

Council,
May 5, 1960

group of people who have unlimited resources; this is an organization of people who, through their own efforts, pooling their resources, getting together and working as a group - co-operative enterprise; they have obtained a building. They have made commitments on the strength of what they were told by vested authority. They have complied in every possible respect with the regulations and the laws of the City.

"I would have no compunction whatsoever to say that these people should not be treated with a little bit of consideration if they had tried in one instance to flaunt the law. They asked opinions from the proper Officials and they followed through 100%. They were told 'This is a location in which you can operate'. Before they even signed their name to the Agreement of Sale, they were assured this was the proper area. They made their commitments based on this information that they had and now you are being asked to deny them the right to operate in this area.

"I'm a little reluctant in saying this but I think that you should remember that the person who is here tonight asking you to deny this permit, is a person who is there with a non-conforming use himself. In other words, what he is saying to you gentlemen is this: 'Let me be a non-conforming use but don't let anybody else do the same thing'. I say to you that the person who has appeared here tonight to ask you to deny this permit, should be the last person to ask you that. The persons involved in this organization are good, honest, decent citizens. They are not asking to do anything wrong; they are asking for a good, honest operation.

"Parking problems exist anywhere in the City of Halifax today. Fortunately, we have a progressive City and this is why we have parking problems. If you want to park anywhere in this City today, you are going to look around for a parking place. I have gone up there two or three times myself to look this situation over. I certainly didn't have any problem to park there within two minutes' walking distance from #92 North Street. This is an R-3 zone as I understand it. This is a permissible enterprise in an R-3 zone. While I appreciate Mr. Kennefick's objection, whatever his reasons are, those are his own; I say that one citizen should not be in a position to decide what a great number of other persons want to do. They will not hurt him one iota. I have

Council,
May 5, 1960

an idea that they will bring him business. Most of these people don't have cars anyway. I suggest that this is a case where the decision of your Building Inspector was a proper one and there should be very strong, cogent reasons before it is upset. I suggest that that has not been brought to this Council tonight."

Mr. Samuel Detheridge, President of the Organization, addressed Council as follows: "We are a fraternity, a lodge, and a member of a world-wide organization. We are all around the Empire. We have been in operation in Halifax since 1921 when the charter was brought ashore off H. M. S. "O'Rourke", a British ship turned over to the Canadian Navy. We have been operating in Halifax ever since. We respect the law and we are a charitable organization. Perhaps you gentlemen don't realize what we do. We contribute to every worthwhile charity in the City: Rainbow Haven, March of Dimes, United Appeal, the Nova Scotia Home for Coloured Children; and we bought a church some hymn books last month. Two years ago there was a tragedy in Springhill and 22 of those people who died were members of our Lodge. We sent them \$3,478.00 and we have the proof in our official record. Contributions came as far away as Arabia and Germany. Service men find a wonderful opportunity in our Order to establish friendships all over the world. Our Navy men who visit England can go to any one of 10,000 lodges in the British Isles and find friendship. Our soldiers in Germany can go to service lodges there and our airmen in France can go to them. You can go to Gibraltar, Malta, Benghazi, South Africa right through to Australia, New Zealand and back to the West Coast of Canada and you will find our lodges there.

"We're not a bad organization; we don't hurt people; we help them. I see no reason why we should be refused to continue with the good work that we have done in the past."

Mr. Carl Curry addressed Council as follows:

"I want to speak to you on the matter Mr. Kennefick brought up concerning the parking. We are now located at #178 Gottingen Street in the Gottingen Street business section. We have no parking facilities there. We have been there now for several years. We never had any problem of parking the cars

Council,
May 5, 1960

that we own. There has never been any complaints in that section against us. So far as parking is concerned, we will have to do the same thing there as we had to do downtown--go look for a parking space."

His Worship the Mayor: "Mr. Curry, isn't it fair to say that not far from your organization, at its present location, there are substantial meter parking areas, especially on the east side of Maitland Street? There is a good deal of parking space available to you at all hours where you normally would find vacant spaces."

Alderman Lloyd: "I think it is pertinent to ask the Club this question. I think they realize that we do have a traffic problem of that type, but they will have to co-operate fully in trying to see to it that parking is not worsened; otherwise, you would get in trouble. Some restrictions would have to be enforced by the Chief of Police. In fairness to Mr. Kennefick, I think that the City can lay down regulations, at any time, with respect to parking. Will that present any problem to your Club?"

Mr. Amiro: "I am told that there are a very, very limited number of Club members who have automobiles and a smaller number who take them to Club meetings."

Alderman Lloyd: "Where could there be parking for their members?"

His Worship the Mayor: "On Creighton Street."

Alderman Lloyd: "It could get to be a traffic situation as Mr. Kennefick points out. If the Chief of Police moves in, you won't be able to park. You will have to go some distance away to park. Does that present any problem for you?"

Mr. Amiro: "No."

Alderman Abbott: "There are a couple of supermarkets in the immediate area. Perhaps they could make arrangements to park there. I suppose most of their members would be gathering there in the evening and traffic, of course, is becoming more acute all the time. Perhaps the Club has in their mind that they would like to buy property in the area and make a parking lot for their members at some future time. I think we all should be looking forward to that because of the traffic situation as it is. Perhaps they could tell us if they have anything in mind."

Council,
May 5, 1960

Mr. Amiro: "From handling the affairs of this Club, I would say that their predicament, at the moment, is that they have invested to the extreme. They don't foresee any problem about parking because not enough of their members have cars to make it a problem."

Alderman Lloyd: "Even if it was, you are subject to regulations laid down by the Traffic Authority anyway. That is the risk you take. You may find you can't park or you may have to park some distance away."

Alderman Trainor: "I wonder if Mr. West was consulted on this matter of granting the permit at #92 North Street?"

Mr. West: "In listening to Mr. Amiro, he mentioned that the Club Officials had consulted with all the appropriate Officials and he included the Commissioner of Works as being one. I never, at any time, discussed this particular application with the members of this Club. It only comes to my attention when the appeal was forwarded to the City Clerk and I received a copy."

Alderman Trainor: "I wonder if the same thing could be asked of Mr. Munnich."

Mr. Munnich stated that he had not been contacted directly by the occupant on the matter but that he had seen the permit.

Alderman Trainor: "I would like to say something to Mr. Amiro with reference to what he said about Mr. Kenefick. He may be in a non-conforming use but Mr. Kenefick, in 1949, took the steps to have a proper hearing before the Town Planning Board in this Council Chamber to receive the permission from the City at that time. Mr. Kenefick has with him, and I read it this evening, a copy of the advertisement which was in the paper calling a hearing. Even though, after that date, in 1949, the Town Planning Act came into effect, Mr. Kenefick took the necessary steps to be established properly on that corner. I think this is a very serious matter and a problem to those people in the neighbourhood."

MOVED by Alderman Trainor that the Occupancy Permit be denied the Buffalo Lodge for the use of #92 North Street.

Council,
May 5, 1960

His Worship the Mayor: "I think the motion should be either confirming the granting of the permit or to order the cancellation of it."

MOVED by Alderman Trainor that an order be issued to cancel the Occupancy Permit issued to the Buffalo Lodge for #92 North Street.

There was no seconder to the motion.

MOVED by Alderman Lloyd that the issuance of the Occupancy Permit be confirmed.

Alderman Lloyd: "I'm only doing it because, already, this Association has invested money; has undertaken investment of further money for alterations. I'm satisfied that they are a fraternal organization. I questioned the Chief of Police as to whether or not, without looking back in his records, if there were any problems that might be associated with such an organization; and he said, 'Not to his knowledge'. Is that not correct, Mr. Chief of Police?"

Chief of Police: "That is correct."

Alderman Lloyd: "I feel that Mr. Kennefick's concern is well placed. I have every sympathy for him in his position. I think he is concerned about traffic and I think he is concerned about an organization which perhaps has some beverage and that it might cause some inconvenience to the neighbours. On the other hand, I should point out to Mr. Kennefick that he has the protection of the law on both occasions. We fully expect the Club members to conduct themselves as they claim they have done in the past at other locations. Otherwise, the operations of law would affect them most adversely. We would fully expect the City Council to take appropriate action both on traffic matters in that area, as well as on the matter of any other disturbances or inconveniences to the neighbourhood. In view of the large sum of money which this Organization has outlaid in this matter, and the fact that they have taken steps to the best of their ability to inform themselves on it, I feel we would be invoking quite a hardship on the membership if the permit is not granted."

The motion was seconded by Alderman Wyman.

Alderman Wyman: "There's no real point in my saying anything further about it. Alderman Lloyd has already said the things that I would have said except for one. I would like to ask: There is provision for an appeal from

Council,
May 5, 1960

the issuance of a permit by the Building Inspector?"

His Worship the Mayor: "Yes, fifteen days."

Alderman Wyman: "It seems to me that this is a very long time after the issuing of the permit for there to be an appeal before us. Perhaps if the mechanics of the appeal had operated more quickly, the Club might not have been put to the same inconvenience that it would have if this motion should fail now."

His Worship the Mayor: "When did the Club buy the property?"

Mr. Amiro: "I think that the transaction was put through on September 1, 1959."

His Worship the Mayor: "When did the Club make application for an Occupancy Permit?"

Mr. Amiro: "It was granted March 4th. I think it was sometime in February in 1959."

His Worship the Mayor: "What repairs or alterations were undertaken prior to February 23rd by the Club?"

Mr. Amiro: "None, because there was a tenant on the premises and I had something to do with evicting them."

His Worship the Mayor: "Were you the Solicitor for the Lodge at this time?"

Mr. Amiro: "Yes, I was. In case I've been unfair to Mr. West, I said that Mr. West was consulted. I see the permit was granted by Mr. Napier."

His Worship the Mayor: "Yes, that is right."

Mr. Amiro: "I don't want to be unfair to Mr. West."

Alderman Fox: "As I understand it, the permit has been granted."

His Worship the Mayor: "That is correct."

Alderman Fox: "An appeal has been filed. What prompted the appeal? Who makes the appeal?"

His Worship the Mayor: "Any citizen can make an appeal."

Mr. Kennefick: "We made the appeal when we found out what was going to be next door. We didn't know anything about it; there wasn't anything in the paper. The people just started asking what was going to be next door."

Council,
May 5, 1960

Alderman Fox: "Has it gone to the Town Planning Board?"

His Worship the Mayor: "It doesn't have to go to the Town Planning Board."

Alderman Fox: "Then, it has never been there."

His Worship the Mayor: "It wouldn't normally go to the Town Planning Board."

His Worship the Mayor stated that the Building Inspector can refuse an Occupancy Permit if the area is not suitable for the type of occupancy and there is also provision for appeal from such refusal, and continued: "At the same time, if a permit is granted, the persons living in the locality must also be given the right to make an appeal. This is set out in the Charter providing for the normal appeal date of fifteen days from the granting of the permit."

Alderman Abbott: "Is that fifteen days after the permit has been granted?"

His Worship the Mayor: "Yes; fifteen days after the permit has been granted. The Council has every right to deny the permit in the same manner as the Inspector has the right to refuse one if, in his opinion, it is unsuitable for the locality."

The motion was put and passed with Alderman Trainor wishing to be recorded against.

MOTION TO RESCIND RESOLUTION OF COUNCIL - MARCH 17, 1960 - TO EXPROPRIATE
#12 STARR STREET

MOVED by Alderman O'Brien, seconded by Alderman Abbott, that the motion approved by Council on March 17th to expropriate #12 Starr Street and pay into Court the sum of \$32,000.00, be rescinded. Motion passed.

EXPROPRIATION - #12 STARR STREET AT ASSESSED VALUE PLUS 5%

TO: His Worship the Mayor and Members of City Council

FROM: Committee on Works

DATE: May 3, 1960

SUBJECT: Expropriation - #12 Starr Street

The Committee on Works at a meeting held on the above date, considered a report from the Commissioner of Works recommending the expropriation of the property known as Civic Number 12 Starr Street for redevelopment purposes, as provided under Section 624 of the City Charter, and that \$19,845.00, which is assessment plus 5%, be paid into Court.

Council,
May 5, 1960

The Commissioner of Works also submitted expropriation plan No. SS-5-14800 showing the property involved outlined in red, and description of same.

On motion of Alderman Macdonald, seconded by Alderman Trainor, the report and the attached resolution were approved and recommended to City Council.

Respectfully submitted,

CLERK OF WORKS.

TO: His Worship the Mayor and Members of the Committee on Works
FROM: G. F. West, Commissioner of Works
DATE: April 28, 1960
SUBJECT: Expropriation - Civic Number 12 Starr Street

The following is a report on the expropriation of property owned by Atlantic Garage Limited, on the west side of Starr Street between Jacob and Hurd Streets known as Civic Number 12 Starr Street.

Expropriation Plan No. SS-5-14800, showing the property involved outlined in red, and description of same are attached.

It is recommended that the City expropriate this property for redevelopment purposes, as provided under Section 624 of the Charter and that \$19,845.00, which is assessment plus 5%, be paid into Court.

G. F. WEST,
COMMISSIONER OF WORKS.

BE IT RESOLVED that this Council does hereby adopt the recommendation contained in the resolution passed at a meeting of the Committee on Works held on the 3rd day of May, A. D., 1960, for the expropriation of certain land for Redevelopment Purposes, being on the western side of Starr Street between Jacob Street and Hurd Street, and which is more fully described in the resolution of the Committee on Works and set out on a plan prepared by the Commissioner of Works dated April 25th, 1960, and bearing Number SS-5-14800, referred to in the resolution;

AND BE IT FURTHER RESOLVED that the said land be and the same is hereby expropriated, and that the City Clerk do pay to the Prothonotary of the Supreme Court of Nova Scotia, the sum of Nineteen Thousand Eight Hundred and Forty-five Dollars (\$19,845.00) of lawful money of Canada, as the price or compensation to be paid by the City for the said land.

RESOLUTION

WHEREAS the Commissioner of Works has submitted a report, dated the

Council,
May 5, 1960

28th day of April, A. D., 1960, and also a plan and description covering the expropriation of certain land for Redevelopment Purposes, being on the western side of Starr Street between Jacob Street and Hurd Street;

AND WHEREAS the Committee on Works is of the opinion that the said land should be acquired for the purpose aforesaid;

AND WHEREAS in the opinion of the said Committee it is desirable that the said land should be acquired by expropriation;

THEREFORE BE IT RESOLVED that the City Clerk pay to the Prothonotary of the Supreme Court of Nova Scotia the sum of Nineteen Thousand Eight Hundred and Forty-five Dollars (\$19,845.00) as the price or compensation to be paid by the City for the said land.

The land hereinbefore referred to is more particularly described as follows:

ALL that certain lot, piece or parcel of land situate, lying and being on the western side of Starr Street between Jacob Street and Hurd Street in the City of Halifax, as shown bordered in red on a plan entitled "Expropriation Plan of Certain Lands Required by the City of Halifax for Redevelopment Purposes", dated 25th April, 1960, and being on file in the Office of the Commissioner of Works of the City of Halifax at City Hall as Plan #SS-5-14800; the said land being more particularly described as follows:

Beginning at a point where the western official street line of Starr Street is intersected by the northern boundary line of land now or formerly owned by Clifford F. Jubien and John J. Sheehan;

thence northwardly along the said official street line of Starr Street for a distance of ninety-eight feet and eight tenths of a foot (98.8') or to the southern boundary line of land now or formerly owned by Rebecca Cohn;

thence westwardly along the said southern boundary line of land now or formerly owned by Rebecca Cohn for a distance of fifty feet and five tenths of a foot (50.5') or to the eastern boundary line of other land now or formerly owned by Rebecca Cohn;

thence southwardly along the said eastern boundary line of said other land now or formerly owned by Rebecca Cohn for a distance of sixteen feet and nine tenths of a foot (16.9') or to the southern boundary line of said other land now or formerly owned by Rebecca Cohn;

thence westwardly along the said southern boundary line of the said other land now or formerly owned by Rebecca Cohn for a distance of twenty-one feet and three-tenths of a foot (21.3') or to the eastern boundary line of land now or formerly owned by A. H. Buckley;

thence southwardly along the said eastern boundary line of land now or formerly owned by A. H. Buckley for a distance of seventy feet (70') more or less or to the northern boundary line of land now or formerly owned by the City of Halifax;

Council,
May 5, 1960

thence eastwardly along the said northern boundary line of land now or formerly owned by the City of Halifax for a distance of twenty-one feet and three-tenths of a foot (21.3') or to the eastern boundary line of said land now or formerly owned by the City of Halifax;

thence southwardly along the said eastern boundary line of land now or formerly owned by the City of Halifax for a distance of four feet and three-tenths of a foot (4.3') or to the aforesaid northern boundary line of land now or formerly owned by Clifford F. Jubien and John J. Sheehan;

thence eastwardly along the aforesaid northern boundary line of land now or formerly owned by Clifford F. Jubien and John J. Sheehan for a distance of fifty feet and nine-tenths of a foot (50.9') more or less or to the place of beginning;

Containing an area of sixty-three hundred square feet (6,300 sq. ft.).

MOVED by Alderman O'Brien, seconded by Alderman Abbott, that the report and Resolutions as submitted be approved. Motion passed.

MOVED by Alderman Abbott, seconded by Alderman Trainor, that this meeting do now adjourn. Motion passed.

Meeting adjourned 9:15 P. M.

LIST OF HEADLINES

Public Hearing Re: Rezoning Southwest Corner of South & Davis Streets from R-2 Zone to R-3 Zone	503
Public Hearing Re: Rezoning Northwest Corner of Duffus & Gottingen Streets from R-2 Zone to C-2 Zone	510
Appeal - Occupancy Permit - #92 North Street	510
Motion to Rescind Resolution of Council - March 17, 1960 - To Expropriate #12 Starr Street	521
Expropriation - #12 Starr Street at Assessed Value Plus 5%	521

C. A. VAUGHAN,
MAYOR AND CHAIRMAN.

R. H. STODDARD,
CITY CLERK.

OFFICE OF THE MAYOR,
CITY HALL, HALIFAX, N. S.

May 5, 1960

To: The Members of City Council.

Dear Aldermen:

Since the Angus L. Macdonald Bridge was opened for traffic, the subject of improving the Halifax approach to this structure has been discussed many times in Council. We have had requests from property owners to purchase certain

CITY COUNCIL MINUTES
ADJOURNED MEETING

Council Chamber,
City Hall,
Halifax, N. S.,
May 5, 1960,
9:20 P. M.

An adjourned meeting of the City Council was held on the above date.

There were present His Worship the Mayor, Chairman; Aldermen Abbott, Butler, Fox, Trainor, Lloyd, Wyman, O'Brien and Greenwood.

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

ACQUISITION PROPERTIES -- NORTH SIDE OF NORTH STREET, BETWEEN GOTTINGEN STREET AND LORNE TERRACE, FOR WIDER APPROACH TO ANGUS L. MACDONALD BRIDGE

RESOLUTION

WHEREAS the Halifax-Dartmouth Bridge Commission is in the process of acquiring certain properties on the north side of North Street between Gottingen Street and Lorne Terrace in the City of Halifax for a wider approach to the Angus L. Macdonald Bridge;

AND WHEREAS the said Bridge Commission has agreed to convey these properties to the City for a nominal sum when the buildings situated thereon have been demolished;

NOW THEREFORE BE IT RESOLVED that on the conveyance to the City of the said land when cleared, the City will institute and construct such improvements on the said land as are agreeable to the said Bridge Commission, for the purpose of improving the said approach to the said Angus L. Macdonald Bridge;

AND BE IT FURTHER RESOLVED that any surplus land not required for the said approach shall also be improved by the City at its own expense and landscaped for park purposes, and the City shall be responsible for any traffic improvements to the said approach and will maintain any parks established in the aforesaid land.

OFFICE OF THE MAYOR,
CITY HALL, HALIFAX, N. S.

May 4, 1960

To: The Members of City Council.

Dear Aldermen:

Since the Angus L. Macdonald Bridge was opened for traffic, the subject of improving the Halifax approaches to this structure has been discussed many times in Council. We have had requests from property owners to purchase certain

Council,
May 5, 1960.

lands and buildings in the area. We have had before Council on several occasions the matter of blue-lining the north side of North Street from Gottingen Street to Lorne Terrace. City Council in granting a building permit for a service station at the corner of Gottingen Street and North Street was able to secure from the owners an agreement that certain frontage on North Street would be conveyed to the City upon request.

Last year, in an attempt to resolve this matter, I asked the Chairman of the Bridge Commission to meet with me to discuss possible improvements to the area. We discussed a plan to improve the area north of North Street from Gottingen Street to Lorne Terrace. It was tentatively agreed that if the Bridge Commission would acquire the lands and buildings and clear the buildings from the sites, the City of Halifax would be responsible for any traffic improvements by way of street and sidewalk construction, it being understood that nothing of this nature would be undertaken until the Bridge Commission had an opportunity to study the plans and give their approval thereto.

After several meetings with the Chairman of the Bridge Commission and before I had an opportunity to bring the matter to the Council, the Bridge Commission secured approval from the Board of Commissioners of Public Utilities to use Bridge Commission funds in the depreciation account for the acquisition and removal of the buildings in the area above mentioned. The Bridge Commission has acquired these properties and is proceeding to remove the buildings. It is expected that in a few short weeks all the buildings will be cleared.

It was my understanding from our discussions on several occasions that the land so acquired by the Bridge Commission would be conveyed to the City upon the approval of plans for the use of this land for traffic improvements. A further understanding was that any surplus land to actual street requirements would be graded and lawned and kept as open area, in this way creating a very desirable approach to the City by way of the Angus L. Macdonald Bridge.

Following our initial discussions Mr. K. M. Munnich, our Director of Planning, prepared a plan involving the creation of one-way streets and the construction of a rotary at the Halifax bridge head and the construction of two ramps leading to the bridge structure. Meetings were held with the Provincial Minister of Highways and we discussed this new improved approach. The Bridge Commission has also considered Mr. Munnich's plan and have had meetings with him. It has been decided by the Bridge Commission to secure the advice of their consultant, Dr. Pratley, before giving approval to the new design.

I would ask Council now to approve all negotiations with respect to the acquisition of properties on the north side of North Street and to pass the resolution I have had prepared setting out that the City of Halifax agrees to cooperate with the Bridge Commission in improving the Halifax approach to the Angus L. Macdonald Bridge to the extent of the area bounded on the south by North Street, on the west by Gottingen Street, on the north by the property line of Her Majesty the Queen (HMCS Stadacona) and on the east by Lorne Terrace. The resolution will list generally the following terms:

- (1) that the City agrees to accept the land acquired by the Bridge Commission;
- (2) that the City agrees to undertake capital improvements which are agreeable to the Bridge Commission;
- (3) that the City agrees to undertake the beautification of any surplus land arising out of this transfer;
- (4) that the maintenance of such traffic improvements and beautification project will be the responsibility of the City of Halifax.

Yours very truly,

CHARLES A. VAUGHAN,
M A Y O R

Council,
May 5, 1960.

MOVED by Alderman Wyman, seconded by Alderman Butler, that the Resolution as submitted be approved. Motion passed.

SEWER PIPE CROSSING AGREEMENT - MUMFORD ROAD

To: His Worship the Mayor and Members of City Council

From: Committee on Works

Date: May 3, 1960

Subject: Sewer Pipe Crossing Agreement - Mumford Road.

The Committee on Works at a meeting held on the above date, considered a report from the City Engineer recommending that the Mayor and City Clerk be authorized to execute an agreement with the Canadian National Railways respecting a sewer pipe crossing under the C. N. R. tracks immediately south of the Mumford Road bridge, as shown on C. N. R. Plan No. 6-5-173. The license involved to become effective May 1st, 1960, at the rate of \$15.00 per year.

On motion of Alderman Connolly, seconded by Alderman Trainor, the Committee approved the report and recommended it to City Council.

Respectfully submitted,

A. R. BARRY,
(for) CLERK OF WORKS

MOVED by Alderman Abbott, seconded by Alderman Trainor, that the report be approved. Motion passed.

CONSULTANTS BICENTENNIAL DRIVE ENTRANCE TO CITY

Alderman O'Brien: "Are we making any headway in securing Consultants for the Bicentennial Drive entry? You have no report, yet?"

His Worship the Mayor: "No."

CAPITAL BUDGET - 1960

Alderman O'Brien: "When will Council have before it the Capital Budget?"

His Worship the Mayor: "The next meeting, I suppose."

MEETING ON PLANNING STAFF - RELATED MATTERS

Alderman O'Brien: "Have you done anything about calling the Special Meeting of Council to deal with Planning Staff, and related matters? This won't be done until after you return?"

His Worship the Mayor: "That is right."

Alderman O'Brien: "You have to notify people. If they were notified before you left, we might have had it soon after you got back."

City Manager: "I think it would be desirable to consider the Capital Budget before we have this Planning meeting."

Council,
May 5, 1960

Alderman O'Brien: "I agree."

His Worship the Mayor: "The Capital Budget could be considered tonight."

Alderman O'Brien: "I don't think the Capital Budget should be discussed without being on the Agenda. I think this business of adjourned meetings from last Thursday on, is all right for relatively minor matters but not for major matters."

His Worship the Mayor: "You are awfully anxious to get it started or moved up. You say you have had it in your hands for some time now."

Alderman O'Brien: "I only asked the question, when it was going to be on the Agenda for Council. That is all. I didn't say I was anxious to get it started or moved up. I was just asking when it would be on the Agenda."

Alderman Lloyd: "I do think the matter of the Planning study should be considered by the full Council. There are many items in the Capital Budget which I think we could deal with. If there are any items that we are a little bit concerned about on which there may be a division, they could be deferred until all Council members are available. I think we should go ahead and have the Deputy Mayor preside. I think the Mayor has indicated that he is perfectly willing, in fact, wants Council to proceed with any of the workload that is available to carry on."

Alderman O'Brien: "I don't disagree with anything Alderman Lloyd has just said; it just seemed to me that if a date could be set and the Manager, or someone, could notify people, appropriately, for this Planning meeting for a date after the Mayor will be home, that is better than waiting to decide when the meeting was going to be after the Mayor comes back."

His Worship the Mayor: "The City Managers' Organization has a Planning force. I talked with the Officials of that Organization, while in Chicago, getting ideas from them on how they set up Planning Administration."

Alderman O'Brien: "They have a book on that, a copy of which is in the City Hall."

His Worship the Mayor: "I wanted to talk with them on this question of administration. It is awfully important to us what form to use."

Council,
May 5, 1960.

WATERFRONT PLAZA

Alderman O'Brien: "Is there any information available on the progress we are making with respect to George Street? I see demolition has been going on down there. I am talking about this corner of George and Water Streets."

City Manager: "We had a meeting with Mr. Smith, Mr. Munnich and the Commissioner of Works, and we had talks about it, but we wanted to make sure that building was down before we made any approach. We have a figure on what we think those two properties will cost us; the two that we're looking at immediately. We haven't gone any further than that now. There is the one on the corner where the demolition has occurred, and the Scotia Flour and Feed. Mr. Munnich felt that whether we had a George Street development or not, that it was absolutely imperative, for street purposes, that we get those two places, at least. With regard as to how you would proceed with the rest of them, we may prefer to leave them in the hands of the people who own them now. With this Development Permit, which we have now, we would have some control as to what they did with those properties. I don't like to see us put in a position where it is broadcast just how much we're interested because if anybody would come in here and say, 'This is my plan for development'; we could say, 'that doesn't fit in', presuming we already knew exactly what we wanted to do. Then they'd say, 'Buy it', and we'd find ourselves owning a lot of very expensive properties. We will have to meet further on this. We would anticipate, if the properties were acquired, that the Scotia Flour and Feed might remain there for some time, that is two or three years until we have an overall plan. One suggestion Mr. Munnich made, which had merit, is that we might be able to interest Scotia Flour and Feed to come up into the Jacob Street area."

City Solicitor: "We are having a conference tomorrow morning with Mr. West, Mr. Kanigsberg, who is representing the Construction Company, and Mr. MacKeigan. They have gone ahead and excavated a street. Mr. MacKeigan takes the stand that they have the right to go ahead and we take the stand that they haven't. We are going to try to resolve it tomorrow morning. It may result in some action on our part."

Council,
May 5, 1960.

TENDERS FOR STREET PAINTING EQUIPMENT

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

May 26, 1960.

At a meeting of the Finance and Executive Committee held on May 4, 1960, a report was submitted from the Committee on Works recommending that the sum of \$12,000.00 be provided under the authority of Section 316 "C" of the City Charter, for the purpose of purchasing equipment necessary to carry out the Summer Street laning program.

Your Committee recommends that the sum of \$12,000.00 be provided under the above authority and that the Commissioner of Works be requested to advertise for tenders for such equipment.

Respectfully submitted,

R. H. STODDARD,
CITY CLERK.

Alderman Greenwood: "The Chief of Police was experimenting with plastic lines. Shouldn't we be informed as to whether plastic lines are feasible and, if they are, then we don't need a painting machine."

His Worship the Mayor: "Mr. West could explain by way of relative costs, merits, etc."

Mr. West: "I would like to hear the result of the Chief's experiment. I know a number of Cities that have, over the last seven or eight years, tried Plastic lines and have abandoned them, that is the plastic material. There are some Cities experimenting with liquid plastic and that is applied to the street at a 400° temperature. We also investigated that and the hiring of equipment for it. It would be about four times as much as the paint machine. They claim that it outlasts the paint by anywhere from nine to twenty-six times, but that is a claim we have no facts or figures on."

His Worship the Mayor: "Do you know what Cities have used this plastic for any considerable length of time?"

Mr. West: "No."

Alderman Lloyd: "At the Finance and Executive Committee some of the members were concerned about whether the vehicle, on which this equipment is carried, might be a Canadian type of manufacture. The Committee resolved itself when they discovered that all the request was, at this time, to call for tenders. When the tenders are received there might be some differences of opinion then. We could make the tenders as wide as possible to provide for components of

Council,
May 5, 1960.

Canadian Manufactures. Those were the instructions given to the Commissioner of Works."

Mr. West: "The only reason we mention, at all, that it comes on a Jeep and that Jeep happens to be American in this unit, is the fact that it is, probably, better to buy the unit as one rather than get the vehicle one place and the rest of the equipment somewhere else, but it can be done."

City Manager: "We could get figures on both."

Mr. West: "Yes."

MOVED by Alderman Lloyd, seconded by Alderman Butler, that the report be approved.

Alderman Greenwood: "I certainly don't object to calling tenders, but I haven't had an answer to my question if plastic lines are feasible. If they will outlast the painted lines by twenty-six times, then, certainly, that is what we should be using."

Mr. West: "I don't think the plastic lines that were put down, here, in Halifax are the same traffic lines I'm talking about. They are, actually, a rubberized deck-tread, put out by Dunlop Rubber, or one of those Companies. They have used them, so they claim, in England. I know many American Cities that have used them and abandoned them. That particular plastic, or combination of plastic and rubber, would not be any good for lining Quinpool Road or any of those long streets. They might be good for crosswalks. They would not serve the purpose."

His Worship the Mayor: "What is the thickness of the plastic applications now being carried out experimentally?"

Mr. West: "I think from 1/16" to 1/8". I am not sure. I have a sample in my Office."

His Worship the Mayor: "How much of this type of application and the hot application have been used in areas having comparable winter conditions to ours, such as frost, thaw, etc.? What affect would the salt have on the plastic, and so on?"

Mr. West: "I don't know of any. I do know that salt, plowing, and so on would have an affect on these plastic pads, the type we have put down here. Now, the hot plastic, we haven't enough information on that as yet."

Council,
May 5, 1960.

CITY COUNCIL
MINUTES

His Worship the Mayor: "Actually, there are two types. There is the adhesive type and the hot plastic application. Until you know how they would react to our particular weather conditions, it is hard to say whether it is better to carry on painting or not. In the light of this, all we can do is to carry on painting until we have more information as to the longevity of the other applications."

Alderman Greenwood: "In the meantime, we are going to invest, Capital-wise, \$12,000.00 in a machine and we are not sure that, perhaps, there isn't a better way. We should get the information first."

Mr. West: "The \$12,000.00 would include the cost of the vehicle to put this equipment on. It is between \$5,000.00 and \$6,000.00 for the equipment."

His Worship the Mayor: "You would call for tenders for the paint equipment and the vehicle?"

Mr. West: "And/or."

His Worship the Mayor: "And/or."

Mr. West: "Yes."

The motion was put and passed.

MOVED by Alderman Lloyd, seconded by Alderman Trainor, that this meeting do now adjourn. Motion passed.

Meeting adjourned: 9:35 P. M.

LIST OF HEADLINES

Acquisition of Properties North Side of North Street, between Gottingen Street and Lorne Terrace for wider Approach to Angus L. Macdonald Bridge	525
Sewer Pipe Crossing Agreement - Mumford Road	527
Consultants Bicentennial Drive Entrance to City	527
Capital Budget - 1960	527
Meeting on Planning Staff - Related Matters	527
Waterfront Plaza	529
Tenders for Street Painting Equipment	530

C. A. VAUGHAN,
MAYOR AND CHAIRMAN.

R. H. STODDARD,
CITY CLERK.

CITY COUNCIL
MINUTES

Council
May 12, 1960
Council Chamber,
City Hall,
Halifax, N. S.,
May 12, 1960,
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, the members of Council attending, led by the City Clerk, joined in repeating the Lord's Prayer.

There were present the Deputy Mayor, Chairman; Aldermen Abbott, Lane, Macdonald, Ferguson, Fox, Lloyd, Trainor, Connolly, Greenwood and O'Brien.

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

MINUTES

MOVED by Alderman Abbott, seconded by Alderman Lloyd, that the Minutes of Council - March 17th and 24th be approved. Motion passed.

RESOLUTION EXPRESSING SYMPATHY AT THE PASSING OF EX-ALDERMAN AND DEPUTY MAYOR ALLAN M. DOYLE

Alderman Macdonald: "It is with regret that I learned of the passing of Mr. Allan M. Doyle, who served in this Council during the years 1932, 1933 and 1934. The last year when he was in Council he also served as Deputy Mayor."

MOVED by Alderman Macdonald, seconded by Alderman Lloyd, that Council record in its minutes a resolution expressing sympathy at the passing of Mr. Allan M. Doyle, and that the City Clerk convey the expression to his late family.

Alderman Lloyd: "Mr. Doyle, as a member of Council, took a keen interest in Civic affairs. He was always available to the Council and to advise any member of the Council. He was a good citizen and a community leader. I am sure this loss will be felt by all."

The motion was then put and passed.

LETTERS TO FEDERAL AND PROVINCIAL GOVERNMENT DEPARTMENTS AND AGENCIES:
ALSO COMMISSIONS AND DEPARTMENTS.

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

At a meeting of the Town Planning Board held on May 3, 1960, a report was submitted from the City Manager containing letters proposed to be sent to Commissions, Departments and Agencies of the Federal and Provincial Governments

Council,
May 12, 1960.

requesting their co-operation in complying with the City's planning requirements and building regulations.

The Board recommended that the matter be referred to His Worship the Mayor who, as Chairman of the Board, would issue letters on this subject to the authorities concerned.

Respectfully submitted,

R. H. STODDARD,
CITY CLERK.

To: His Worship, C. A. Vaughan, and
Members of the City Council.

From: A. A. DeBard, Jr., City Manager.

Date: April 26, 1960.

Subject: Planning and Building Permits.

At certain meetings in the past there was discussion concerning lack of conformity to planning requirements and building regulations, particularly by the Crown. The City Manager promised to attempt to secure cooperation and at the Works meeting on April 19, 1960 read drafts of proposed letters to Provincial and Federal Departments and Agencies and to Commissions and Departments. The ideas expressed in the letters were approved but it was felt the letters might more properly come from the Planning Board itself. A revised draft of each letter appears below:

LETTER TO COMMISSIONS AND DEPARTMENTS.

It has not been common practice for commissions and departments to specifically secure clearance or approval of proposed construction of new facilities from a planning viewpoint.

This is unwise procedure and before requesting capital funds it would be well to consult with the Director of Planning and have his recommendation before the Town Planning Board.

In this way you would be protected against the criticism of not looking far enough ahead. This consultation would be most appropriate at an early stage of any proposal.

LETTER TO FEDERAL AND PROVINCIAL DEPARTMENTS AND AGENCIES.

"It probably has never been determined the extent to which, legally, the Crown is responsible for conformity to City jurisdiction on planning and building regulations.

Rather than determine this in any set fashion the City appeals to you to keep them advised as to the location, type of building, and as much of the detailed plans as possible. There must be many instances where conformance to our building code would be a simple matter if considered in time. Our plans for development and redevelopment, if known to you, might be very useful in your own planning."

Some of those addressed have been cooperating very nicely in this regard but we would like this pattern to become more general. The City Council suggests that you consult City officials on the various phases. They are sure you will find them very cooperative and helpful.

A. A. DE BARD, JR.,
CITY MANAGER.

Council,
May 12, 1960.

MOVED by Alderman Greenwood, seconded by Alderman O'Brien, that the report be approved. Motion passed.

TAXIS - LIABILITY INSURANCE - AMENDMENT - ORDINANCE #13 - TAXIS

Deferred in Committee.

TENDERS FOR EQUIPMENT - WORKS DEPARTMENT

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

From: Committee on Works.

Date: May 3, 1960.

Subject: Tabulation of Tenders - Equipment, Works Department.

The Committee on Works, at a meeting held on the above date, considered the tabulation of tenders for Works Department equipment and recommendations of the City Manager and the Commissioner of Works.

The Committee agreed to recommend to City Council acceptance of the following tenders:

One Tree Stump Remover - Allan Fyfe Equipment Company	- \$	4,035.00
One Motor Pick Up Sweeper - Mussens Canada Limited	-	12,907.00
Two Rubber Track Tractors - Industrial Machinery Co. Ltd.	-	8,330.00
One 1960 Model Express Delivery Truck - Citadel Motors Ltd.	-	1,990.00
One 1960 Model Van Type Panel Body Truck - Acadia Motor Equipment Limited	-	3,875.00

Respectfully submitted,

A. R. BARRY,
(for) CLERK OF WORKS.

MOVED by Alderman Lloyd, seconded by Alderman Trainor, that the report be considered item by item. Motion passed.

ONE TREE STUMP REMOVER - ALLAN FYFE EQUIPMENT CO. - \$4,035.00

Alderman Trainor: "When that was brought up in the Works Committee there was a second tender from a local firm sponsoring the Eager-Beaver Stump Remover. I have no idea what a stump remover is, much less an Eager-Beaver Stump Remover. In figuring out the difference between the tender of the second bidder on that and another supplier which was recommended by the Committee on Works on a split vote, with His Worship, as Chairman, casting the deciding vote, the recommendation was for an Ontario firm. The other company submitting the tender on this Eager-Beaver Stump Remover was less than 3% higher than the low tender. There is less than \$115.00 on about \$4,000.00."

MOVED by Alderman Trainor, seconded by Alderman Fox, that the tender of Coleman Machinery Company, Limited be accepted at \$4,150.00.

Council,
May 12, 1960.

Alderman Greenwood: "Has the Ontario Company a local agent?"

City Manager: "I don't think so."

Alderman Connolly: "I believe the Eager-Beaver is a heavier machine."

Alderman O'Brien: "Might I ask whether Mr. West is satisfied with the machine which was recommended as having the lower tender, and whether he would anticipate problems with respect to service, because there is no local agent."

Mr. West: "We certainly would be satisfied with the machine. They meet the specifications in every respect. It is true that the Eager-Beaver machine is slightly heavier, but our specifications called for a minimum of a certain weight and they can meet that. Our experience in the past with this Ontario Company has been very good with respect to service. The only machine which we have, and there are agents for, really doesn't give us too much difficulty but they are continually checking and offering service, and so on. The fact that they do not have an office or service facilities here, up until now, in our dealings with them, we wouldn't have too much difficulty with them."

Deputy Mayor: "So, with the limited experience with this Company, up until the present, you wouldn't anticipate any difficulty."

Alderman Abbott: "I was not at the Committee on Works meeting when this was put through. Was it recommended by Mr. West and the City Manager that we purchase this lower tender? If so, was it recommended just because the tender was the lower and not because the equipment was superior, or anything like that?"

City Manager: "It was recommended because the tender was the lowest and may I caution you that if we don't accept lowest tenders, and bring in such things as local sales agencies, then, I think we should include that in our specifications. There was one item, three years ago, where we did not accept the low tender. It was a tender from a firm in Dartmouth. As a result, we have received only one tender from a Halifax firm and the prices have been constantly rising. That is what you are going to face if the lowest tender isn't going to mean anything; and I think you should be aware of that if you turn down the lowest tender. This machine is not superior, apparently, to the other one. The other one is slightly heavier but whether that is a major factor or not, I don't know. I'd like to suggest to you that a local firm is really in a better position to give us a

Council,
May 12, 1960.

lower price than an outside firm. They are right here and they have the article brought here in conjunction with a great many other items. Since Halifax is a centre, then we really should have lower prices than most other places. If we were a little town in Nova Scotia, it might be that we couldn't expect to get things locally for less than dealing in Halifax. We have a right to expect lower prices from local firms."

Alderman Macdonald: "I certainly would like to give this business to a local concern in preference to an outside one, all things being equal. I think we would certainly be entitled to it if it met specifications of the Works Department. I think we have followed very closely the policy of supporting the lowest tender in much of our equipment and other things that we purchase. I feel that if we depart from this, I don't know where the dividing line is going to be; it could be considerably up or down; and it is pretty difficult to come to any breaking point where we should favour a local industry. I have to oppose it on that ground."

Alderman Abbott: "I would like to support a local tenderer. I believe we should give business to local suppliers, if possible, but it concerns me just a little. I'm afraid it might break down our whole system of tendering, as Mr. DeBard says. If there is any justification for it, of course, if a local tenderer used a heavier machine in tendering and the machine is a little superior to the other one, then, of course, we have reason for going along with the local tenderer. Perhaps Mr. West could answer that for us?"

Mr. West: "I might answer that question, with your permission, by making this statement. When we write our specifications, we feel we should be in a position to accept the lowest tender meeting those specifications. Both these tenders meet the specifications. The machine from the Toronto Company, as I said before, is slightly lighter; but they do meet the specifications. I don't think we have any alternative but to recommend the tender meeting our specifications."

Deputy Mayor: "If I understand you correctly, the situation would be this. Perhaps to some people that additional weight would be worth the additional \$115.00 but you do not feel that to us it is worth that. Is that a fair interpretation of what you just said?"

Council,
May 12, 1960.

Mr. West: "At this point I don't think we are prepared to say or that we can say that that added weight is going to make the machine any better for doing the job we are asking."

City Manager: "May I comment on that superior quality? The Police called for a certain type automobile for Police and Fire, and so on. We, obviously, don't call for a Cadillac. Somebody could come in here and say, 'Here's a Cadillac, at \$5,000.00 or more; therefore, you should take it; it's a superior quality'. We have to have a specification which is broad enough to permit various companies, if there are more than one, to meet those specifications, and yet not so good if we get something that we don't want. I don't know very much about a Tree Stump Remover. If it's identically the same weight there is bound to be some little difference, but it might not be anything that has to do with the working part of it. It might just be something on the machine."

Alderman Lane: "As a matter of information, what is the name of the tenderer with the lowest tender?"

Deputy Mayor: "Allan Fyfe Equipment Company, Don Mills, Ontario."

Alderman Lane: "No local firm at all connected with it; no local agents?"

Deputy Mayor: "No local agents."

Alderman O'Brien: "I'm going to support the recommendations of the City Manager and the Commissioner of Works. I would like to suggest that the Finance and Executive Committee might give consideration to the question that's been raised by Alderman Trainor. If, after study, it made sense to have a policy that said we would allow a one per cent differential in favour of a local firm, or a half of one per cent, then this should be published with the tender information. I think before adopting such a policy, there needs to be study given to it to determine what constitutes a Local Agent; an office or a mailing address, or just what does it mean. I would like to see the Finance and Executive Committee study this to see if there is any reasonable policy we could adopt. Supposing it were one per cent, it would only permit a \$40.00 difference in this case. The difference is \$115.00 so that in this case I'm supporting the lowest tender."

Council,
May 12, 1960.

Alderman Lloyd: "I think the policy with respect to local companies would bring into our consideration the fact that money goes to a local agent and is spent here. There is bound to be the Agent's commission, which is obtained by a local businessman by the sale of the equipment. Certainly, if you're going to take that into account, then you might find something related to what Alderman O'Brien suggests - some margin. It's dangerous practice to go away from the tender, but, surely, there must be some way or the means of doing what we can to keep the dollars in this City as much as possible."

City Manager: "Of course, most of the dollars go wherever the machine is made. This machine isn't made here in Halifax. Let me just give you an illustration of these local agents. We bought a Fire Engine about six years ago for which we paid \$15.00 more than the low tender. In other words, the two tenders were for \$30,000.00 for fire equipment and they were \$15.00 apart. One of the reasons we paid \$15.00 more was because there was a local agent who received approximately \$3,000.00. He didn't know anything more about fire equipment than any one of us sitting here. They got the business partly on the basis of his being a local agent. He never touched a fire hydrant, there wasn't anything he could do for us. I think in defining agents, you should indicate whether it's just a name or an agent who is really going to do something to help service the equipment."

Alderman O'Brien: "Aren't they related to local assessments?"

City Manager: "I don't know. In this case he was the agent, so-called. There was no agent for the other machine."

Alderman Greenwood: "I support the thought that we should investigate some formula which would give us some help in the line that Alderman O'Brien has expressed. I feel that tonight is not the night to break the line. While I fully appreciate the sentiment behind Alderman Trainor's remarks, I think we must support the lowest tender."

Alderman Lloyd: "Does this require a two-thirds vote of Council?"

Mr. Romkey: "Two-thirds vote of the whole Council."

Alderman Lloyd: "I think you better defer this matter for a declaration of policy from the Finance and Executive Committee before we vote tonight."

Council,
May 12, 1960.

Deputy Mayor: "The City Solicitor says that it requires a two-thirds vote."

Alderman Trainor: "Two-thirds of the full Council?"

Deputy Mayor: "We have sufficient to do it as far as that goes."

Alderman Lane: "If I may express an opinion, I would think that enunciating a policy as important as this one, with four members of Council missing, as well as the Mayor, is out of order, regardless of what the law says. I would suggest we don't even think about it."

Alderman Ferguson: "Let us take a vote on the motion. There may be enough present that would feel we should take the lowest tender. On the other hand, if that is defeated, we'd have to bring it back at a later date."

Alderman Lloyd: "What about a purchase resolved negative? If you don't get through with a two-thirds vote tonight, when can the matter be dealt with again?"

Deputy Mayor: "At the next Council meeting."

Alderman Lloyd: "Can we bring it to the next Council meeting? It wouldn't be resolved in the negative?"

Alderman Connolly: "Is there an urgent need for this vehicle?"

Mr. West: "We would like to have it as soon as possible. When our Capital work starts; sidewalks, paving, and so on, there is quite a need for the removal of stumps. It's not a stump puller, by the way. It chews the stump away from about ten inches below the surface."

Deputy Mayor: "If, in order to get the time, you simply wish to defer it to the next Council meeting, we can thrash it out there when we would hope we would have the four Aldermen present."

Alderman Lloyd: "I think it could be decided in Council. If they knew the matter was coming up. This discussion will, undoubtedly, be in the Minutes."

MOVED in amendment by Alderman Lloyd, seconded by Alderman Ferguson, that this item be deferred until the next regular meeting of Council. Amendment passed.

ONE MOTOR PICK UP SWEEPER - MUSSENS CANADA LIMITED - \$12,907.00

MOVED by Alderman Lloyd, seconded by Alderman Lane, that this item be approved. Motion passed unanimously. The following Aldermen being present

Council,
May 12, 1960.

and voting therefor: - Aldermen Abbott, Lane, Macdonald, Ferguson, Fox, Lloyd, Trainor, Connolly, Greenwood and O'Brien.

TWO RUBBER TRACK TRACTORS - INDUSTRIAL MACHINERY CO. LTD. - \$8,330.00

MOVED by Alderman O'Brien, seconded by Alderman Abbott, that this item be approved. Motion passed unanimously. The following Aldermen being present and voting therefor: - Aldermen Abbott, Lane, Macdonald, Ferguson, Fox, Lloyd, Trainor, Connolly, Greenwood and O'Brien.

ONE 1960 MODEL EXPRESS DELIVERY TRUCK - CITADEL MOTORS LTD. - \$1,990.00

MOVED by Alderman Trainor, seconded by Alderman Macdonald, that this item be approved. Motion passed unanimously. The following Aldermen being present and voting therefor: - Aldermen Abbott, Lane, Macdonald, Ferguson, Fox, Lloyd, Trainor, Connolly, Greenwood and O'Brien.

ONE 1960 MODEL VAN TYPE PANEL BODY TRUCK - ACADIA MOTOR EQUIPMENT LIMITED - \$3,875.00

MOVED by Alderman Abbott, seconded by Alderman O'Brien, that this item be approved. Motion passed unanimously. The following Aldermen being present and voting therefor: - Aldermen Abbott, Lane, Macdonald, Ferguson, Fox, Lloyd, Trainor, Connolly, Greenwood and O'Brien.

Alderman Lloyd: "I presume the Manager would, at any time where there was a single tender, advise the Council that, in his judgment, the tender seemed to be out of line."

City Manager: "We have recommended rejection once or twice."

Alderman Lloyd: "You must have some general idea of the value of work or equipment."

City Manager: "Oh, yes. It is in the Capital Budget."

Alderman Lloyd: "You can tell whether or not the price quoted is on a unit basis or on a piece of equipment. We would certainly expect you to advise the Council if it was single."

RETIREMENTS

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

At a meeting of the Finance and Executive Committee held on May 4, 1960, reports were submitted from the Commissioner of Finance covering the following retirements: