

Council,
March 17, 1960.

His Worship the Mayor: "The way it was settled here was a retroactive pay of 2%."

Alderman DeWolf: "2% and 3% because Alderman Dunlop made an example of what it would mean and it would mean \$1.80 over the 2%."

His Worship the Mayor: "We weren't arguing that point."

MOVED by Alderman Wyman, seconded by Alderman O'Brien, that the interpretation of the action taken by City Council be that there be a 2% increase retroactive to January 1, 1959 and that a further 3% on that 1959 rate, be applied to 1960.

Alderman Wyman: "The effect and the example that was used was \$3,000.00 would be that the 1960 amount would be \$3,151.80."

Alderman Trainor: "Of that \$3,151.80 the employee has already received \$60.00."

His Worship the Mayor: "No."

Alderman Lloyd: "There are two things to be said. You, in effect, agree to give the employees for 1960 \$3,151.80. The employees said, 'We would like to have a 2% increase retroactive for 1959 which is a separate transaction.'"

Alderman O'Brien: "I think there is a little mathematical error in saying \$151.80. I think 5% of \$3,060.00 is \$153.00."

Alderman Lloyd: "That is right."

Alderman Trainor: "A man in 1960 gets \$3,153.80."

Alderman Dunlop: "That is not 5%."

His Worship the Mayor: "It is a little more than 5%."

Alderman Trainor: "What happens to the \$60.00 he already got? That is not included in that \$3,153.80."

His Worship the Mayor: "No, because he got it last year."

Alderman Trainor: "Then, we are giving him 7%."

His Worship the Mayor: "No. It cost us 7% to put this into effect."

Alderman Trainor: "That is not what we were given that evening. A man getting \$3,000.00 would cost us \$60.00 cash right away for last year. We paid that as soon as the Finance Department could get the T4 slips made up. Then we took the \$3,060.00 and we took 3% of that and that was to be his pay in 1960."

Alderman Lloyd: "No, his rate of pay was to be increased by 3% over the

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1959 revised salary."

Alderman Trainor: "All right, in 1959 he has received \$3,060.00. Then, you take 3% of that which is \$91.80."

Alderman Lloyd: "And we get a new rate of pay."

Alderman Trainor: "Now, the man in 1960 is going to get \$3,091.80."

His Worship the Mayor: "No, you deduct \$60.00 off of that."

Alderman O'Brien: "If the \$60.00 is incorporated into the rate in 1959, it is still there in 1960."

His Worship the Mayor: "Yes, it is still there."

Alderman Trainor: "Then, we are giving them more than 5%. We are giving them 7%."

His Worship the Mayor: "No."

Alderman Trainor: "I voted on the basis that an employee who was getting \$3,000.00 was to receive a cash retroactive payment of \$60.00 which was 2%. That was for 1959. The first of January, 1960 he was going to get \$3,060.00 and we multiply that by 3% which would give \$3,091.80."

His Worship the Mayor: "I think the motion of the Deputy Mayor is clear and if anybody does not feel that way about it or they take a different view, they can vote against it."

Alderman Dunlop: "Does the motion mean that the \$3,000.00 man is now getting \$3,151.80 for 1960?"

His Worship the Mayor: "Yes."

Alderman Lloyd: "And he has received \$60.00 for last year."

The motion was put and passed.

APPOINTMENT - INDUSTRIAL DEVELOPMENT COMMISSION

His Worship the Mayor nominated Mr. G. D. Anderson as a member of the Industrial Development Commission for a term of three years, expiring April 30, 1963, which was agreed to by City Council.

LETTER RESPECTING RENTAL CONTROL - COUNTY OF HALIFAX

The following letter was submitted by His Worship the Mayor:

Council,
March 17, 1960.

March 10, 1960.

Charles A. Vaughan,
Mayor,
City Hall,
Halifax, Nova Scotia.

My Dear Mr. Mayor:

Although you have probably read in the newspapers what I am about to say, I merely wish to confirm what has already been printed, to you formally.

A few days ago our county council, by majority vote, decided not to participate in a Rental Control Scheme.

I feel that the decision of council was swayed, to some extent, by the fact that a large portion of the sub-division areas of Dartmouth, at a rate-payer's meeting, voted down any participation in a Rental Control Scheme.

Yours very truly,

F. G. H. Leverman,
WARDEN.

Filed.

1960 LEGISLATION

Deferred to the next meeting of Council.

LORD NELSON HOTEL AGREEMENT

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

From: T. C. Doyle, City Solicitor.

Date: March 11, 1960.

Re: Lord Nelson Hotel Tax Agreement.

At a meeting of the Finance and Executive Committee held on March 10, 1960, I suggested that instead of amending the old agreement and legislation, a new agreement be entered into and that it contain certain provisions as follows, and which were approved by the Finance Committee, to wit:

- (1) (a) The Company will construct the addition with at least 130 additional hotel rooms (of which not more than 20 shall be sample rooms and not more than 10 shall be one-room hotel apartments).
- (b) Convention space to be provided for at least 1000 people and 800 seated for meals.
- (c) Additions and renovations to include all facilities normally provided by an hotel, as shown on the plan and specifications pursuant to which building permit was issued.
- (d) The addition to blend with the present building and to be of first-class material, design and equipment.

(2) November 30, 1961 to be the completion date.

(3) If the Company completes the construction by November 30, 1961, it will pay the sum of \$65,034.34 for each of ten years following completion in lieu of other taxes, excepting fire protection charges.

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(4) If the Company does not complete the addition by November 30, 1961, the Company will be assessed in the regular manner, but no tax is to be assessed on the addition, but only on the land on which the construction is taking place, prior to November 30, 1961.

(5) If the construction of the said addition is continued but is not completed by November 30, 1961, the Company can complete the same, and special tax will only start from the date of completion and if this happens during any year, the taxes may be apportioned for that year. This tax concession is granted only until November 30, 1971, regardless of the date of completion.

(6) The agreement applies only to guest rooms, dining and other facilities for the preparation and serving of food, lounges, convention and assembly rooms, barber shop, beauty parlor, laundry and valet service for guests of the hotel, shoe shine and news stand, and parking area, all of which are designed and intended primarily for the use of hotel guests. No occupancy tax shall be assessed in respect of these services whether the same are operated by the Company or by an individual, firm, partnership or company by way of lease or concession. Any space leased for purposes other than those mentioned above is to be assessed in the regular manner.

(7) The agreement will be ratified by legislation and upon the passing of such legislation, the old agreement and any former legislation pertaining to the above will be revoked and repealed.

T. C. Doyle,
CITY SOLICITOR.

Mr. Ian MacKeigan, Solicitor for the Lord Nelson Hotel, was present.

Alderman Lane asked the City Solicitor for an explanation of Clause 4.

City Solicitor: "It means that if by November 30, 1961, they have not completed the building, they will go on the regular assessment roll, but we will not put any tax on them for what they put up prior to November 30, 1961."

Alderman O'Brien: "Just the land, only."

Alderman Lane: "Why should not the part of the building constructed up to that point be assessed?"

City Manager: "The reason for it was that we presently have legislation with no termination date, but when the termination date was picked out, the builders of the Hotel wanted protection on the building which was incomplete until that completion date of November 30, 1961. It is a little more than a year which gives them a reasonable time to complete the building without any taxation. After that, they go on full taxation, but we wanted to be sure that the land was taxed right straight through as it should be whether there is a building on it or not. So, that takes care of the land and lets the addition go until November 30, 1961, after which time when it has been completed, it comes under the agreement. If it isn't completed, it goes under regular taxation."

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Alderman Lane: "In the balance sheet of the Lord Nelson Hotel Company, Limited, for December 31, 1958 and submitted to the shareholders on December 18, 1959 there is a footnote that says: 'Excavation, steel work, and considerable concrete construction has already been done on the extension of the Hotel premises, but substantial funds will be required for completion'. Mr. MacKeigan, when will those substantial funds be available?"

Mr. MacKeigan: "I have no specific instructions. The estate of the late Mr. Kowal, who is the principle owner of the Lord Nelson, is not yet cleared. It was due to be cleared early this month in Detroit. I was instructed by the Solicitor handling the estate that that is adjourned; and until that has been cleared, we have not received final succession dates when it will be released. That has a bearing upon the question of raising the funds. As soon as that is cleared, I am instructed that the funds will be available."

Alderman Lane: "On that same balance sheet, and I presume that since this is submitted to the shareholders in December, 1959, it is the last one available for December 31, 1958, under the assets there are two items -- Investment in William Pitt Hotel Limited, Chatham, Ontario - \$240,522.00 and advances to other companies \$293,250.00. Unless I read it incorrectly, that means that more than \$500,000.00 of the Lord Nelson Hotel assets have been loaned. Has that money been returned in 1959?"

Mr. MacKeigan: "The William Pitt Hotel in Chatham, Ontario has been a subsidiary for some time. I would have to check the date."

Alderman Lane: "My only point in asking the question is that it seems that in view of the footnote and the incomplete state of the Hotel, which I am sure you agree is an eyesore, more than \$500,000.00 of Lord Nelson Hotel assets have been made available to somebody else, and apparently are not usable for the completion of the Hotel."

Mr. MacKeigan: "I am not sure how far Council wishes to go into analysis of the balance sheet of the Lord Nelson Hotel Company, Limited at this public hearing. I am not attempting to avoid the question. It is apparent to anyone that the \$300,000.00 to which Alderman Lane referred is not sufficient to complete the Hotel. In the meantime, there is no point in going ahead in bits and pieces. They have only slightly more than \$400,000.00 invested in the

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excavation and the steel work. They aren't going to leave that to rot. In the meantime, there isn't any point in taking \$300,000.00 and putting up a few more slabs of steel. The money to which Alderman Lane refers, I have no doubt will be available when they are ready to go ahead."

Alderman Lane: "There are plans to complete the Hotel, are there Mr. MacKeigan?"

Mr. MacKeigan: "Of course."

Alderman Lane: "It is not my particular concern. It has been mentioned to me countless times. Not a week goes by that I am not approached by some citizen of the City and asked how long it is going to stay there. I am not making this my personal crusade. I have no quarrel with the owners of the Lord Nelson Hotel. As far as I am concerned, they operate a very nice hostel; but I do think that this particular thing is of interest to the citizens and I suggest that the Lord Nelson Hotel balance sheet has a bearing on this problem because of the fact that it contains information that his City should have had previously."

Mr. MacKeigan: "The balance sheet is essentially no different from what it has been for several years. I think this has no bearing on the question. To get back to the main question, Alderman Lane has asked a perfectly fair question as to the intentions of the Company; and the intentions of the Company, according to my instructions, are that they are going ahead as soon as possible and hope that physical evidence of that will be apparent within a very few weeks. This Hotel started the expansion of hotels in this City. They started with the construction and due to circumstances beyond their control, with a particular financing plan, due to the death of Mr. Kowal and the particular nature of his holdings in the United States, they could not proceed forthwith. There has been a remarkable delay with respect to the estate. I am instructed that those things are just about completed and the Lord Nelson Hotel Company, Limited has every intention of going ahead."

Alderman Lloyd: "Mr. MacKeigan has answered the question and I am sure Alderman Lane will not object if I remind the Council that it was I who proposed that we bring on a completion date of this building in a contract because in my mind it was a very important missing link. We had to have some practical

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businesslike lever to insure the Company operators would carry out the program which they had conveyed to us in legal documents. The missing link was the fact that there was no penalty for failure to complete within a reasonable time. So, we had to find a practical lever and it is 'that if you don't complete by a certain date, you go on full taxation'. As to the balance sheet of the Company, if it has investments in another operation, surely anybody advancing funds to the Lord Nelson Hotel will take cognizance of the value of those investments. They are not, unless they can throw it away or divert it from this operation here, then I don't think the discussion here tonight is germane. Furthermore, the obtaining of funds was not part of our agreement. Where they got them and how they got them, that was the concern of the Lord Nelson Hotel Limited. They came to us and asked for a tax concession. They portrayed a proposal to us. We wanted them to build and we encouraged them to build the type of construction the community needs. The missing link was no lever to force them to complete their undertaking. To work out a practical agreement, we have to be practical with them. They have asked us to be reasonable in the length of time before we invoke any penalties. That is what we have done. Now, if they don't complete by November, 1961 which is their own projection and what they think they can accomplish, within reasonable forecast, having due regard, I presume with their financial position, and the length of time it takes to complete the contract, they are perfectly willing themselves to admit to the penalty clause. This is just a businesslike document that we are working out now which wasn't, I suggest, under the previous legislation."

Mr. MacKeigan: "The Company is quite prepared and has been all along to accept the principle that they should have a reasonable date of completion. I believe that my client is quite in accord with the type of agreement that the City Solicitor and I have worked out."

MOVED by Alderman Wyman, seconded by Alderman Lloyd that the report be approved. Motion passed.

LEGISLATION - SECTION 512 - CITY CHARTER

Deferred to the next meeting of City Council.

LOCAL NO. 108 - MEMBERSHIP OF SUB FOREMEN

Deferred to the next meeting of City Council.

Council,
March 17, 1960.

ADMINISTRATIVE REPORT FOR FEBRUARY

The Administrative Report for the month of February was submitted and copies of the same were furnished the members of the Council for their information.

Filed.

TAX RATES - 1960

To: Mr. Ralph Stoddard, City Clerk.
From: L. M. Romkey, Commissioner of Finance.
Date: March 1, 1960.

I advise you that in pursuance of Section 409 of the City Charter, I have in accordance with the under-noted calculations fixed the rate of taxation on business assessments and on business realty for the civic year 1960 at \$4.86 per hundred.

Estimated Expenditures approved by City Council, Feb. 25, 1960	\$14,058,142.11	
business rate of taxation per hundred		2,000.00
		<u>\$14,060,142.11</u>
Income	\$4,830,513.47	
Poll Tax estimated for 1960	275,000.00	5,105,513.47
		<u>\$ 8,954,628.64</u>
LESS: Appropriation from Current Surplus		209,851.14
		<u>\$ 8,744,777.50</u>
LESS: Residential Realty and Household Assessments		
\$178,776,170.00 @ \$2.06 per hundred		<u>\$ 3,682,789.10</u>
		<u>\$ 5,061,988.40</u>
Business Realty and Business Assessments		
\$104,156,140.00 @ \$4.86 per hundred		<u>\$ 5,061,988.40</u>

This letter further advises you that I have complied with the resolution of the City Council passed on February 25, 1960, and have declared the current business rate of taxation to be Four Dollars and Eighty-six Cents (\$4.86) per hundred.

Please notify City Council accordingly.

L. M. Romkey.
COMMISSIONER OF FINANCE.

Filed.

LESS: ...

I advise you that in pursuance of Section 409 of the City Charter, I have in accordance with the under-noted calculations fixed the rate of taxation on business assessments and on business realty for the civic year 1960 at \$4.86 per hundred.
Estimated Expenditures approved by City Council, Feb. 25, 1960
business rate of taxation per hundred
Income
Poll Tax estimated for 1960

20-1-5 20

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March 17, 1960.

LETTER OF APPRECIATION TO COUNCIL FROM UNION NO. 143 RE:
SALARY INCREASE

February 23rd, 1960.

His Worship Mayor C. A. Vaughan and
Members of City Council,
City Hall,
Halifax, Nova Scotia.

Gentlemen:

On behalf of the members of Local 143 of the Halifax Civic Employees Union, I wish to take this opportunity to thank you for the recent five per cent increase granted to all civic groups.

We realize the problems your Salary Committee were confronted with and wish to express to them our sincere thanks and appreciation for listening to our views along with many many more.

Sincerely,

C. H. Burbridge,
PRESIDENT.

Filed.

11:50 P. M. - Meeting adjourned until March 24, 1960 at 8:00 P. M.

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Also present were Messrs. A. H. Stoddard,
Chairman; Aldermen
C. A. Vaughan, Mayor; Councillors
C. E. West, A. Moushah and Dr. A. B. Norton.

FREE PORT OF HALIFAX

Mr. Robert Strand addressed Council as follows:

"I don't want to come before Council in the role of Cassandra... but
Halifax, a city which lives by its port activities, is threatened as never
before. Without port activity we cannot maintain the level of
employment which is necessary, nor can we hope to attract new industries to
this area which depend on frequent ocean-borne traffic for the movement of

C. A. VAUGHAN,
MAYOR AND CHAIRMAN.

R. H. STODDARD,
CITY CLERK.

The St. Lawrence Seaway is an existing threat to our port,
and the proposed Chignecto Canal is an even greater one. Should the Chignecto
Canal ever become a reality, Halifax would within a few years be reduced to
a few years as an outpost of St. John. The map in the report prepared by the
Atlantic Advocate admirably illustrates exactly what is in store for Halifax
unless we do something drastic. The map indicates three major shipping lanes
using the Gulf of St. Lawrence as an approach to the St. Lawrence
Seaway, and then using the Chignecto Canal to go north to the United States.
Significantly, not one sea lane is shown approaching the port of Halifax.

"If Halifax is no longer to be the dominant Canadian port on the Atlantic
because of (1) the St. Lawrence Seaway and (2) the possibility of construction
of the Chignecto Canal (which would divert most of our present traffic to

CITY COUNCIL MINUTES
ADJOURNED MEETING

Dr. Morton
Council Chamber,
City Hall,
Halifax, N. S.
March 24, 1960
8:00 P. M.

An adjourned 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, Dunlop, Butler, Macdonald, Fox, Lloyd, Trainor, Wyman, Connolly and O'Brien.

Aldermen Lane and Abbott were absent due to illness.

Also present were Messrs. A. A. DeBard, Jr., R. H. Stoddard, W. J. Clancey, H. K. Randall, T. C. Doyle, L. M. Romkey, J. F. Thomson, V. W. Mitchell, G. F. West, K. Munnich and Dr. A. R. Morton.

FREE PORT OF HALIFAX

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"I don't want to come before Council in the role of Cassandra...but Halifax, a city which lives by its port activities, is threatened as never before. Without port activity we cannot expect to achieve the level of employment which is necessary, nor can we hope to attract new industries to this area which depend on frequent ocean-borne traffic for the movement of their products. The St. Lawrence Seaway is an existing threat to our port, and the proposed Chignecto Canal is an even greater one. Should the Chignecto Canal ever become a reality, Halifax would wither on the vine and end up in a few years as an outport of St. John. The map in the current issue of the Atlantic Advocate admirable illustrates exactly what is in store for Halifax unless we do something drastic. The map mentioned above shows a number of shipping lanes using the Gulf of St. Lawrence as an entrance to the St. Lawrence Seaway, and then using the Chignecto Canal to go south to the United States. Significantly, not one sea lane is shown approaching the port of Halifax.

"If Halifax is no longer to be the dominant Canadian port on the Atlantic, because of (1) the St. Lawrence Seaway and (2) the possibility of construction of the Chignecto Canal (which would divert most of our present traffic to

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St. John); then, another reason must be found to keep the port of Halifax thriving and growing.

"In spite of the fact that the free port idea was explored one hundred years ago and found wanting at that time, it is time now for another look at the idea...not merely from the point of view of a convenience, but from the point of view of a necessity. We must have something to offer shippers that will offset the advantages of the Seaway and the Chignecto Canal, something which will make it advantageous to use Halifax as a port.

"A free port and a free zone in Halifax can be that added something. The St. Lawrence Seaway, will, by the establishment of a free port and free zone, become an asset to us, rather than a detriment to our growth and prosperity. There are a myriad of possibilities for port and industrial development in this area once a free zone is established. It is unimportant whether or not a free port and a free zone would pay for itself at first. If it provided work for our people, increased shipping activity and brought new industrial development to Halifax, it would be well worth a small operating deficit.

"New Orleans is a case in point...twelve years ago it was a moribund port; today, thanks to the establishment of the free port and free zone, it is thriving and a growing port again.

"Recently, Mr. Green, Minister of External Affairs, said that Canada must look to Latin America as the logical market to develop in order to increase our foreign trade. Halifax is Canada's window on Latin America, and the logical port to receive shipments from that continent of 200,000,000 people, and from which to ship to them.

"I propose that we think about establishing a biennial Latin American trade and cultural Fair here in Halifax. Buildings and space are available, the Mayor has informed me, at the Exhibition Grounds. The project would be self-liquidating, inasmuch as the Latin American countries would pay for their pavilion space and so would the exhibitors from the Maritime Provinces and the rest of Canada. I have discussed the matter of the Fair with the Premier of

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Nova Scotia, Mr. Knight of the Department of Trade and Industry, as well as with Mr. Dan Wallace of the Department of Tourism. They are both enthusiastic about the idea. For one thing, if Nova Scotia can establish itself as the market place for the interchange of goods between Canada and Latin America, our port activities will be augmented. For another, the tourist possibilities are fabulous. As part of the cultural activities of the Fair Mariachis from Mexico, Cuzqueno dancers from Peru, and many other exotic attractions would make the Fair, and Halifax, a tourist mecca. After all, we must have something besides scenery to offer the tourists if we hope that they will continue to come in increasing numbers.

"These two proposals, the Fair and the free port, are really interlocking. Although each can exist and thrive without the other, I believe that both are worth exploring since all of us here are aware that our economy cannot be left to grow healthier without some planning for stimulation."

Alderman Lloyd: "So often these things have been suggested to us and sometimes the enthusiasm which somebody with vision has generated for an idea of this kind, unwittingly gets lost in the welter of the things that Council may have to do. I think that this suggestion and this matter of things that are happening in the Atlantic Provinces, can no longer be left to other people alone to deal with. I think some time ago, you, yourself, felt that this Council should be willing to deal with matters of policy which affect the City, and not become completely preoccupied with the potholes in the streets, light standards, and on on, but to give fuller expression to our views on matters of economics and general policies which affect this community. I think you have encouraged that. It seems to me the potential of a free port, the potential of a Latin American Trade Fair, as suggested by Mr. Strand, are very excellent thoughts; but these are current matters which, perhaps, should be dealt with more specifically by some special Committee of Council."

MOVED by Alderman Lloyd that His Worship the Mayor consider the appointment of a Joint Council and Citizens' Committee to look into the questions raised by Mr. Strand, and that he be invited to attend that Committee meeting,

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if not be a member of it, when he would have more time and opportunity to still further explore the potentials of the things he suggests and a report be made to Council.

The motion was seconded by Alderman Wyman and on being put, was passed.

His Worship the Mayor was requested to name the Committee for submission to Council at the next regular meeting.

CHAPLAIN SERVICE - BASINVIEW HOME

To: His Worship the Mayor, C. A. Vaughan

From: Dr. A. R. Morton, Commissioner of Health and Welfare

Date: March 24, 1960

Subject: Chaplain Service - Basinview Home.

When we opened Basinview Home last March we made no provision in our Estimates nor was any made in the 1960 Estimates to pay for any Chaplain service. We have always included this in the Estimates for the Halifax Mental Hospital and in that institution an amount of \$500.00 is included which is split equally between the Roman Catholic Clergy, Church of England Clergy and the United Church Clergy.

I have gone into the breakdown of the present population at Basinview Home and find at the present time, we have fifty-three Roman Catholic faith and sixty-four Protestant faith.

I would feel that some similar arrangement to what is done at the Mental Hospital should be carried on at Basinview Home. I recommend that I have authority to pay the three Clergy involved namely, Roman Catholic, Church of England and the United Church - \$150.00 per annum as an honorarium for the services they provide our guests.

I further feel that possibly this should be made retroactive especially for the Catholic Clergy who have been in continual attendance since the patients were moved in. The two Protestant Clergy have been active only since we have had the chapel and no regular services were carried out until this time.

Allan R. Morton, M.D., C.M., M.P.H.,
COMMISSIONER OF HEALTH AND WELFARE.

MOVED by Alderman Fox, seconded by Alderman Wyman, that the report be approved. Motion passed.

MARGISON REPORT - BICENTENNIAL HIGHWAY ENTRANCE TO CITY

Alderman O'Brien: "It seems to me there is a pertinent question that ought to be asked about the disposition of the Margison Report. The last time I asked in Council about it they said that there was staff study going on with a view to some changes or modifications. It seems to me the report which is

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dated last July is now sufficiently old and it ought to come before Council or a Committee of Council, officially, in the general principle of what is proposed, considered, and acted upon. If the general principle is accepted, then it seems to me modifications should be further pursued. If the general principle is not accepted, then some alternative general principle must be proposed and acted upon. I wonder if you can tell us whether this report will be on the agenda at either the next Council meeting or at the next Works Committee meeting with a report on the nature of whatever studies the staff may be carrying out on the matter, so that it can be brought to a head rather than left in obeyance, so to speak."

Alderman Lloyd: "We have directions where Committees must report within a certain time. I would like to see it on the record that the report has been presented to Council for debate. We may not deal with it tonight; we may not come to any conclusions tonight; but, I think the proper way to get it before us now will be to move tonight that the matter be now considered, then Your Worship and the Council will be free to deal with the matter, give directions as to its disposal, Public Hearings, if necessary, and so on, rather than have it done through a question period. I'm going to ask permission from Council to introduce this motion."

MOVED by Alderman Lloyd, seconded by Alderman O'Brien, that the Margison Report be now considered by Council.

Alderman Dunlop: "Mention has been made that the Report was dated in July. I know it's been in the hands of the Aldermen but I don't think it was in their hands in July at all."

City Manager: "It was in December."

Alderman Dunlop: "I think it was very late in the fall when the Aldermen received it. It might be dated July; I don't know when it reached the City but it certainly didn't reach the hands of the Aldermen anytime in July."

The motion was then put and passed.

City Manager: "I have some comments about when the Aldermen received the Report. On November 12, in Council, Alderman O'Brien asked for copies of that Report. I didn't get a copy myself until about September; and

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His Worship the Mayor only had one or two. I saw one sometime in August or September but I didn't get one until later. After you asked for it, I got in touch with either Margison or the Department of Highways; and, from one or the other, I got copies and they were distributed. I don't know what the date was but I would suppose it was early December."

His Worship the Mayor: "The Margison Report was sent to us on July 23rd. I stand almost accused in the public eye, at least by some persons, not members of this Council, of procrastinating on this particular problem. Certainly, procrastination was not the proper way to describe this thing, although I may have been accused of it. While it is true Council did not deal with this Report, one reason was because, in the meantime, we were carrying on discussions with the Department of Highways with respect to an entrance near Bayers Road. Not only that, but every month for the last four months, the question was asked in this Council, what progress was being made on the entrance of Bicentennial Drive. The answer I gave, each time, was that the City staff was working on the modifications in the scheme and that Plan was delivered to me this morning. Each time I had a reply it wasn't ready. Surely, I'm not expected to go in and do the drafting and technical work of the City."

Alderman Lloyd: "This was a subject of much debate at a meeting when you were away on City business elsewhere. Alderman O'Brien reported your indication to the Pinehurst Subdivision Association that you proposed to arrange for a Public Hearing on the matter at an early date. In view of some of the comments that were made at the meeting, particularly at the latter stages, one gentleman indicated that the matter would never be dealt with by the Council and would become an accomplished fact. It was then that we made clear to the ratepayers that any expenditure of funds on a project of this kind by the City of Halifax, required a two-thirds vote of its Council; and I must say this, on behalf of the Pinehurst people, that what they were looking for was 'When does this thing come to a head'? As you know, in organizational groups of this kind, the people get discouraged and they get sometimes a sense of frustration about things as time goes on. Sooner or later, they reach a

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point where perhaps what might be an opportunity for a reasonable solution to something; it is impossible because everybody is completely at arm's length and thoroughly annoyed over the whole matter. However, those of us present at the meeting agreed that we would present the matter tonight in Council and ask Council to have the report tabled officially; because it hasn't been done, and now find out where we go from here with this Report. Either look into its origin, if we want to tonight, what was the background of the Report, who wrote it, who designed it; and if it is a report of the Provincial Highways Department in which these people expressed opinions, or what. To lead the discussion and get the thing started; in June, Your Worship, you conveyed to the Council, I believe the minutes will show, the need for some appraisal of the approaches to the City from the Bicentennial Drive. That was in June of 1959 and you indicated at that time, whether you did it in the minutes or whether you did it officially, that there was co-operation available to us from the Provincial Department of Highways on this matter. They had been making studies. I don't recall exactly where this was ever said; but I gathered the impression that the Province was reluctant to say 'Here, this is what ours is; take it or leave it'. They wanted some independent expression of opinion on their own ideas whatever they may be. Was that not so, Your Worship?"

His Worship the Mayor: "Yes."

Alderman Lloyd: "I think that was so. Then the Council was asked to approve of our joining with the Province at the June meeting and agree to the appointment of authority. You were instructed to proceed to that end. On July 19th, you reported to Council, in the minutes, that our share of the cost of such a survey would be something in the vicinity of \$1,200.00; the total cost would be \$2,400.00. Now, when you read the Report, you find the Report is dated July 23rd, and about seven days later, we receive the Report. We don't receive it officially but the Report is made available to the City or the Province; I'm not sure which; but it's addressed to the City as well as to the Province."

Alderman O'Brien: "What happened on the 16th of July?"

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Alderman Lloyd: "On the 16th of July, the Mayor indicated in the minutes that the cost of this survey would be something in the order of \$2,400.00 and the City's share, \$1,200.00. If you look at the terms of reference, you find that the Margison people refer to a meeting with the Minister; our staff people were there; Your Worship was there; dated July 9th, 1959. Unless that date is wrong, it would look as though Margison undertook their job after they had the terms of reference agreed upon at this joint meeting on July 9th. The date appears that way. It appears that way from the Report. Then, between July 9th and July 23rd, in the lapse period of some fourteen days, they submit their Report. Now, on the face of this, one would, I think, say that this Report was really an independent expression of opinion on some existing recommendations. Was that so, Your Worship, or did they go out and make their own survey?"

His Worship the Mayor: "No, only on the basis of evaluation of several proposals. Two specific ones and the third was a suggestion of the Fairview entrance although they didn't treat that in detail on their plans."

Alderman Lloyd: "In other words, the Margison Report was a sort of an adjudication on reports that come from Highways Departments, plus alternative suggestions of our own staff, possibly; but they did it in fourteen days. In essence, what we're being asked to consider, really, is some modification of the original recommendations of the Provincial Department of Highways."

His Worship the Mayor: "Yes."

Alderman Dunlop: "What is the present situation? Is our Planner ready to report?"

His Worship the Mayor: "Our Planner, Mr. Munnich, is the only one doing this. We don't have a traffic man on the staff at the moment. A typical solution is to use Mumford Road as an entrance. Then, the Margison Report came out which almost confirmed the earlier 1956 suggestion of bringing in Engineering Consultants engaged by the City, County, Town and Province to survey highways and other matters. The only modification of Margison suggestions was that we have a traffic interchange built in the middle of the present bog area, and our staff has been working. Mr. Margison says he almost dismisses the

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Underpass approach to get rid of the high structures, which seems to be a major objection. They've been working on that and they have been doing some surveys. The Province has been doing surveys in the last few days. They are Provincial Government Surveyors who are working on the spot as suggested by our City staff. As the matter stands now, our Engineers have talked with the people from the Department of Highways with respect to a possible suggestion that the road might be introduced by the means of a subway. That in no way is to suggest that the City Council is agreed to the proposal. I thought it would be best to advise the Council, dig out all the information possible in advance, before you make a decision as to whether or not the City would agree, in co-operation with the Provincial Government, to take care of this flow of traffic as it comes down School Avenue by means of certain traffic devices in this area. They have not completed all their survey but we have on the board tonight, a plan which apart from some official details, is what they would suggest."

Alderman Dunlop: "I don't think that we can discuss that tonight until our people have finalized their thinking. If necessary, we can have a special meeting; but I don't think it is much good to discuss it now until we have our final report. I would move the matter be deferred until such time as the staff is ready to report and their report is circularized."

Alderman Lloyd: "We're in a little different category now, Your Worship. The matter is before Council. If this is referred to a Committee, they must report their progress, at least, within two weeks, under the City Charter. I agree that perhaps it would be unwise and precipitous on our part, tonight, to take a vote on Margison's Report; but I would like this situation to happen: I would like to have the notice or the time of the Public Hearing fixed so that the residents in the area affected can make their arrangements, be here and make their full presentations on these proposals. It's not only the engineering traffic and safety measures; there is a matter of finance as well involved in this program. Before you deal with the motion to defer Your Worship, who constructs the roadways and the streets in the area adjacent to the City?"

His Worship the Mayor: "The Provincial Government."

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Alderman Lloyd: "There may be problems in connection with financing traffic arteries in the City. We could give an indication that the Provincial Government recognizes that position, be fair to them about it. The proposal now is \$200.00 per mile to assist us in the maintenance of streets. On the other hand, I think it is proper for us to take the view that before 'you move it into our backyard, to make us pay half of this, please satisfy us fully and completely, that from an engineering point of view and the traffic movement point of view, it is highly impractical to locate a dispersal type of device outside the boundary of the City at some point further along on the Bicentennial Highway'. I don't know. I think they should be prepared to do that."

The Deputy Mayor assumes the Chair while His Worship the Mayor addresses Council from the floor.

His Worship the Mayor: "May I have something to say on this? Mr. Chairman and Members of the City Council, this traffic improvement is not new - the idea did not originate last year. In fact, it goes back to 1952, and before. We have in the possession of the City many plans - all kinds of plans. We have the plan of the Fulton Report. The Fulton Report was an examination of the highway leading into the City with particular emphasis placed upon the Armdale Entrance and the Fairview Entrance. As a result of the Fulton Report, the City and the Province cooperated in the construction of the Rotary at the head of the Arm Bridge. You mention a proposal here but I cannot find the accompanying map, but this is the Fulton Report. As indicated in the type of this proposal, dated May 20th, 1953, is predicated upon Bayers Road becoming a third main entrance to the City of Halifax. In so doing, however, it relegates the Fairview Entrance to one of minor importance since the use of the present subway to enter the City would mean a turning motion of approximately one-half a mile, then this traffic would have to pass the subway and travel one-half mile before getting back to it. Now, there the Bayers Road Entrance again is mentioned in Proposal No.5. These are proposals of the Department of Highways in 1951 and 1953. We have, in addition to that, in 1954, a Brief from the Bottleneck Committee, so-called, of the Halifax Branch of the Community Planning Association of Canada, and while they say they're not a technical Committee, it has collected data over

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the past two years and has arrived at what we feel is the only effective solution to the Bottleneck problem. Now reading part; 'traffic counts taken at both the Armdale Rotary, Armdale Bridge and the Fairview Underpass, in the Autumn of '52 and Spring of '53, indicates that traffic is heavy at the Arm Bridge in the Summer months'.

It adds this; 'our Association is of the opinion that what is needed is not only improvements to existing exits as much as additions of entirely new exits; thought should be given to proposed route taken out of the City from approximately the west end of Bayers Road'.

Later in their Report we have the words of Admiral Houghton, then Director of Civil Defence for Halifax. A letter says he cannot claim any special knowledge of matters with respect to traffic, but it seems that the word 'bottleneck' has tended to grow into sort of a 'catchword' and wherever it is used in that connection in Halifax, it really gives confused impressions of traffic jams. Actually, the problem is much more than that. While the building of cloverleaves and traffic circles, and so on, may tend to relieve the situation to some extent, it seems to me it is only evading the question. What we need are more exits and better exits, more roads and wider roads, the new bridge - this was before the Halifax Harbour Bridge was built - would give relief. The Bridge across the Arm would help. More roads or even one more good six-lane highway leading straight out of the City across the Fairview-Armdale Isthmus would probably provide as good a solution as can be found. Admittedly Admiral Houghton was no 'traffic authority'.

"In this same Report, Mr. Gardiner is quoted - Mr. Gardiner is, as you know, the Super-Mayor of Toronto, Metropolitan Toronto. He states in his speech on this subject 'if the Municipality does not have adequate plant equipment, industry and commerce will go elsewhere. Industry and commerce, commercial enterprise needs water, sewers, roads, public transit and residential accommodation for their work-force'.

This was before the 'Fred Gardiner Expressway' was built in Toronto, and the 'Fred Gardiner Expressway' was designed by a competitor of Margison, and Margison did the design work on the 'Dawn Valley Parkway'.

In 1955, we had a report from the Provincial Department of Highways.

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Mr. Wickwire, still Deputy Minister of Highways, reported to his Minister and to the Council, proposing for them to bring in a new highway down across the Dutch Village Road by means of Rosemount Avenue. The Proposal of the new trunk highway leaving the City via Rosemount Avenue has not been included in this Report, other than to suggest what appears at present the most economical way of connecting with Dutch Village Road. Consideration of a possible route or routes that a new trunk highway should follow would be more properly a subject for further report. I am merely mentioning this to you to indicate that this question of the road coming down or approaching the City near Bayers Road, is not my suggestion, as has been pointed out recently. I'm not the author of this plan and I have been trying, in my discussions with the Minister of Highways, to minimize as much as possible, the effect upon the citizens of Halifax on any entrance to the Highway. One fact we must accept and it is this, that the Highway is going to come down School Avenue and it's going to stop at Dutch Village Road. Now, we are faced with this possibility - what happens to the traffic when it gets down to the junction of the new Highway and Dutch Village Road? You can well imagine the chaos that will exist unless some traffic device is used to break up traffic and disperse it in an orderly fashion. We cannot possibly do so on the basis of the existing Dutch Village Road. You can be assured that Bayers Road is going to get an awful lot of this traffic. My only concern is that when Council deals with this matter, that it will have all the information available to it, so it will be able to make a decision in the light of, not what I would like would be political considerations, but rather on what's best for the City of Halifax and the citizens of Halifax. I hope that when we do discuss this matter that we will be free from any political taint to our discussions and only deal with this as it effects the one hundred thousand people living in the City of Halifax, not forgetting for one minute, the effect upon the people in the immediate neighborhood of the suggested traffic improvements.

"Now, the arguments are made about traffic or traffic going by somebody's door. No one has a guaranteed right in the City of Halifax, on any street, to freedom from traffic passing by his door. We hear so much about these trucks. Every time we mention traffic somebody raises the 'boogeyman' of trucks.

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I wish we had a hundred times as many trucks in Halifax because trucks are indicative of commerce and we need commerce and trade very badly in this City. What would happen to the City of Halifax tomorrow if we had a major change in Defence policies? You could watch the value of your houses and businesses crumple over night. That is why I am so anxious to do all I can to make sure that business and commerce can live in this Community without hysterics being engendered when something is suggested. As far as children are concerned, no one has more regard for the lives of children than I. I have children of my own and I'm just as anxious to see them spared the dangers of heavy traffic as all of you are. The Chief of Police has told me this, and it is borne out by the record of the Police Department, that there are less accidents on Quinpool Road, Robie Street, Kempt Road, Lady Hammond Road and these major so-called highway streets than there are on such streets as Allen Street and Albert Street. It is the side streets where we have more accidents involving children than the major highways. Now, there's a serious problem effecting the children's movements back and forth to School, or anything else. We can make devices by means of overpasses, or what have you, and the laying on of additional School crossing guards - we now have thirty to protect the children in movement from the Schools and back home again. I hope when Council considers this matter, that it consider it only in the light of what's best for all of Halifax not forgetting, for one minute, the fact that there are people who live in the immediate neighborhood of this particular traffic improvement suggestion who do deserve some special consideration. I won't deny that for one minute, but if the people in this room, including the Council, think for one minute that there's going to be less traffic on our City streets, then they are badly mistaken. A recent Traffic Authority was in my Office discussing another forthcoming report when he indicated that the traffic in the Halifax area is going to increase, by reason of increased Motor Registration, in the nature of nine percent each year for the next five or six years. Now, you can imagine these additional automobiles, and most of these automobiles will come, or originate, in the suburban areas trying to get into and out of Halifax every day. These people will also be coming here to shop and to carry on their business.

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"Now, in the light of all these known facts, I hope that when the Council considers these matters that it will consider them with an open mind, with no previous commitments to anyone, and to judge these points on their merits. If Council decides not to agree, or not to go along with the Province on suggestions, that it be a solution arrived at fairly after due and careful consideration. Thank you."

His Worship the Mayor resumes the Chair.

Alderman Lloyd: "Your Worship, there was only one thing I noticed the other day that should be added to the history of this. There is some correspondence on the matter, which is in the City Manager's file, from the Minister of Highways, Mr. G. I. Smith, which I was examining. I might say, Your Worship, part of this was precipitated by rather an alarming assertion at the meeting. The three of us Aldermen were not telling the facts that this report had been dealt with by Council. We were all pretty certain but we didn't want to say anything positive or dogmatic about it, but subsequently it appears we were right, the matter had not been discussed. Well, this focused attention on dates and things and the matters that were reported tonight, to clear the matter up, which had nothing to do with the political aspirations of anybody outside this Council Chamber for a Seat in the Provincial Government. When I am in this Council, I represent the citizens of Halifax regardless of their party. Now, Mr. Smith did indicate in this correspondence that they were about to proceed with the construction at this end of the Bicentennial Drive. In due course, School Avenue would be developed in the meantime as a service street pending the solution of this matter. That's the way the correspondence reads, or to that effect. Unfortunately, since those earlier reports, we have had all kinds of housing developments and commercial developments in the area so that much of what was said, in the earlier days, has now reached the point where we have additional complications and problems to deal with. My only concern is that the report has been before us. Was there a meeting here with Mr. Wickwire and were there present some members of the Pinehurst Subdivision?"

His Worship the Mayor: "Yes, they were invited to attend."

Alderman Lloyd: "They were invited to attend. The matter was discussed at that stage trying to find out what the reactions were to these proposals.

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In other words, there were indications that you were anxious to abide by the wishes, not to ignore the reasonable requests of any taxpayer. However, the point now before us is this; when do you think we might get down to a discussion of the proposal so that we can hear these people who have been prepared for some time?"

His Worship the Mayor: "I'll ask Mr. West to let me know when he can give me a final report on the drainage problems. Has that been finished yet?"

Mr. West: "Yes, Your Worship. That will be in your hands tomorrow morning."

His Worship the Mayor: "All right. We'll discuss this at the next meeting of Council on the 14th of April."

Alderman Lloyd: "There will be a public notice in the newspaper, and the opportunity to be heard in the matter."

Alderman Dunlop: "No doubt there will be a large delegation here. I think you should have a special meeting to give it the full evening, if necessary, and not be bothered with other items."

The Deputy Mayor assumes the Chair.

Alderman O'Brien: "Mr. Deputy Mayor, before this is disposed of, or closed off, for tonight, I would like to say just a few words. I think the Mayor made a very good presentation of a lot of very pertinent facts but it seems to me that beside the developments which Alderman Lloyd referred to taking place since these Reports were written, there is another major factor which is new in the situation; and that is the development of a limited access highway, which will, in effect if this proposal goes through, funnel most of the traffic from Provincial points better than having it distributed through a variety of entry points. It seems to me that this is a sufficiently new factor as to warrant some further consideration of some of the alternatives, alternatives to Mumford and Bayers Roads. The Mayor said earlier that the Terms of Reference, which we don't have a copy of yet; a summary is in the Report, but not the full terms, included consideration of a possible Fairview entry point. I find it difficult to find in the Report any serious consideration of that at all. They referred to the two alternatives, the Mumford Road scheme which was drafted by Mr. Munnich, and the Department of Highways' Bayers Road scheme. Those were the only two

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things they gave any serious consideration to. This is the big point at issue, whether there isn't a practical possibility of developing a leg from the Bi-centennial Highway into the Fairview Overpass, whether modified or otherwise, which will syphon off a lot of the heavy truck traffic which can go in through Kempt Road, Barrington Street, Lady Hammond Road, to the north-end industrial areas and down to the waterfront area without having to pass through all the residential parts of the City including, of course, this area out near Bayers Road. It seems to me this is the thing many of us in Council hoped 'Margison' would consider, and we get no information from 'Margison' which is of any value to us on this point. This we have to consider ourselves since our experts didn't consider it or report seriously on it, so that when this comes before a Committee, it seems to me, this is one of the first things we must consider and make some decision on."

Alderman Lloyd: "I like the suggestion that Alderman Dunlop made, Your Worship. Could we fix another date at which a discussion could be held? I'm quite sure the Pinehurst Subdivision people want it to be a free discussion. They don't want to be involved in political considerations outside of what's important to them as taxpayers of the Community."

It was agreed that the matter be referred to a special meeting of Council to be held on April 13, 1960, and a Public Hearing to be held in this connection.

PROPERTY ACQUISITION

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

At a meeting of the Redevelopment Committee, held on the above date, reports were submitted from the Compensation Officer recommending purchase of the following properties:

<u>PROPERTY</u>	<u>OWNER</u>	<u>ASSESSED VALUE</u>	<u>5%</u>	<u>TOTAL</u>
Grafton St. (Vacant Lot)	Harry Long	\$ 250.00	\$ 12.50	\$ 262.50
214-16 Grafton Street	M. S. Clarke	5,500.00	277.50	5,827.50

Your Committee concurs in the recommendation of the Compensation Officer.

Respectfully submitted,

R. H. Stoddard,
CITY CLERK.