring it later on. If we make it Park land and someone wants to develop it as a residential district, there are some legal technicalities in the way."

His Worship the Mayor: "This is the first parcel of land we are dealing with and we have many contentious items to consider. I don't want to divide the Council."

Alderman Vaughan: "They own the land. They are not asking that it be developed in the Industrial or Commercial districts. They have asked that it be 1st Density Residential and I think the fair thing to do is to declare this piece of property 1st Density Residential zone."

Moved in amendment by Alderman Kitz, seconded by Alderman MacDonald that any change in the zoning of the area known as Francklyn Park to any use other than Park and Institutional be deferred until

May 10, 1950.

the regular July meeting of the City Council.

The amendment was put and lost 4 voting for the same and 5 against it as follows:

FOR THE AMENDMENT

Alderman Breen
Hosterman
MacDonald
Kitz

- 4 -

AGAINST IT

Alderman DeWolf
Abbott
Fox
Duffy
Vaughan

- 5 -

The motion was put and passed 5 voting for the same and 4 against it as follows:

FOR THE MOTION

Alderman Abbott
DeWolf
Duffy
Fox
Vaughan

- 5 -

AGAINST IT

Alderman Breen
Hosterman
Kitz
MacDonald

- 4 -

FRANCKLYN STREET - EAST SIDE - BETWEEN
MILLER STREET AND PINE HILL DRIVE

Read letter from the Eastern Trust Company requesting that the property approximately 300 feet deep from Francklyn Street and extending 763 feet on the East Side of Francklyn Street, the East line of the zone shall follow the East line of the McGurdy property as that line exists at this date, be zoned 1st Density Residential rather than 2nd Density Residential.

The Town Planning Engineer recommended that the request be granted.

Moved by Alderman Breen, seconded by Alderman Hosterman that the request be granted. Motion passed.

BUILDING LINE ON CONNAUGHT AVENUE BETWEEN
REGINA TERRACE AND BELLEVUE ST.

Read letter from the Eastern Trust Company requesting that the Building Line on the East Side of Connaught Avenue, between Regina Terrace and Bellevue Avenue be reduced to 15 feet rather than 20 feet.

May 10, 1950.

Alderman DeWolf: "They could buy a little more land and make the lots deeper. The owners might object to having this Building Line changed. They don't know this objection is here."

Moved by Alderman DeWolf, seconded by Alderman Breen that the request be not granted and the Building Line remain at 20 feet. Motion passed.

ALMON STREET - PACIFIC STREET TO WEST SIDE OF GLADSTONE ST.

Read letter from Mrs. Florence P. Norton requesting that Almon Street from Pacific Street to the West Side of Gladstone Street be made an Industrial Zone. The Town Planning Engineer recommended same.

Moved by Alderman Breen, seconded by Alderman Hosterman that the request be granted and also include the McFarlane Lot, the Noonan Lot, two Norton Lots and the Godwin Lot; 282 feet on Gladstone St. and 132 feet on Almon St. Motion passed.

INDUSTRIAL ZONE EAST OF FREDERICK STREET
BETWEEN MUMFORD AND BAYERS ROADS

Read letter from W. C. Sawler requesting that the Industrial Zone, East of Frederick Street between Mumford and Bayers Roads be rezoned 2nd Density Residential.

Mr. Samuel Butler: "I own a property on Mumford Road and I consider that property is very suitable for a Commercial or Industrial site. They are very scarce in the City of Halifax. We are looking to bring people here to establish with no sites to establish them on. The Council should scrutinize those sites before it is changed to residential. I would like to see it all remain, Mr. Dumaresq."

Alderman Vaughan: "This piece of property outlined as an Industrial Zone lies about 25 feet above the tracks. I question how are you going to get a siding there without coming across Mumford Road or Bayers Road."

Mr. Butler: "You could cut it down or raise it up to suit the purpose. I know I can."

May 10, 1950.

Alderman Hosterman: "The Council would be well guided by listening to Mr. Butler's remarks."

Alderman Abbott: "I don't see how they could be ever used for a siding. I think we would be doing a great injustice if we leave that as Commercial. It is going to ruin the whole area for residential purposes."

Mr. Butler: "It is not a little piece. If everything is going to be residential what are the people going to do in the City for employment. We have to strike a line. That is the outskirts of the City."

Bernard Vaughan: "I would like to support Alderman Abbott. I say it is about 35 feet above the tracks. That area served by railway is practically impossible."

Mr. Butler: "Before you decide I wish you would send someone up to measure the height of that bank. It is nothing like 25 or 35 feet. It would be just about right to load or unload."

Mr. Dumaresq: "We could agree with Mr. Butler and wash it out elsewhere."

Moved by Alderman Hosterman, seconded by Alderman Fox that the area zoned for Industrial purposes be rezoned 2nd Density Residential between Mumford Road and Bayers Road except the property owned by Mr. Samuel Butler which extends northwardly from Mumford Road a distance of 371 feet and is 220 feet wide. Motion passed.

HEMLOCK STREET

Read letter from S. S. Boutilier requesting that the west side of Hemlock Street, north of Mumford Road, be zoned as a general business zone.

The City Clerk read several objections to this request.

The Town Planning Engineer recommended that the zoning stand as is.

His Worship the Mayor: "He has a chance of applying to the Committee. This has to come through the Committee on Works."

May 10, 1950.

Mr. Boutilier along with his request presented a petition from people in the area wanting a store to be erected.

Mr. J. P. Kelly, a resident in the area, stated that he could not see why Mr. Boutilier wanted to have a Commercial area. "I still maintain that it should be a Residential Area. There is only one house on the street so far."

Mr. Horne, a resident of the area, remarked as follows: "I am a tax payer there. Any attempt to commercialize that section would be detrimental to the residential homes there."

Moved by Alderman Abbott, seconded by Alderman DeWolf that the request be not granted and that the area be zoned as 2nd Density Residential. Motion passed.

#171 WINDSOR STREET

Read letter from D. C. Hiseler requesting that his property #171 Windsor Street be zoned as Industrial.

The recommendation of the Town Planning Engineer was to extend the Industrial Zone westwardly from Farmer's property to the street line of Windsor Street including all those properties facing on Windsor Street for a distance of 280 feet southwardly from the southeast intersection of Windsor and Summit Streets.

Moved by Alderman Duffy, seconded by Alderman Fox that the request be granted and the recommendation of the Town Planning Engineer approved. Motion passed.

MAPLE LEAF DAIRY PROPERTY

Read letter from McInnis, MacQuarrie and Cooper representing the Maple Leaf Dairy Limited requesting that their property be rezoned as Industrial.

Mr. Dumaresq: "The Zoning By-Law not only recognizes non-conforming uses but also protects them. The Company says they want it zoned for Industrial purposes. It is simply a matter of choice. If the Council wishes to sustain this objection I don't think it will matter very much."

May 10, 1950.

Moved by Alderman Kitz, seconded by Alderman MacDonald that the request be granted and the property of the Maple Leaf Dairy Limited rezoned Industrial.

Alderman MacDonald: "I would not like to see other hands establish there in that section. I would go along with Alderman Kitz's motion if it could be confined for the uses of the Maple Leaf Dairy Limited."

City Solicitor: "It would be desirable to do away with Section 815 of the City Charter and rest on our Zoning By-Law. I don't think it is the policy of zoning to interfere with investment."

The motion was put and passed.

333 BRUNSWICK STREET

Read letter from R. A. Kanigsberg, representing Mr. Joseph Jacobson who requested that #333 Brunswick Street be rezoned as Commercial for the purpose of a modern garage and show room.

The Town Planning Engineer recommended against rezoning individual lots.

Mr. Kanigsberg: "The lot is vacant and there are three or four stores within a stone's throw of that lot. Some of the houses are in very poor shape."

Mr. Dumaresq: "The zoning of one property is not sound planning and I can only recommend against it. The Council could make this 3rd Density Residential. Mr. Kanigsberg could apply under the appeal section of the Plan."

Alderman Vaughan: "We also face across the street 3 schools with approximately 2000 children going to school. The establishment of an Industrial section would not be fair to the School authorities or the Church people."

Moved by Alderman Hosterman, seconded by Alderman Vaughan that the request be not granted and that the lot remain a 3rd Density Residential zone. Motion passed.

May 10, 1950.

SOUTH SIDE OF PINE HILL DRIVE AND THE WEST SIDE OF FRANCKLYN ST.

Read letter from George T. Bates, representing Pine Hill Divinity College, requesting that the property owned by the College at the South West Corner of Pine Hill Drive and Francklyn Street be rezoned 1st Density Residential rather than Park and Institutional.

Moved by Alderman DeWolf, seconded by Alderman Vaughan that the request be granted. Motion passed.

INDUSTRIAL ZONE-BLOCK BOUNDED BY LIVINGSTONE ST.,
ROBIE ST., STAIRS ST, AND KEMPT ROAD

Read letter from Mr. John Hollett requesting that the above block be rezoned 2nd Density Residential.

Mr. Dumaresq: "In order to include the Griffin property we ran up to the end of the block to get a natural boundary. I think it would be quite in order to have it 2nd Density Residential. We can very well do without it being zoned Industrial."

Moved by Alderman Duffy, seconded by Alderman Vaughan that the request be granted and the area defined as follows: Bounded on the north by the south line of Stairs Street, on the east by the west line of Robie Street, on the south by the north line of Livingstone Street, and on the east by the east side of the Spriggs property fronting on Livingstone Street to the rear line of the Spriggs property to the east line of the Driscoll property which fronts on Stairs St. and along the west boundary of the Driscoll property which faces on Stairs Street. Motion passed.

SOUTHEAST CORNER OF COMPTON AVENUE & WINDSOR STREET

Read letter from Mr. A. D. Greer, Warden of St. Matthias Church, requesting that the southeast corner of Compton Avenue and Windsor Street be rezoned Commercial.

Mr. Dumaresq: "I can't see anything serious in doing this."

Moved by Alderman MacDonald, seconded by Alderman Hosterman that the request be granted and the above property rezoned Commercial rather than 3rd Density Residential. Motion passed.

May 10, 1950.

LAND CORNER OF THE DUTCH VILLAGE ROAD DIVERSION
AND THE OLD DUTCH VILLAGE ROAD

Read letter from Mr. Harold Jones requesting that his property be removed from the Industrial Zone and to rezone it as 2nd Density Residential.

Mr. Jones was granted permission to address the Council and spoke as follows: "This land was Residential on the Master Plan and I would like to see it left as it is. I am on the Corner of the new Diversion Road and the old Dutch Village Road bounded on the east by the C. N. R. property."

Alderman Kitz: "This lot of land is a piece in an Industrial zone several 100 yards each way. When you want to change residential into commercial you are taking a drastic step. The present owner has lots of protection. On sale he can stipulate the uses."

Mr. Kanigsberg: "Mortgage Companies will not loan him money on property in an Industrial zone where they would be in a residential area. This is a separate section which was not included in the 1947 Plan at all. If at some time he wishes to convert it to a commercial district he will have the opportunity to do so. I don't think it interferes with the plan. They have about 3½ acres of land there."

Mr. Dumaresq: "I think what Mr. Kanigsberg says is right. This particular land if it is left out will be practically surrounded by Industrial property and the Mortgage Companies would also be loath to loan money."

Moved by Alderman Vaughan, seconded by Alderman Kitz that the property known as the Harold E. and Catherine Jones property which lies to the north of the Railway property on the Halifax and South-western Railway Line and which is 360 feet by 730 feet be rezoned 2nd Density Residential. Motion passed.

SOUTH SIDE PERCY STREET

Read letter from Samuel Butler requesting that his property on the South Side of Percy Street, adjoining the C. N. R. property be rezoned as Commercial.

May 10, 1950.

Mr. Dumaresq: "It bounds on the Southwestern Railway."

Mr. Butler: "This piece of land has no value for anything else but commercial purposes. It joins the C. N. R. I claim it is good for a commercial site."

Mr. Dumaresq: "What he says is quite true. I don't think it is very good for residential."

Moved by Alderman Fox, seconded by Alderman Duffy that the request be granted and the property bounded on the west by the east line of Percy Street, on the east and south by the west line of the Dutch Village Road Diversion and the west line of the C.N.R. right-of-way and on the north by the line parallel to the south line of the main Dutch Village Road and 120 feet southerly therefrom be rezoned as Industrial. Motion passed.

SMALL APARTMENT BUILDINGS IN THE "R-2" ZONE

Read letter from L. F. Burke requesting that Section "D" Apartment Houses in the "R-3" Zone be included in the "R-2" Zone with suitable restrictions limiting such buildings to a height of not more than four stories including the basement.

Mr. Dumaresq: "It suggests that in the "R-2" Zone small apartment buildings should be permitted. I think it is an interpretation of the Section involved in the Zone. In my opinion the "R-2" Zone contains what Mr. Burke is asking for. I feel we have covered everything Mr. Burke has asked for."

The Town Planning Engineer recommended that the zoning stand as is.

Moved by Alderman Hoosterman, seconded by Alderman Kitz that the zoning stand as is. Motion passed.

SIDE YARD REQUIREMENTS IN THE "R-1" ZONE

Read letter from C. J. Woods objecting to the side yard requirements in the "R-1" Zone and requesting that the requirements set out in the By-Law should only apply to dwellings built after the coming into effect of this By-Law.

May 10, 1950.

The City Solicitor ruled that this was the way the By-Law read at present so no changes in the wording of the By-Law were necessary in order to comply with Mr. Woods' request. He suggested that it be not changed at present.

The Town Planning Engineer recommended the adoption of the City Solicitor's suggestion not to change it now.

Mr. Samuel Butler: "The majority of lots are 40 feet. Suppose you build a house 26 feet wide, that leaves 14 feet. How will you be able to enter into your yard. I think a person should be able to build his garage where he sees fit and not on the side of the house to please someone else. If you build your garage on the side of the house it will prevent you from coming into your yard."

Mr. Dumaresq: "If I knew I was going to drive trucks into my backyard I would put my garage in the backyard."

Moved by Alderman Hosterman, seconded by Alderman Abbott that the zoning stand as is. Motion passed.

PROPERTIES ON YOUNG STREET OWNED BY GEORGE E. ZINCK LTD.
AND HOYT'S MOVING & STORAGE LTD.

Read letters from George E. Zinck Ltd. and Hoyt's Moving & Storage Limited requesting that Young Street from Oxford Street to Connaught Avenue be rezoned as Commercial.

Mr. Dumaresq: "Both properties could be treated as non-conforming uses. There have been objections over the years about these two businesses in the residential zone. Paragraph 2-D on Page 15 of the By-Law protects non-conforming uses. I would suggest that they remain as non-conforming uses and protected under 2-D on Page 15."

Mr. George Zinck: "When we came out on Young Street it was 'business.' We went there with the intention to expand. We would ask the Council to protect what we have there."

Mr. Dumaresq: "The general character of the area is residential."

Moved by Alderman Vaughan, seconded by Alderman Kitz that the zoning stand as is. Motion passed.

May 10, 1950.

"R-2" ZONE SOUTH OF INGLIS STREET BETWEEN YOUNG AVENUE
AND TOWER ROAD

Read letter from Mr. H. P. Mazier requesting that the area zoned as "R-1" South of Inglis Street between Young Avenue and Tower Road be rezoned as "R-2".

Mr. Dumaresq: "I suggest that part of the "R-2" zone should be raised to "R-1". I have no fight with that. I would be perfectly happy and I am sure the Council also."

Moved by Alderman Vaughan, seconded by Alderman Abbott that the request be granted and the area referred to be rezoned as "R-1". Motion passed.

The City Solicitor suggested that the amended By-Law be submitted to the City Council for final action Thursday, May 11, 1950.

This was agreed to.

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


Meeting adjourned. 11:00 P. M.

LIST OF HEADLINES

Official Town Plan	328
Slum Clearance of Market Street Area	330
Diagonal Street City Hall to Brunswick Street	330
Off-Street Parking	330
Widening Cunard Street at Robie Street	330
Straightening Kempt Road and Building New Street Across the City Dump	330
Improvement Windsor Street and Kempt Road Intersection	331
Widening Water Street	331
Extension of Connaught Avenue Southerly to meet Robie St.	331
Widening and Boulevarading Sackville Street	331
Arm Bridge Bottleneck Including Park	331
Fairview Bottleneck Elimination	331
Development Northern Slope	331
Memorial Drive	331
Completion Westmount Development	331
Filling in Basin and Relocating Barrington Street	331
Halifax-Dartmouth Bridge	332
Low Cost Housing Under the Halifax Housing Authority	332
Zoning By-Law	332
Horsefield Park (Conrose)	333
Francklyn Park	333
Francklyn Street-East Side - Between Miller Street and Pine Hill Drive	335

May 10, 1950.

Building Line on Connaught Avenue between Regina Terrace and Bellevue St.	335
Almon Street-Pacific Street to West Side of Gladstone St.	336
Industrial Zone East of Frederick Street between Mumford and Bayers Roads	336
Hemlock Street	337
#171 Windsor Street	338
Maple Leaf Dairy Property	338
#333 Brunswick Street	339
South Side of Pine Hill Drive and the West Side of Francklyn St.	340
Industrial Zone-Block Bounded by Livingstone St., Robie St., Stairs St. and Kempt Road	340
Southeast Corner of Compton Avenue & Windsor Street	340
Land Corner of the Dutch Village Road Diversion and the Old Dutch Village Road	341
South Side Percy Street	341
Small Apartment Buildings in the "R-2" Zone	342
Side Yard Requirements in the "R-1" Zone	342
Properties on Young Street owned by George E. Zinck Ltd. and Hoyt's Moving & Storage Ltd.	343
"R-2" Zone South of Inglis Street between Young Avenue and Tower Road	344


Gordon S. Kinley,
MAYOR AND CHAIRMAN.


W. P. PUBLICOVER,
CITY CLERK.

CITY COUNCIL MEETING
THURSDAY
MAY 11, 1950
A G E N D A

Prayer.
Minutes.

Accounts

Official Town Plan and Zoning By-Law.

Report Fin. & Exec. Comm. re Tag Days (2).

- Appointment of Coal Weigher.
- Appointment Assistant Cataloguer.
- Underground Conduit.
- Purchase of Land Robie & Cunard Sts.
- " #139 Connaught Ave.
- " #145 Connaught Ave.
- " #167-169 Brunswick St.
- " #171-173-175 Brunswick St.
- Tenders for Land.
- Sale of Land Connaught Ave.
- " #65-67 Brunswick St.
- " Morris St.
- Tax Write-Offs.
- Borrowing Resolutions.
- Superannuation Refunds.
- Financial Statement Hfx. Playgrounds Commission.
- Financial Statement Prov. Exhibition Commission.
- Convention Municipal Finance Officers.
- Convention Canadian Federation of Mayors Etc.
- Account Printing Amendments to Charter.
- Rate Base Transit System.
- Refund Taxes R.C.E.C. School Property Mumford Rd
- Confirmatory Deed E. Bianco.
- Purchase of 787 Prefabricated Houses.
- Sale of 25 Prefabricated Houses.
- Discount Taxes L.S.L. & P. Co. Ltd.
- Exchange of Land Hfx. Labour Temple & City.
- Memorial Library Committee.
- Ordinance #1 (First Reading).
- Payment of C. F. Dobbie Claim.
- Cancellation of Taxes Properties Morris & Dun-
donald Sts.
- Retirement Allowances.
- Grants.
- Telephone Directory Listings.
- Clean Up Week.
- School Building Program.

Report Safety Committee re Accounts over \$200.00.

- Account Group Insurance.
- Purchase of Generators.
- Purchase of Scott Air Paks.
- Arm Patrol.
- Payment Damages to Fire Alarm Box.
- Tenders Parking Meters.

Report Public Health & Welfare Comm. re Accounts over \$200.00.

- Tenders for Fish.
- Tenders for Groceries.
- Tenders for Locks.
- Quarters Welfare Department.
- Car Allowances.
- Conference Canadian Public Health
Assoc.
- Conference Canadian Welfare.

Report Committee on Works re Accounts over \$500.00.

- Trees Norzandy Drive Etc.
- Horse Field Playground.
- Aerial Survey Watershed.

Report Committee on Works re Studley Campus.
" " " Paving Windsor St.
" " " Robie Street south of Inglis St.
" " " Sidewalks Etc.
" " " Windsor Street Sewer.
" " " Lease of Abattoir.
" " " Wages Sewer Contract.
" " " Fence Viewer.
" " " Street Lighting.
" " " Illuminated Signs.
" " " Ventilation Mayor's Office.
" " " Lynch's Shows.
" " " C. N. R. Siding Willow Park.
" " " Tenders Concrete Mixer.
" " " Tenders Automobile.
" " " Tenders Canteen Public Gardens.
" " " Tenders Horseshoe Island.
" " " Tenders Canteen North Commons.
" " " Tenders Canteen Fleming Park.
" " " Tenders Insurance on Motor Equipment.
" " " Lease Ferry Landing Quinpool Road.
" " " Resignation J. P. Dumaresq.
" " " Official Lines Lane Connaught Ave.
" " " Sale of Land Myrtle Thompson.
Report Town Planning Board re Building Permit #486 Chebucto Road.
" " " Building Permits.
" " " Flinn Property Robie & Duffus Sts.
Report Recreation Committee re Duties.
Questions.
Committees.
Approval of By-Laws.
Report Chief Accountant re Tax Collections for Months of March & April.
Deferred Items
Street Names New Westmount Subdivision.

EVENING SESSION

Council Chamber,
City Hall,
Halifax, N. S.,
May 11, 1950,
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, Hosterman, Abbott, MacDonald, Kitz, Redmond, Fox, Duffy and Vaughan.

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 Vaughan, seconded by Alderman Hosterman that the minutes of the previous meetings be approved. Motion passed.

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 \$8,922.59; the Committee on Safety amounting to \$1,985.01 chargeable to Fire Alarm; \$29,041.70 chargeable to Fire Department; \$27,298.75 chargeable to Police Department; the Committee on Public Health & Welfare amounting to \$41,243.74 chargeable to Health Department; \$15,534.82 chargeable to City Home and \$3,674.64 chargeable to City Prison; the Committee on Works amounting to \$31,617.23; the Directors of Point Pleasant Park amounting to \$1,168.53; the Housing Accommodation Committee amounting to \$5,036.94 and the Recreation Committee amounting to \$859.03 under the provisions of Section 315 of the City Charter.

CITY OF HALIFAX



NOVA SCOTIA

CITY OF HALIFAX

10 YEAR DEVELOPMENT PLAN

OR

"OFFICIAL TOWN PLAN"

Prepared by

J. PHILIP EDWARDS, M.P.A.I.C. M.F.I.C.

TOWN PLANNING ENGINEER

HALIFAX, N.S.

January 24, 1950

January, 1935.

MEMORANDUM

7-1-35

This plan is entitled "Official Town Plan" for the City of Halifax, and is the "Official Town Plan" for the City of Halifax. It is the plan which was adopted by the Council of the City of Halifax in 1925, and under which authority this plan has been prepared. The plan is entitled "Official Town Plan" and is the plan which is referred to in the various sections of the plan, and which shall be known as the "Official Town Plan". The plan is therefore to be known officially as the "Official Town Plan". However, the plan shows certain projects which the Council has determined would be included in the development of the City as a whole and the popular name of this plan is therefore "The Development Plan" in order to distinguish it from the so-called "Official Plan" of the City which is the plan which shows to a large scale the location of the principal street lines throughout the city.

Master Plan:

It is important that this "Development Plan" not be confused in any way with the "Master Plan" which was drawn up for the City of Halifax by the Civic Planning Commission in 1935. The "Master Plan" still remains our overall plan, and contains a complete picture of the overall plan for the development of the City and contains a complete picture of the City and contains a complete picture of the City and contains a complete picture of the City. The "Development Plan" is a plan which will be a complete picture of the City and contains a complete picture of the City. This plan is the "Master Plan" and is the plan which is referred to in the various sections of the plan, and which shall be known as the "Official Town Plan". However, the plan shows certain projects which the Council has determined would be included in the development of the City as a whole and the popular name of this plan is therefore "The Development Plan" in order to distinguish it from the so-called "Official Plan" of the City which is the plan which shows to a large scale the location of the principal street lines throughout the city.

Development Plan:

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- 1. The Council shall not commit the City to any project which is not included in the plan.
- 2. The Council shall not commit the City to any project which is not included in the plan.
- 3. The Council shall not commit the City to any project which is not included in the plan.
- 4. The Council shall not commit the City to any project which is not included in the plan.
- 5. The Council shall not commit the City to any project which is not included in the plan.

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"Master Plan" which, as noted above, still remains the long term overall planning guide of the Council.

The "Development Plan" is always to be live by the Council by means of the power provided by Section 6 of the Planning Act which enables the Council, having first consulted the ratepayers, to add items to the "Development Plan", or to amend it, or to delete the plans the Council can do so at any time from time to time decide. It is interesting to note also that the "Development Plan" must first be approved by the Minister of Municipal Affairs before it can have any effect.

Advantages of the "Development Plan".

For the following reasons it is advantageous for any Council to have such a "Development Plan" drawn up and approved:

1. The Council itself, will have before it at all times a clear cut picture of the intentions of the "Master Plan" which is intended to carry out in the immediate future.
2. Heads of all Civic Departments and all Civic officials will be constantly informed as to the intentions of the Council, thus making for better cooperation within the Civic Government.
3. The Public will also be kept informed.
4. The Provincial Government will have before it an up-to-date picture of proposed public improvements, which picture will assist them in assessing the needs of the City in regard to Capital Expenditure.
5. Such a plan can be used as a guide by which it is possible to translate the "Master Plan" into a translated into action and to see its realization.
6. The adoption by Council of such a "Development Plan" requires Council to make use of all the powers available for such a purpose under the Act. This authority would facilitate the construction of such a plan. Civic Departmental heads would have to be consulted in accordance with the provisions of the Act.

CONTENTS

PROJECTS:

1.	(a) Slum Clearance of Market Street (b) Diagonal Street	Page 1.
2.	Provision of off-street Parking lot	" 1.
3.	Widening of Cunard Street	" 2.
4.	Straightening of Kerot Road	" 3.
5.	Windsor St. and Kerot Road Intersection	" 3.
6.	Water Street Widening	" 4.
7.	Extension of Connaught Ave.	" 4.
8.	Widening Sackville Street	" 4.
9.	Arm Bridge Bottleneck	" 4.
10.	Fairview Bottleneck	" 5.
11.	Development of Northern Slope	" 5.
12.	Memorial Drive	" 5.
13.	Completion of Westmount development	" 6.
14.	Filling in Basin	" 6.
15.	Halifax-Dartmouth Bridge	" 6.
16.	Low Cost Housing under the Halifax Housing authority	" 7.

APPENDICES

1.	Market Street development plan
2.	Water Street Plan
3.	Memorial Drive Plans
4.	
5.	Bedford Basin Plan

PROPOSAL

14-1. (a)

MARKET STREET AREA:

The area bounded by Seckville Street, Francisco Street, Jacob Street and Angyle Street contains many slum dwellings. It has been generally recognized that this area was one of the worst slum districts in the City of Halifax. The Council for some years has been looking for an opportunity to clear this area and redevelop it. Item No. 1.2. on the plan recommends the clearing of those properties shown in black on the plan.

Some discussion has taken place as to how this area should be redeveloped. It is thought by some that it should be redeveloped by rebuilding on the site low income housing units. I do not feel that this would be sound Town Planning, despite the fact that quite a number of family units are presently living in this area. I am of the opinion that these properties, after they have been cleared, should be resold for commercial purposes for two main reasons:

1. I do not feel that this is the proper location for living units, due to its proximity to the main business section of the City. In my opinion, any housing scheme put forward by the City should be carried out in the vicinity of the North Common in order to use this open space to the best advantage. (See Item 1.6 on the plan).
2. The area to be cleared is immediately adjacent to the main downtown business section of the City of Halifax which is continuously expanding. This business area is bounded to the east by the harbor waterfront, to the north by streets bordering Seckville, Park and Beaton Streets, and to the south by Crafton Park, the Court House and the Nova Scotia Technical College. It therefore feels that any buildings which are cleared of slums in the Market Street area should be resold for commercial purposes so that the main business area may expand in this direction.

I have prepared a plan showing in detail how I feel the so-called "Market Street area" should be redeveloped. Off street parking and the provision of a life and street have both been considered and which should be included in the redevelopment of the Market Street area and I have included them in my suggested plan for the redevelopment of this area. (See Appendix 1).

14-1. (b).
MARKET STREET AREA:

This area of streets has been proposed as a one way street since 1900 and possibly before that. It has never been constructed in mainly due to the excessive cost of acquiring and clearing the narrow land, plus, in most cases, the whole street would have to be purchased or expropriated rather than just that area required within the street boundaries.

I have proposed these two items together because if the black areas in the vicinity of Market Street are to be purchased and cleared, then the way will be open for construction of the proposed street. In fact plans call for a 100 ft. wide life and street in order to allow diagonal parking on both sides of the street without interfering with the flow of traffic.

I feel that the diagonal street is a necessary improvement because it will eliminate steep and expensive grades presently existing at Duke and Lincoln Street and Jack Street, and because it will afford a satisfactory route in the winter time (for most of the hills are slippery) for traffic leaving the downtown business area and travelling to the north and northwest ends of the City, and also because it will provide off-street parking for approximately one hundred automobiles.

Item 42
OFF-STREET
PARKING:

The block bounded by Prince, George, Market, and Grafton Streets has been suggested as a possible off-street parking area for some years now. With the exception of the Coca-Cola Plant and the Thompson property, both of which face on Prince Street, the remainder of the block is either presently free of buildings, or covered with buildings of a very low type and value. This block is removed from the Grand Parade by only one City block and is therefore close enough to the Barrington Street retail section of the City to be of considerable value in helping to solve the off-street parking problem for that district.

The Barrington Street Retail Merchants Association has been before the City Council on several occasions requesting relief from the congested parking situation existing in the vicinity of Barrington Street. This congestion has been increasing steadily since the advent of the new Trolley coaches and the car on parking along Barrington Street. During their last visit with the Mayor the Barrington Street merchants requested that the above described block be purchased by the City, cleared of its plum buildings and transformed into an off-street parking area.

I feel that the development of this block as an off-street parking area, together with the recently developed off-street parking strip along the west side of Barrington Street and the off-street parking that will be provided on both sides of the new diagonal street and the development as an off-street parking area of the lot bounded by Barrington Street, Luckincher Street, Argyle Street and Falls Lane that the off-street parking problem for the downtown business area will be materially solved for the immediate future at least.

Item 43
WIDENING OF
CUNARD STREET AT
ROBIE STREET:

One of the main arteries into the City is Chabuco Road since it leads directly from the Airport to near the centre of town. The traffic on this street has been steadily increasing since the war years. At Windsor Street, Chabuco Road splits the traffic on either Windsor Street or Cunard Street. Cunard Street, west of Robie Street has been recently widened by the addition of a boulevard and a second lane and now has a carrying capacity greatly in excess of the short piece of Cunard Street west of Robie Street.

This means that the section of Cunard Street between Robie Street and Windsor Street acts as a bottleneck for traffic proceeding east and west along Cunard Street and Chabuco Road.

With the recent paving of Akern Avenue and the construction of Rainier Drive and the widening and haul-ways of North Park Street, the "Cunard Street-Chabuco Road" route has been required to carry an greatly increased amount of traffic, and the importance of widening that section between Robie Street and Windsor Street has become increasingly apparent to all, but especially to the Traffic Division of the Halifax Police Department.

With this in view the Council has already taken some steps towards the widening of this street including the purchase back of the large new buildings, namely, the Olympic Gardens and the Great East Supplies Building, and also by purchasing two other pieces of property under the opportunities presented themselves. There remain five properties to be dealt with namely: The Red property on Windsor St., Civic Nos. 117, 118 & 119; 103 on Cunard Street, and the corner drug store on the northeast corner of Cunard & Robie Street.

When these remaining properties have been purchased this section of Cunard Street can then be widened by 10 ft. on its north side, which will alleviate the bottleneck to a large extent.

Item 4
CONSTRUCTION OF
WINDSOR ROAD AND
BRIDGING OVER
ROBIE STREET ACROSS
CITY DUMP;

With the building of the underground of Cotton Factory Hill for West Road, the street is now also, a sharp curve result on the west side of the underground. This sharp turn was not intended and the traffic was not intended to be so heavy, but with the increase in the amount of traffic, the West Road has become one of the most important to the City this sharp curve at the end of the underground is a very dangerous hazard. It was the report of the Planning Board that a bridge to be constructed across the City Dump, this would eliminate the dangerous part of the hazardous turn, that the subdivision plan was drawn for the City dump this new location for West Road was shown on the plan, as well as an additional road across the dump, joining West Road with John Howard Road.

The plan of individual lots on the City Dump has been prepared in accordance with this plan and land has been left in the proper location for the two streets.

If it is that construction of a bridge over the West Road is necessary in order to eliminate the dangerous curve part of the underground on the west side of the underground.

Construction of the road crossing the dump adjoining West Road and John Howard Road is also part of the development of the interior lots shown on the subdivision plan, so that the whole of the dump area can be developed as an industrial site.

Item 5
WINDSOR ROAD
AND BRIDGING OVER
ROBIE STREET;

This item includes the widening and improving of the short section of Windsor Street that joins the right avenue to West Road. This section is in poor condition and this improvement will result in a more suitable entrance for mass transit vehicles proceeding to the west side of the city. The inclusion of this item on the plan is also included by the north paving project now being done at City Hall.

Hill, and the fact that the City owns some properties that will be required for the improvement of this lot section.

12-16
WIDENING OF
MADISON STREET:

Madison Street has, for many years, been very narrow and subject to world-wide traffic. The property owners along this street have been making some widening for many years. The present scheme does not involve many large lots; purchase of this would be a very extensive proposition indeed. The present scheme would be mainly to narrow the sidewalk with a widening of the street where possible. The widening of the sidewalks. The most congested part of this street is at the foot of Luckville Street and the purchase of portions of certain properties in this area is recommended. (See Appendix 3.)

12-17
CONSUULT AVENUE
TO BORN STREET:

Some years ago it was the intention of Council to carry Consul Avenue, with a 100' width all the way from Minster Street to Young Avenue, and in fact, this proposition is included in the Master Plan. However, a few years ago Council failed to abandon the 100' street, south of Jubilee Road and to carry the street through at a 50 ft. width, and to carry the section between Coburn Road and South Street.

With the rapid development in recent years of the section of the City known as Marlborough Woods, it is felt that the construction of Consul Avenue, from South Street to Reilly Street is now necessary.

It will provide proper access to the south end of this area and also help to open up the westernmost section of Marlborough Woods, which has not yet been developed.

12-18
WIDENING OF
SERRILL STREET
TO BORN STREET:

The improvement of this street between Brunswick and Reilly Road is a subject of some of the traffic congestion which exists, and especially at the junction in the afternoon with the traffic coming from the downtown business area. Even with the construction of the new Reilly Drive and the improvement of Cornwall Street, the present width of Serrill Street is insufficient to carry the traffic. An additional 20' roadway on Boulevard could easily be constructed on the north side of the present street and this would help to alleviate, to a great extent, the present traffic congestion that occurs at the junction of this section of Serrill Street.

The possibility of carrying out the construction of the proposed boulevard at the junction, in my opinion, is recommended.

12-19
IMPROVING
SERRILL STREET:

There has been a considerable amount of traffic at this intersection.

The Provincial Government has already presented to Council an improvement solution to this problem and has indicated an intention to carry out this work in the summer of 1951.

The City's part in this improvement will consist mainly in assisting the County and the Province in constructing the park at the head of the Ave, which will be a most important improvement in the existing conditions in this area.

The City has already approved the proposed arrangements. This approval was given by the City Council

Page 10
FURNITURE
REPLY CHECK:

Plans have not yet been completed, nor has a solution yet been agreed upon between the Province and the City for the elimination of this bottleneck. It is an extremely important item and there are many possible solutions, all of which appear to be very costly.

On the plan I have shown what is known as the "Hay" solution since that is the one suggested in the Master Plan, but I do not believe that this is necessarily the best solution to the problem. I understand that the Provincial Department of Highways is presently studying this situation and hopes to finalize their plans in the very near future.

Page 11
DEVELOPMENT OF
WATERWAY SITE:

It is generally agreed that the area north of Le de Street and Globe Street, with its slope downward towards the Basin contains some of the finest residential building sites within the City limits. In order to develop this area completely the City Prison and the Federal Government hospital must first be removed. However, numerous building lots are now available in this area, on land that is presently vacant. Before these lots can be built upon, an integrated system of streets and services must be installed. According to the old City plans, the rectangular or grid type streets, which disregarded the contours and slope of the land, was proposed for this area. The Council has agreed, in recent years that this old grid type layout should be abandoned for this area and that streets should be built along the contours of the slope in order to avoid any heavy grades. The street layout suggested in the development plan conforms with this "contour type" layout, and excessive grades are thereby avoided.

It is interesting to note that although this area contains some of the finest residential building lots within the City, located below this slope on the shores of the Basin, there is ground that is naturally suited for dock and industrial development. This will be all the more true if any land is reclaimed from the shores of the Basin as is suggested in Item 11 below.

It is a concern, however, that some natural barrier should be provided to separate the residential development from the industrial land below it. I feel that this natural barrier is partly provided by two items, first, by the "Cotton Factory" side, and second, the Memorial Drive. These two items parallel each other and together will, I feel, constitute a satisfactory buffer between the residential and industrial areas.

Page 12
MEMORIAL
DRIVE:

This scheme and its originator in 1937 and its purpose is amply described in the report presented to Council by the Mayor at that time. (See Appendix A.)

I feel that the Memorial Drive is an excellent suggestion and in fact, a necessary one in view of the buffer required between the residential and industrial areas mentioned in Item 11 above.

It should be constructed as indicated in Appendix B so that the line of vision from the drive will be controlled in such a manner that the railway tracks and the industrial area below it will not be visible from the drive.

My approval was given by the City Council arrangements. This approval was given by the City Council

Page 413
COMMISSION ON
HARBOR
RECOMMENDATIONS:

Through the Central Mortgage and Housing Corporation
developments have been under construction in the "New
Haven" area since 1944, during which time some 383
houses have been built. These houses have been built
under the Federal Government legislation that provided
incentives for War veterans. The overall Westmount
development plan also includes the areas north and
south of Beavers Road that are included in the development
plan. These areas purchased by the Central Mortgage and
Housing Corporation in 1942 were added to the Westmount
scheme through the same procedure.

All of the Westmount properties, with the exception of
those included on the plan, have been built upon. I would
urge the Council to consider the construction of
individual houses on these two remaining parcels under
some scheme such as the "lease-purchase" arrangement
provided for in the recent Federal Housing Legislation.
These areas have been plotted on the overall Westmount
plan and they provide sufficient space for some 225
additional houses.

Page 414
COMMISSION ON
HARBOR CANALS:

This scheme has been developed as a result of two needs
of the City of Halifax, the first, and most urgent, being
that the present City Dock will, in the immediate future,
be completely filled up and some new dock must be found
for the City's ships, for material and for
residue from the City's industries. The second is that
the City, due to its rocky and hilly topography is in
need of flat and level industrial sites, which are at the
present time, due to public health facilities. These two
needs have been met in the suggestion that the
City should excavate a large canal along the shores
of Bedford Basin rather than to sustain the high cost of
digging a new canal which would turn it out to be
(which appears to be the only alternative).

Generally speaking, the scheme for the canal to
fill is around the shores of the Basin to form the
five footer line as indicated in Appendix 5, after
which a low wall, similar to that already built at Green
Terrace at the south end of the Basin could be con-
structed. This would provide additional low water
loading facilities for Canada's oil industry. Winter
ice, or shall be additional industrial sites which
would be on a level ground and all located from a
transportation standpoint.

It is recognized that this is a long term project and
will require a number of different phases to complete. Permission
to now be sought, however, from the proper authorities
to begin filling operations on a small scale at a
point just west of the Imperial Oil property (see Appendix 5)
in the hope that operations on the site of the scheme would
begin to be apparent to everyone.

Under completion this project would add six thousand
feet of low loading facilities in the form of a low wall
(or about three times that amount if the pier type docks
were built jutting out into the sea) and would add about
70 acres to the area of the City of Halifax, all of which
would be well suited and located for industrial development.

Page 415
COMMISSION ON
HARBOR CANALS:

It is noted that the scheme with respect to this proposal.
It has been thoroughly discussed on all sides and all
the participants have at least agreed to the general
arrangements. This approval was given by the City Council

on 16th February 1950 and it is hoped that all that remains now is the completion of the design and the actual construction of the bridge.

It should be noted here that upon the completion of this project certain alterations and improvements will be required to both Botting's Street and North Street in order to take care of the increased amount of traffic that will result from the construction of the bridge.

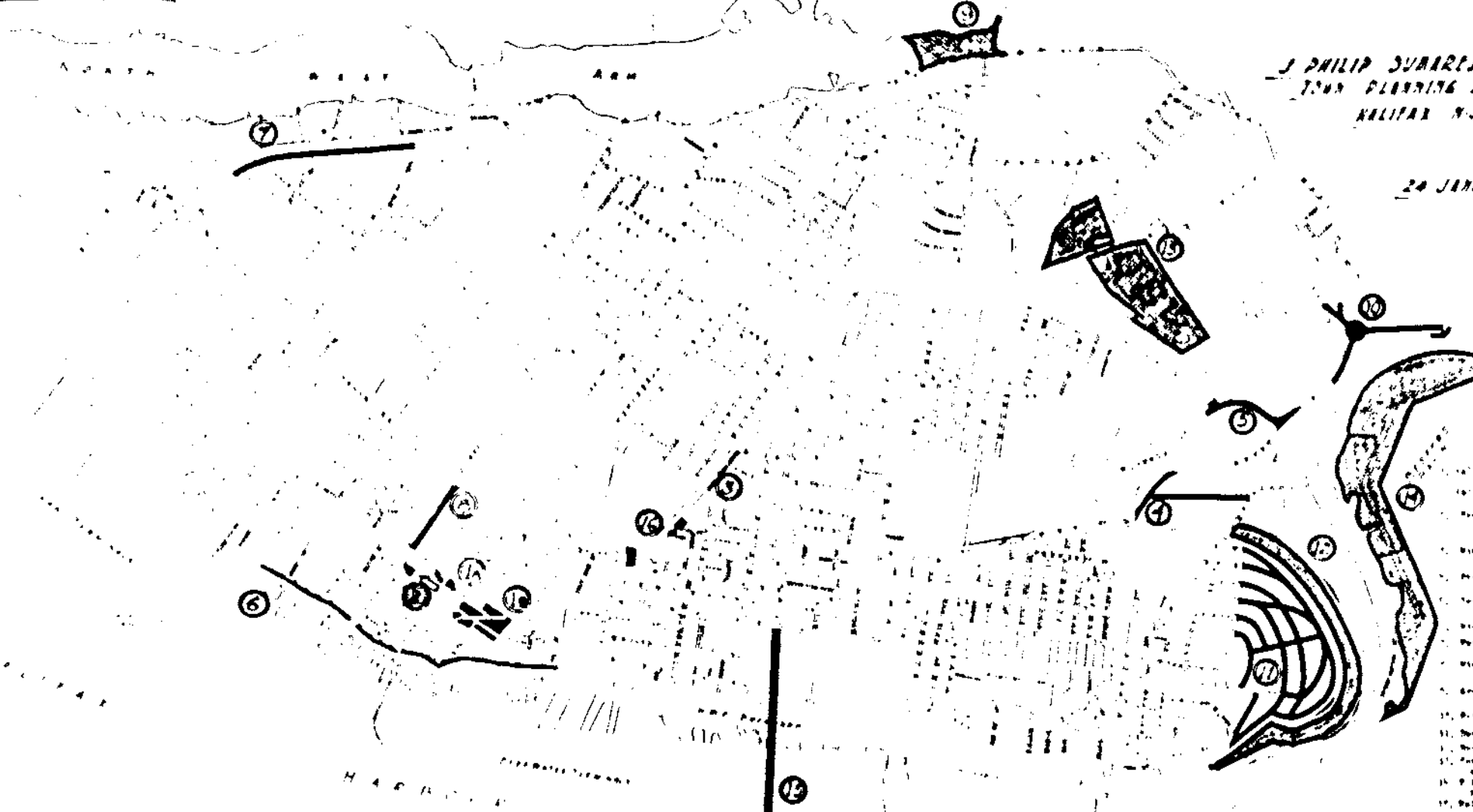
12-415
LOW COST
HOUSING
HALIFAX HOUSING
AUTHORITY:

Pursuant to special legislation passed by the Provincial Legislature in 1949 at the request of the City of Halifax, the Halifax Housing Authority was set up in the summer of 1949. They have been working since that time in an effort to promote some scheme for low cost housing in the area bordering on the North Common.

Very little open ground is available in the area adjacent to the North Common and it is generally considered that such a housing scheme must be preceded by a suitable slum clearance program. Some of Halifax's most overcrowded and dilapidated dwellings are contained in the area immediately east and north of the North Common, and I feel very strongly that this is the proper location for any low cost housing scheme. This location is very close to the centre of the city and the main centre of employment, and at the same time is adjacent to the common which is one of the few remaining open areas within the City.

J. PHILIP SUBARSO
TOWN PLANNING ENGINEER
HALIFAX N.S.

24 JANUARY 1950



1. Area of Parks
2. Commercial District
3. Residential District
4. Industrial District
5. Public Buildings
6. Harbour
7. Harbour
8. Harbour
9. Harbour
10. Harbour
11. Harbour
12. Harbour
13. Harbour
14. Harbour
15. Harbour
16. Harbour

Approval for Construction of

THE MEMORIAL DRIVE

Made by Mayor J. E. Aherne

September 11, 1947

Dear Aldermen:

The year 1949, the Ninety-ninth Anniversary of the founding of our City, will also mark the Tenth Anniversary of the outbreak of World War 2. That year will see a tremendous number of visitors visit our city who remember it as the "East Coast Port" of war days, or rather the Eastern Canadian Port. Naturally, they will expect to find here some evidence of the part Halifax played in the war, something to remind them that this actually was the "Eastern Canadian Port". Many of them will be the next of kin of those boys and girls who left our shores never to return. They will be particularly anxious to gaze upon the scenes which their loved ones knew so well in their closing hours on Canadian soil.

In searching for an idea by which to commemorate forever our heroic deed, the thought of a suitable War Memorial has haunted me. But a War Memorial, which might take the shape of a shaft of stone, or a monument, or even a public building, would be, after all, merely a duplicate of similar materials found in any Canadian city or town. I feel that the testimonial of this great "Eastern Canadian Port", should be something unique; something associated with the sea; something which would be, as it were, a link with the lives of the men and women who called Halifax their home during the war years. So after much deliberation I propose the building of a MEMORIAL PARKWAY AND DRIVE, which would combine all the requisites of a War Memorial, worthy of this old seaport city.

I would propose to build this Parkway and Drive on the extreme north end of the peninsula of Halifax, overlooking Bedford Basin, where the navies and the convoys of the Allied Nations gathered in the dark days of war to rush men and supplies to stricken Europe.

You have before you an excellent plan prepared by our Planning Expert, Mr. Dunne. He shows where the Parkway and Drive I propose. It is built high on the promontory of land commanding a panoramic view of our western, northern and eastern shores, dotted with villages and towns. The railway tracks are far below and would in no way interfere. To top, there is a commercial highway, (the continuation of Barrington Street) which after being graded, could be used for heavy trucks, etc. But this commercial driveway (Barrington Street) is far below the proposed Parkway and Drive, practically out of sight.

From the edge of the promontory a grass plot and Parkway some one hundred feet wide would be provided, bordered by a sixty foot macadamized roadway. This entire parkway and drive would be nearly six hundred feet north of the present stone quarry and would circle the entire peninsula for a distance of about one mile, till it formed a junction with Lady Hammond Road. This latter, when paved would form a direct link with the Bedford Highway and Kent Road, and would in turn, route traffic to Robie Street and into the heart of the City, or continue easterly on Lady Hammond Road down the new investment on Buffus Street to Barrington Street. Openly directly on the proposed macadamized driveway would be numerous building lots, as shown by Mr. Dunne's plan, the major portion of them city-owned. These would be ideal building sites for prospective home-owners fortunate enough to secure them. Their view would be unparalleled, reminding one of the houses facing the Driveway along the Canal in Ottawa.

It would be my intention to contact the representatives of the various Allied nations and ask them to plant commemorative plants, trees and shrubs, emblematic of their countries in the parkway, with suitable markers in memory of their fallen heroes. The Federal Government of Canada would be asked to erect a simple cross to the honor of our Canadian heroes. The Province of Nova Scotia and our sister Provinces would be invited to place some tokens in the parkway; the Dominions of the Commonwealth too would be invited. Thus, we would have a place of beauty at the same time as a place of memory. Ornamental lights would be placed at strategic intervals, and it might be possible to erect a retaining wall along the edge of the promontory.

The construction of this Memorial Parkway and Drive would entail little expenditure, for the sale of the City-owned lots would compensate the outlay, as well as develop for housing what Mr. Dumasque describes as the "finest building sites in the Province". A glance at our official City Planning Map will show you how our expert has laid out a series of streets paralleling the proposed Parkway and Drive, and it does not require much imagination to visualize what the northern slope of Halifax will look like when the plan has been completed. Incidentally all these proposed streets would be filled with homes and tax-paying owners.

Let it be remembered that many of those who will come to us in 1949 will be people who have never seen, or been near, salt water before. To them the thrill of the sea is a tremendous experience. They will be denied access to Point Pleasant Park because of our laws preventing automobile traffic there. But will they then come to a halt on the Driveway, and gaze at the majestic waters of Bedford Basin. To many of those visitors Bedford Basin will hold nostalgic memories. Proud fathers will explain to their children how as members of the armed forces they rode at anchor in the Basin on ships of war, or transports, or lowly freight carriers. Children will be shown where the Mourantia, or the Queen Mary, or the Tartar found shelter from the submarine-infested waters off our shores.

In my estimation Memorial Drive and Parkway can be made a beauty spot at little expense; an unique monument, a feature we can advertise all over America as a symbol of the Eastern Canadian Port of two world wars. To our own citizens it will be a tremendous boon, a place where families can drive for an outing. And, gentlemen, I ask you, is there any sight more beautiful than to watch the dying sun go down behind the hills of Bedford, its last rays turning to gold the shimmering waters of the Basin.

Atlantic City with nothing but an irregular shore line of rocks and an uncertain climate built a board-walk which made the City famous. Los Angeles boasts of its beaches which face the Pacific. Yet Halifax has within its grasp the glorious opportunity of capitalizing a natural asset, a driveway beside a magnificent body of water, at practically no expense. In addition, the building of this Parkway and Driveway would enable us to put to work unemployed veterans during this period of transition to peace stability. Vancouver boasts of its municipal beaches all within minutes of its downtown section. I submit that our proposed Driveway and Parkway would offer the citizens of Halifax, as well as our visitors, a seaside Parkway and playground on our last unspoiled shore. But time is precious. We should move now. Building lots are becoming rare in Halifax. The North End is our last frontier and already, citizens are buying on the Northern Slope. But if ever we are to build up that section according to the Master Plan, now is the time to make a beginning. It is our last chance. Yet, as Mr. Dumasque's plan clearly shows, the entire success of his plan depends upon the dovetailing of his proposed streets with the projected park and driveway which he has outlined on the map, and which I offer to you as the Memorial Parkway and Drive. Unless we make a start from the Basin and

work southwards, planning strategically our streets and zones as we go, then the northern slope will develop into haphazard jungle, and all our work and planning will have been in vain. Yet it was to avoid just such a possibility that we hired a City Planning Expert and spent money on a Master Plan.

I visualize Memorial Parkway and Drive as a recreation center for picnics and outings, with a chalet for band concerts, etc. I already have in mind a building which can be turned to advantage almost at once for a playhouse. I think of a small museum with relics of both wars. It might even be possible to house a small zoo in the Parkway. In time we may be able to arrange a beach directly below, where citizens can bathe in safety or relax in the sun.

With these thoughts in mind, and with the feeling that Halifax should provide a unique War Memorial, I, as Mayor of your City, ask you to give favorable consideration to the project I have placed before you. Appoint a Committee from this Council and from our prominent citizens if you will, to study the project and let us have prompt action. Let citizens and veterans' organizations be asked for their reaction to the plan, and if possible, let us get started now, before the season is too far advanced, that we may have a civil project to offer employment in the lean months.

Gentlemen, I have before me an editorial from last night's Halifax Daily Star (September 12). It starts off by quoting, "The rolling English drunkard made the rolling English road", and says there is no city in Canada to which this quotation could be more aptly applied than to Halifax. After devoting some time to the question of the Master Plan, the author says "Halifax set up a committee to study the question and bring in a Master Plan. That plan when produced appeared excellent in many respects. It was accepted in principle by the Council..... whilst the city awaits the beginning of improvements along the lines of the Plan, nothing should be done to make its ultimate implementation impossible by granting permits to build in places designated as open spaces or otherwise preempted. The Master Plan appears to be in the discard".

Gentlemen, I answer the Star editorial by stating that the proposed Parkway and Drive is the opening gun in our campaign to make the Master Plan a reality, the beginning of a plan which will turn the northern slope of Halifax, not into "rolling English roads made by rolling English drunkards", but a place of beauty of which our City and Province may well be proud.

Yours very truly,

(signed) J. E. Ahern

Mayor

APPENDIX 1.

MARKET STREET DEVELOPMENT PLAN

APPENDIX 2.

WATER STREET PLAN

APPENDIX 3, AND 4.

MEMORIAL DRIVE PLANS

APPENDIX 5.

REDFORD PASIN PLAN

May 11, 1950.

Moved by Alderman Hosterman, seconded by Alderman Abbott
that the resolution as submitted be approved. Motion passed.

ACCOUNTS OVER \$200.00

Halifax, N. S.,
May 9, 1950.

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 following accounts were approved and
recommended for payment.

Wallace Advertising Ltd.	\$ 528.24
The Can. Geographical Society	861.10
King's Printer	240.00
Canadian Kodak Sales Ltd.	261.24

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

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

8:05 P. M. Deputy Mayor Breen arrives.

OFFICIAL DEVELOPMENT PLAN

The Official Development Plan with the amendments made
thereto at the meeting of the City Council held May 10, 1950 was
submitted.

Moved by Alderman Hosterman, seconded by Alderman Abbott
that the Official Development Plan as amended be approved. Motion
passed.

ZONING BY-LAW

The Zoning By-Law containing certain amendments made
thereto and approved by the City Council on May 10, 1950 was sub-
mitted for consideration and action.

EAST SIDE OF WINDSOR STREET BETWEEN COMPTON AVENUE
AND WILLIAMS STREET

A letter was submitted from Mr. Allan Doyle requesting
that the East Side of Windsor Street, between Compton Avenue and
Williams Street be re-zoned Commercial.

CITY OF HALIFAX

NOVA SCOTIA

ZONING BY-LAW

Made under the authority of the Town
Planning Act.

Passed by the City Council of the City
of Halifax, May 11 1950.

BE IT ENACTED by the Mayor and City Council of the
City of Halifax under the authority of the Nova
Scotia Town Planning Act as follows:

PART I

DEFINITIONS

- "Accessory" means naturally and normally incidental, subordinate and exclusively devoted to.
- "Basement" means that story which is partly but not more than one-half below the level of the finished grade of the sidewalk at the middle of the building.
- "Basic height" shall mean the height to which a building may be built without setting back the exterior walls. (See definition of "set back" below).
- "Board" means the Town Planning Board for the City of Halifax.
- "Building" includes every structure placed on, over or under the land and every part of the same and any external chimney, staircase, porch or other structure used in connection with such building and shall include any vehicle, tent, awning or other covering.
- "Building line" means any line regulating the position of a building in relation to the street in accordance with the provisions of this or any other by-law.
- "Building Inspector" shall mean the Inspector of Buildings of the City of Halifax.
- "Cellar" means that story of a building which is more than one-half in height below the level of the finished grade of the sidewalk at the middle of the building.
- "Coverage" means, in the case of a residential zone, the combined area of all the buildings on the lot at the level of the floor of the lowest storey above grade and in the case of a non residential zone, the combined area of all the buildings on the lot measured on the level of the lowest floor above grade.

"Court" shall mean a vertically open space on the same lot with a building, and which is bounded on four sides by either the building or by the building and an interior side line of the lot.

"Dwelling" shall mean any building or portion thereof which is designed or used for residential purposes.

- (a) "Dwelling unit" means a room or suite of rooms occupied or capable of being occupied as an independent and separate housekeeping establishment.
- (b) "One family dwelling house" means the whole of a dwelling house occupied by not more than one family.
- (c) "Converted multiple dwelling house" means a dwelling that has been converted to provide therein two or more dwelling units.
- (d) "Semi-detached dwelling house" means one of a pair of attached one family dwelling houses.
- (e) "Duplex dwelling house" means the whole of a dwelling house that is divided horizontally into two separate dwelling units, each of which has an independent entrance.
- (f) "Double duplex dwelling house" means two attached duplex dwelling houses.
- (g) "Apartment house" means a dwelling other than a double duplex dwelling house erected or converted for the purpose of providing three or more self-contained dwelling units.
- (h) "Hotel" means a building or part of a building that contains a general kitchen and dining and other public rooms, the remaining rooms of which contain no permanent provision for cooking and are usually hired to transients as places of abode and is capable of so accommodating at least fifteen persons.
- (i) "Boarding house" means a dwelling house where meals are served regularly for a charge.
- (j) "Lodging or rooming house" means a dwelling house where lodgings are provided for hire, or a building in which persons are accommodated with sleeping apartments and includes hotels and apartment houses in which cooking is not done in the general apartments, and where meals are not served to the occupants in a general dining room for a charge.
- (k) "Multiple dwelling" shall include an apartment house, boarding house and lodging house.

"Floor area" means that portion of a lot occupied by a building exclusive of any porch or garage.

"Front yard" shall mean a yard extending across the full width of the lot from the street line of the lot to the front wall of the building.

"Garage" means any building or structure or portion thereof in which automobiles or other motor vehicles containing in the fuel tanks thereof inflammable liquids are housed or stored, repaired, displayed, washed or serviced.

"Private garage" means a garage in which automobiles used for the personal purposes of an individual or a family are housed or stored, and which is under the control of such individual or family.

"Public garage" means every garage except a private garage.

"Height" as applied to any building, means the vertical distance of the highest point of the roof above the mean grade of the curbs of all the streets adjoining the building or the mean grade of the natural ground so adjoining, if such grade of the ground is not below the grade of the curb.

"Institution" means a building used by an organized body or society for promoting a particular object or objects, usually of a non-commercial nature.

"Lot" or "property" means a parcel of land whether or not occupied by a building or structure.

"Corner lot" shall mean any lot situated at the junction of two or more streets which, at their point of junction, form an angle of not more than one hundred and thirty-five degrees adjacent to such corner lot.

"Interior lot" shall mean any lot other than a corner lot. The width of the corner lot in excess of fifty feet distant from the street intersection and the depth in excess of one hundred feet distant from the street intersection shall be considered to be and shall be treated as an interior lot.

"Through lot" shall mean any lot other than a corner lot, owned by the same person or persons and having frontages on two streets.

"Lot line" shall mean the division line between two or more lots or between any lot and street.

"Depth of lot" shall mean depth from the street line to the rear lot line, or between street lines of a through lot.

"Width of lot" shall mean, where the side lot lines are parallel, the distance measured at right angles from such side lot lines across each lot, and where such side lot lines are not parallel the mean distance between them.

"Occupied" shall include "designed to be occupied" or "intended to be occupied".

"Parking lot" means any area for which an occupancy permit has been issued for the storage of more than five motor vehicles in the open air.

"Percentage of lot occupancy" shall mean that portion of a lot or parcel of land upon which a building is or may be erected in accordance with the provisions of this By-law. In determining such area, that part covered by unsheltered steps or cornices shall be excluded but that part covered by a roofed verandah shall be included.

"Primary window" means a window in a living room or bedroom of a dwelling.

"Professional person" means a person who is a member of one or more of the following professions and who is licensed to practise same:

- (a) Doctor, Physician or Surgeon
- (b) Dentist
- (c) Barrister or Solicitor
- (d) Architect or Engineer

"Property" - see "Lot".

"Rear yard" shall mean a yard located between the rear wall of a building and the rear lot line and its depth shall be the distance or the mean of the distance between the rear wall of the building and the rear lot line.

"Service Station" shall mean any building or land used or intended to be used for the retail sale of gasoline and the servicing of automobiles.

"Side yard" shall mean a yard extending from the front wall of the building to the rear wall of the building and lying between the side line of the lot and the nearest side wall of the building.

"Sign" includes the painting, posting or hanging of any advertisement, sign or notice on a building or structure.

"Set-back" means the setting back of the exterior walls of a building which are above the basic height, from the line of the exterior walls of the building which are below the basic height limit.

"Structure" means everything that is built or constructed of parts joined together and includes "Building" and "erection".

"Use" shall mean the purpose for which a building, structure or premises or part thereof is used or occupied, or intended to be or designed to be used or occupied. "Used" shall include "arranged to be used", "designed to be used" and "intended to be used".

PART II.

GENERAL PROVISIONS

1. No person shall erect, construct, alter, reconstruct, repair or maintain any building, or

locate or carry on any industry, business, trade or calling, or use any land or building within any District without complying with the provisions of this By-law applicable thereto.

2. Any use of buildings or land which does not conform with the provisions of this By-law, and which has been legally established before the coming into effect of this By-law, or any amendment thereto, hereinafter referred to as "a non-conforming use", may be continued except as hereinafter provided. Any use of any building or land that exists at the date of any amendment hereof and is made non-conforming by such amendment may be continued, but such use and such building or land shall be subject to the provisions herein respecting abandonment, vacancy, reconstruction, alteration and repair.
3. Any non-conforming use that is discontinued, or unused, for more than three consecutive years shall not be resumed, nor shall such non-conforming use revert to any other non-conforming use, provided that the Board may, by resolution, defer enforcement of this provision for one or more further periods of three years in any case in which it may determine.
4. Nothing in this By-law shall require any change in the plans, construction or use of any proposed building or structure for which an application for a building permit has been received by the Inspector of Buildings and the erection of which, pursuant to any permit granted, was commenced prior to the date of the coming into effect of this By-law, provided that such erection is completed within two years from the date of issue of the said permit.
5. Nothing in this By-law shall operate to relieve any person of the obligation to obtain any license, permission, permit, authority or approval required by this or any other By-law of the City.
6. (a) Nothing in this By-law shall apply to prevent -
 - (1) the strengthening or restoration to a safe condition of any non-conforming building or structure provided such strengthening or restoration is necessary in the opinion of the Inspector of Buildings, or
 - (2) the alteration or repairs of any existing non-conforming building or structure, provided such alteration or repair will not materially, in the opinion of the Inspector of Buildings, increase the height, size or volume or change the use of such building or structure, or in any way further contravene any provision of this By-law.
- (b) Where no structural alterations are made in a building of a non-conforming use, such use may be changed to a use which in the opinion of the Inspector of Buildings is of similar character.

7. Where setbacks are required under the provisions of this By-law in respect to a building, such setbacks shall be at the rate of one foot for each two feet that the building exceeds the permissible basic height and shall be applied to all the outer walls of the building.
8. The owner of every building hereafter erected or altered for use as an apartment house or hotel shall therein, or upon lands appurtenant thereto, provide and maintain accommodation for storage of motor passenger vehicles for the use of such apartment houses. Such accommodation shall consist of at least one hundred and sixty (160) square feet of accessible storage space for every two dwelling units in such apartment house or hotel, exclusive of the area of the front yard and entrance or driveway leading to such storage accommodation.
9. Every lot, or some part of every lot, used for residential purposes shall abut on a street and a building shall be deemed to abut on the street opposite to its principal entrance, or if such entrance is not opposite to a street then upon the street from which it gains its principal access, provided that -
 - (a) Where such street is less than sixty (60) feet in width no portion of any building shall be located at a lesser distance from the centre line of such street than thirty (30) feet.
 - (b) No building shall be erected on lands abutting or fronting on a private thoroughfare unless such building is located at least twenty (20) feet from the centre line of such thoroughfare.
10. Except in the case of a lot of less average width than forty feet (40'), every side yard upon which a primary window of a dwelling house to which it is appurtenant opens shall have a width of not less than four (4) feet. In the case of other windows the width shall be not less than two (2) feet.
11. No part of a building the floor of which is at an average depth of more than four feet below the grade shall be used for human habitation.
12. Every building hereafter erected shall be located on a lot as herein defined and in no case shall there be more than one building on one lot except as otherwise provided in this By-law.
13. Within any residential district, except as hereinafter provided, no building or land shall be used for any purpose other than that of private residence, and no building or land shall be used for the storage of lumber, junk or other goods, or for any commercial purpose other than for a garden.

PART III.

ZONES.

1. For the purpose of this By-law and of the maps contained in Appendix "A" hereto annexed, hereinafter referred to as "Zoning Maps", the following classes of zones are hereby established, namely:

R 1	Single family dwelling zone.
R 2	General residential zone.
R 3	Multiple dwelling zone.
C 1	Local business zone
C 2	General business zone.
C 3	Industrial zone.
P	Park and Institutional zone.

2. The uses of buildings and land permitted by this By-law in such zones may be referred to as R 1, R 2, R 3, C 1, C 2, C 3 and P uses respectively.

3. The City of Halifax is hereby divided into the districts herein referred to as "use zones" delineated on the Zone Maps aforesaid, which maps and the notations, references and other information shown thereon are hereby incorporated in and declared to form part of this By-law to the same extent as though fully described herein.

4. Where the position of the boundary line of a use zone as shown on any zone map is not coincident with the limit of a street, but parallel thereto, and the distance from such street line is not indicated such boundary line shall follow the rear lot lines of the properties fronting on such street as such lines exist at the date of the coming into effect of this By-law, excepting that where a rear lot line is at a greater distance than one hundred and fifty (150) feet from such street line the boundary line shall be deemed to be a distance of one hundred and twenty (120) feet therefrom, provided that this exception shall not apply to residential zones.

5. Where a zone map indicates that the permissible uses of lots fronting on intersecting streets are not the same, the use permissible for a corner lot shall be the same as that applicable to the street upon which the proposed building or other use is intended to front, regardless of the other permissible uses of such corner lot as indicated on the map unless the zone map distinctly shows it otherwise.

PART IV.

R 1 ZONE

SINGLE FAMILY ZONE.

(First density residential)

1. No person shall, in any R 1 zone, erect, alter or use any building in whole or in part, or use any land for any purpose other than one or more of the following uses, namely:

- (a) a detached one-family dwelling house.
- (b) the office of a professional person located in the dwelling house used by such professional person as his private residence.
- (c) a public park or playground.
- (d) Church or Church Hall.

Any use accessory to any of the foregoing uses.

2. Buildings erected, altered or used for R1 uses in an R1 zone shall comply with the following requirements.

Lot frontage minimum	40 ft. except when a lot faces on the outer side of a curve in the street in which case the minimum frontage may be reduced to 25 ft.
Lot area minimum	4,000 sq.ft. (See note below).
Height maximum	35 ft.
Lot coverage maximum	35 percent.

Note: Except when a lot of less area but not less than 3300 square feet is owned at the date of the coming into effect of this By-law by a person or persons not owning other adjoining lots.

Wherever in any R1 district a one-family dwelling house has become too large, obsolete, unsuitable or unmarketable for single family use, such dwelling house may, on application to and with the approval of the Board, be remodelled and used as a multiple dwelling house, provided that the building is, in the opinion of the Inspector of Buildings, structurally sound and no exterior addition thereto or exterior alteration thereof is made except with the approval of the Inspector of Buildings. If prior to the granting of such a building permit any of the nearby owners of property indicate in writing to the Inspector of Buildings that they are opposed to the proposed remodelling, he may refer the permit to the Board before granting same and the Board shall hold a public hearing before making its decision.

3. With the exception of those streets shown on the attached building line plan, a front yard shall be provided of not less than fifteen feet in depth, provided however that where the lots fronting on one side of any street between two intersecting streets are occupied by buildings to the extent of forty per centum, or more, of the total frontage (not including lots flanking on such street) no building shall be erected or structurally altered so as to project beyond the average depth of the existing yards; and provided further that no front

yard shall be required to be greater than the said average depth, nor greater than 30 feet. In the case of those streets shown on the "Building Line Plan" (see appendix) the front yard requirements shall be as indicated on that plan.

4. A rear yard shall be provided of not less than twenty feet in depth.
5. A side yard shall be provided on each side of the building of not less than ten per centum of the width of the lot, provided that the maximum width of any side yard need not exceed six feet, and the provisions of this clause shall apply to both sides of the building.
6. In the case of a corner lot at the rear of which (whether a lane intersects or not) is a lot fronting on a street which flanks such corner lot, the width of the side yard on the corner lot along the flanking street shall be not less than six feet, nor less than half the depth of the front yard on the lot in the rear of such corner lot. This regulation shall not, however, where the provisions of the next preceding clause are complied with, reduce the buildable width of a corner lot to less than twenty six feet. No accessory building on such corner shall project beyond the front yard line of the lot in the rear.
7. The keeping of not more than three boarders or lodgers in a dwelling in an R 1 zone shall be permitted but no window display or sign of any kind in respect to the use permitted by this clause shall be allowed.
8. Within the said district it shall be unlawful to utilize any portion of the exterior of the building or other structure for the purpose of advertising, or to erect or maintain any billboard or sign except:
 1. One sign board not exceeding six square feet in area appertaining to the sale or rent of the building or lot.
 2. One non-illuminated trespassing, safety or caution sign not exceeding one square foot in area.
 3. A sign not exceeding one square foot in area indicating the name and profession of a professional person.
 4. A bulletin board for a Church or Church Hall.
 5. A sign of reasonable proportions for a non-residential building, a park or playground if such sign has first been approved by the planning board after submission of plans or sketches satisfactory to the Inspector of Buildings.

PART V.

R 2 ZONE

(GENERAL RESIDENTIAL ZONE)

(Second density residential zone)

1. No person shall, in any R 2 zone, alter or use any building in whole or in part, or use any land for any purpose other than one or more of the following uses, namely:

- (a) R 1 uses as hereinbefore set out.
- (b) Semi-detached dwellings.
- (c) Duplex and double duplex and three storey dwellings containing not more than 4 apartments excluding janitor's quarters.
- (d) Converted multiple dwelling house.
- (e) School, college, university, library, museum.
- (f) Fraternity house.
- (g) Community Centre or Public Hall.
- (h) Fire Station.
- (i) Uses accessory to any of the foregoing uses.

2. No person shall in any R 2 zone erect, place or display any billboard or sign except those permitted in R 1 zones.

3. Buildings erected, altered or used for R 2 uses in an R 2 zone shall comply with the following requisites.

Requirements

	Lot frontage ft. <u>Min.</u>	Lot area sq. ft. <u>Min.</u>	Side yard ft. <u>Min.</u>
R 1 uses	40'	4000	3
Semi-detached	70'	8000	6
Duplex	50'	7000	6
Double duplex	80'	10000	8
Converted Multiple dwelling house	70' (Note 1)	9000 (Note 2)	6
Fraternity house	60'	8000	6

(Note 1: except where lot faces outer side of a curve when frontage may be reduced to 25 feet.)

(Note 2: except where existing two storey dwellings are converted to a three storey dwelling in which case the minimum lot frontage may be 40 feet and the minimum lot area may be 6000 sq. ft.)

4. Front yards - The requirement of Part IV above shall apply.

5. Lot coverage - Maximum lot coverage shall be 35 per cent.

6. Maximum height - Maximum height shall be 35 feet.

PART VI.

R 3 ZONE

(MULTIPLE DWELLING ZONE)

(Third density residential)

1. No person shall in any R 3 zone erect, alter or use any building in whole or in part, or use any land for any purpose other than one or more of the following uses, namely:
 - (a) R 1 and R 2 uses as hereinbefore set out.
 - (b) Boarding house.
 - (c) Lodging or rooming house.
 - (d) Apartment house.
 - (e) Hotel.
 - (f) Sports or Social Club.
 - (g) Hospital, excepting hospitals for the treatment of infectious diseases.
 - (h) Institutions - other than for correctional use, or for the treatment of mental cases.
 - (i) Green house.
 - (j) Uses accessory to any of the foregoing uses.

2. Building erected, altered or used for R 1 and R 2 uses in an R 3 zone shall comply with the requirements of R 1 and R 2 zones respectively, as detailed in Parts IV and V above.

3. No person shall in any R 3 zone place or display any billboard or illuminated sign.

Non-illuminated signs may be erected if, in the opinion of the Inspector of Buildings, they are of reasonable proportions and will not constitute a hazard to the public or a nuisance to the property holders in the area.

4. Buildings erected, altered or used in an R 3 zone shall comply with the following requirements:
 - (a) Basic height maximum - (R 1 and R 2 uses 35 feet maximum. (R 3 uses 50 feet
Provided however, that in an R 3 zone the height of a new building for R 3 use may be increased if setbacks are applied to all that portion of the building over 50 ft. in height in accordance with the provisions of paragraph 7, Part II, above.
 - (b) Lot coverage - maximum 50%
 - (c) Minimum front yards (R 1 and R 2 uses, (provisions of Part IV (shall apply except (that the min. requirements for front (yards shall be 10' (instead of 15'.

R 3 uses - 10 ft.
 - (d) Minimum side yards (R 1 and R 2 uses, provisions of Part IV only. (R 3 uses - See Appendix (I.

PART VII

C 1 ZONE.

(Local Business Zone)

1. No person shall, in any C 1 zone erect, alter or use any building in whole or in part, or use any land for any purpose other than one or more of the following uses, namely:
 - (a) R 1, R 2 and R 3 uses as hereinbefore set out.
 - (b) Stores for the purpose of retail trade only.
 - (c) Filling station.
 - (d) Public garage, theatre, bank, community hall, office Municipal building, hairdresser, funeral home, restaurant, dry cleaner or dyer, except when in the opinion of the Inspector the operation of same would cause a nuisance.
 - (e) Any use accessory to any of the foregoing uses.

2. Any persons carrying on a business may place upon and parallel to the front of the building a non-illuminated signboard not exceeding three feet in height and limited to the space immediately above the ground floor store windows extending the length of such front and appertaining solely to the ownership of the business conducted therein.

illuminated signs may be erected if in the opinion of the Board they are of suitable proportions and design and will not constitute a nuisance to the property owners in the area.

3. The basic height of buildings in this zone shall not exceed 35 ft.

4. The building line laid down for the adjacent residential buildings shall also apply to those buildings hereafter erected or altered to C 1 uses. If, however, it is intended to erect or alter a building for C 1 uses between two existing buildings of C 1 use neither of which encroach over the street line, then such erections or alterations may be carried out in line with the two adjacent existing buildings.

5. Side yards are not required for C 1 uses in C 1, C 2 or C 3 zones.

PART VIII

C 2 ZONE

(General Business Zone)

1. No person shall in any C 2 zone erect, alter or use any building in whole or in part, or use any land for any purpose other than one or more of the following uses:
 1. (a) R 1, R 2, R 3 and C 1 uses as hereinbefore set out.

- (b) Any business or commercial enterprise except when in the opinion of the Inspector of Buildings the operation of same would cause a nuisance or a hazard to the public.
 - (c) Billboards not to exceed 1000 sq.ft. in area.
2. There shall be an appeal to Council from the refusal of a permit by the Inspector of Buildings under this Part.
2. No front, side or rear yards are required for C 2 uses in C 2 zones.
 3. The height of a building in a C 2 zone shall not exceed the height at the property line of more than 6 stories, nor 80 ft., but above the height permitted at the property line two feet may be added to the height of the building for each foot that the building is set back therefrom.

PART IX

C 3 ZONE

(Industrial Zone)

1. No person shall in any C 3 zone erect, alter or use any building in whole or in part, or use any land for any purpose other than one or more of the following uses:
 - (a) R 1, R 2, R 3, C 1 and C 2 uses as hereinbefore set out.
 - (b) Any commercial enterprise except when in the opinion of the Inspector of Buildings the operation of same would create a nuisance or a hazard to the public.
2. There shall be an appeal to Council from the refusal of a permit by the Inspector of Buildings under this Part.
3. No front, side or rear yards are required for C 2 or C 3 uses in a C 3 zone.

PART X

P ZONE

(Park and Institutional Zone)

1. No person shall in any P zone erect, alter or use any building in whole or in part, or use any land for any purpose other than one or more of the following uses:
 - (a) Public Park
 - (b) Recreation field, sports club, public hall and other like community purposes.
 - (c) A cemetery
 - (d) A hospital, school, university, monastery, Church, library, or other institution of a similar type, either public or private.
 - (e) Uses accessory to any of the above uses.

- 2. No person shall in any P zone erect, place or display any billboard or sign except those permitted in R 1 zone.
- 3. Basic height)
 Lot coverage) Provisions of Part VI
 Minimum front and rear yards) above apply.

PART XI

EXCEPTIONS

GENERAL:

- 1. The height regulations herein set forth shall not apply to Church spires, Church belfries, chimneys, flagpoles, radio poles, water tanks, elevator enclosures or penthouses occupying in the aggregate less than ten percent of the area of the roof of the building on which they are located.
- 2. Air wells or shafts shall not be considered as open spaces on computing the percentage of lot occupancy, nor shall any air well or shaft be constructed or used except for the purpose of lighting or ventilating an accessory room.
- 3. When the yard regulations cannot be determined on lots of peculiar shapes, such regulations shall be determined by the Inspector before issuing a building permit.

EXCEPTION TO R 1 ZONE:

- 4. In case of conflict between the provisions of this Zoning By-law and the provisions of sections 816, 817, 818, 819, 820, 821, 822, 823, 824 and 824A of the Halifax City Charter, the provisions of the said sections shall prevail.

EXCEPTION TO R 2 and R 3 ZONES:

- 5. The Council, after receipt of a report from the Town Planning Board, may permit any building or part of any building within the said districts to be used by any person residing in such building for the purpose of a beauty parlor or a barber shop, provided that no structural alterations shall be permitted to any such building for the purpose of such beauty parlor or barber shop, nor shall any evidence of the use of such building for such purpose be visible from the exterior of such building nor shall any sign, placard or other advertising device respecting such beauty parlor or barber shop be placed on, in or about such building so as to be visible from the exterior thereof.

PART XII

ENFORCEMENT.

- 1. It shall be the duty of the Inspector of Buildings to see that this By-law is enforced.

PART XIII

PENALTY

1. Every person who violates any provision of this By-law or who suffers or permits any act or thing to be done in contravention or violation of any provision hereof, or who neglects or fails to do any act or thing herein required to be done, shall be guilty of an offence and liable to a penalty not exceeding fifty dollars (\$50.00) and to a further penalty of not less than ten dollars (\$10.00) a day for each and every day on and during which such offence continues.
2. Every such penalty shall be recoverable with costs on the information or complaint of the Inspector of Buildings of the City of Halifax under the Summary Convictions Act of Nova Scotia, all the provisions of which said Act shall apply.

PART XIV

PERMITS.

1. No person shall erect any fence, building or structure unless the location and plan shall have been approved by the Inspector of Buildings.
2. Every application for a building permit shall be accompanied by a ground plan in duplicate showing the lot lines, the actual dimensions of the lot or lots and the proposed building or buildings, and the relation of such building or buildings to the lot or property lines, together with such other information in detail as may be necessary to comply with the provisions of this By-law applicable thereto. An applicant for a building permit shall, except in cases where such requirement is obviously unnecessary, deposit with the Inspector of Buildings a plan of survey showing such of the above information as may be deemed necessary to the Inspector of Buildings to secure compliance with the requirements of this By-law.
3. It shall be the duty of the Inspector of Buildings to keep and maintain a complete record of all such applications, particulars and plans.
4. No permit for excavation for, or erection of, any building or part of a building, or for repairs to or alterations of a building shall be issued until after a statement of its intended use has been filed by the applicant.
5. No land shall be used or occupied and no building hereafter erected, altered, repaired, etc. shall be used or changed in use, nor shall the use of any existing building be changed, until an occupancy permit shall have been issued by the Inspector of Buildings.
6. No occupancy permit shall be granted by the Inspector of Buildings unless he is satisfied that the proposed use will not in any way violate the provisions of this By-law.
7. A record of all occupancy permits shall be kept on file in the office of the Inspector of Buildings and copies shall be furnished on request to any

persons having a proprietary or tenancy interest in the building or area affected.

8. An occupancy permit, either for the whole or for part of a building, shall be applied for coincident with the application for a building permit, and the granting or refusal of this occupancy permit shall be determined by the Inspector of Buildings before the building permit is considered.
9. If the proposed occupancy of the building for which a permit is requested would violate the provisions of this By-law, or if for any reason in the opinion of the Inspector of Buildings the occupancy permit should not be granted, the Inspector of Buildings shall not grant the building permit.
10. If the building permit is granted by the Inspector of Buildings the occupancy permit applied for at the time of the building permit shall be issued by the Inspector of Buildings within ten days of the completion of the building, provided the building has been completed in conformity with all City by-laws and codes.
11. Every person who contravenes or fails to comply with any of the foregoing provisions relating to permits shall for each such offence be liable to a penalty not exceeding one hundred dollars and in default of payment to imprisonment for a period not exceeding one month.

PART XV

POWERS OF COUNCIL

1. When in its judgment the public convenience and welfare will be substantially served or the appropriate use of neighboring property will not be substantially or permanently injured, the Council may, in a specific case, after public notice and hearing, if deemed necessary, and subject to appropriate conditions and safeguards, determine and vary the application of the regulations herein established in harmony with their general purpose and intent as follows:
 - (a) Permit public utility or public service uses and structures in any district when found to be necessary for the public health, convenience or welfare.
 - (b) Permit in any district farming and truck gardening, nursery gardens and green-houses, a federal, provincial or municipal building, crematory, cemetery, airport, golf course, sanatorium, hospital and institution of an educational or philanthropic nature.
 - (c) Permit the extension of a district where the boundary line of a district divides a lot in a single ownership at the time of the passing of this By-law.
 - (d) Permit the extension of a non-conforming use or building upon a site occupied by such use or building at the time of the passing of this By-law.

- (e) Permit a temporary building for use of commerce or industry in a dwelling district which is incidental to its residential development, such permit to be issued for a period of not more than one year.
- (f) Permit such modification of the yard or lot area or width regulations herein as may be necessary to secure an appropriate development of the lot where such lot was separately owned at the time of the passing of this By-law and is of such restricted area that it cannot be appropriately developed without such modification.
- (g) Permit the erection of one-family dwellings upon sites of a lesser width or area than is required herein in cases where, by reason of existing ownership or existing building developments, it would be manifestly unjust to require strict adherence to the requirements of this By-law, provided further, however, that in no case permission be granted for such erection except as otherwise provided in this By-law upon a site of lesser area than three thousand square feet.

APPENDICES

APPENDIX I.

Minimum side yards for R 3 uses in R 3 zones.

	<u>3 Storey and under.</u>	<u>Over 3 Storey.</u>
Lodging or Rooming house	6	10
Apartment House	10	5 ft. per storey
Hotel	10	4 ft. per storey
Hospital or Institution	15	4 ft. per storey
Other R 3 uses	3	10