





SKETCH "C"  
 EST. COST - \$56,800.00  
 OUTLET - \$35,000.00  
 SEWERS - \$21,800.00



Council,  
June 13, 1968

After further discussion, it was MOVED by Alderman Meagher, seconded by Alderman LeBlanc that the matter be placed on the Order of Business for the Special Meeting of City Council to be held on Tuesday, June 18, 1968.

The motion was then put and passed.

Report - Advisory Committee for the Preservation of Historic Buildings

The report of the Committee reads as follows:

"The Civic Advisory Committee on the Preservation of Historic Buildings at its meeting held on June 10th, 1968, had for consideration the matter of the appointment of an Honourary Civic Historian which matter had been referred to it by City Council on April 25, 1968.

The Committee recommends that Mr. L. W. Collins, its present Chairman, be appointed Honourary Civic Historian; and that the appointee be provided with appropriate assistance to properly discharge his responsibilities."

Some discussion ensued with respect to the period of the appointment and three years was suggested.

MOVED by Alderman Matheson, seconded by Alderman Ahern that, as recommended by the Advisory Committee for the Preservation of Historic Buildings, Mr. L. W. Collins be appointed Honourary Civic Historian for a period of three years and that he be provided with appropriate assistance to properly discharge his responsibilities. Motion passed.

QUESTIONS

Question Alderman Ahern Re: Dust Nuisance from Scotia Square

Alderman Ahern asked if anything is going to be done about the dust nuisance along Barrington Street, from Cornwallis Street to Spring Garden Road, from Scotia Square,

Council,  
June 13, 1968

since the street is in a dreadful state.

His Worship the Mayor advised that the City Manager would take the question and check into the matter.

10:45 p.m. Alderman Black retires.

Question Alderman Ahern Re: Representation from City in the Grey Cup Parade

Alderman Ahern asked if the City is planning on being represented in the Grey Cup Parade next year since he felt that some publicity would be good for the City.

His Worship the Mayor suggested that Alderman Ahern refer the question to the 1969 Summer Games Committee for its consideration.

Question Alderman Sullivan Re: Lights - Excavations

Alderman Sullivan asked if a substitute could be used for the round metallic containers with a flame burning inside to warn people of excavation and construction work. He had received complaints that children have been playing with the lamps. He suggested some kind of light without a flame.

His Worship the Mayor asked the City Manager to report on the matter.

Question Alderman Moir Re: Regulations Required on Construction Sites

Alderman Moir asked the City Manager to report on the regulations that are required on construction sites and on the degree of protection provided with particular reference to the construction immediately north of City Hall.

The City Manager advised he would report accordingly.



Council,  
June 13, 1968

Question Alderman Fitzgerald Re: Support for Little League  
Diamond

Alderman Fitzgerald asked if His Worship the Mayor would approach the authorities at Windsor Park and add his support to the request to have the Little League Baseball Diamond restored at the Park.

His Worship the Mayor said he would be pleased to add his support and asked Alderman Fitzgerald to have someone acquaint him with the details of the situation.

Question Alderman Fitzgerald Re: Fire Losses

Alderman Fitzgerald referred to a question he had asked previously and to a discussion held in Council respecting the above matter and asked when Staff will be reporting.

The City Manager advised that Staff are presently working on the matter and he hoped a report would be available shortly.

Question Alderman Fitzgerald Re: Legislation - Truck Traffic  
Connaught Avenue

Alderman Fitzgerald asked if the legislation that was sought with respect to the truck traffic on Connaught Avenue was approved and if so, when would it be implemented.

The City Solicitor advised that the legislation was approved and is now being considered by the Traffic Division.

Question Alderman Fitzgerald Re: Completion date for Phase Two  
of Container Piers

Alderman Fitzgerald referred to correspondence which had been conducted between His Worship the Mayor and Hon. Paul Hellyer with respect to the container pier construction and he asked the completion date of the Second Phase of the

Council,  
June 13, 1968

project. He also asked if there is any further action that the City can take.

His Worship the Mayor said that the Port Commission is working very hard on this matter and those related to it and the date for completion of the Second Phase is 1970.

Alderman Fitzgerald asked if Quebec would have container facilities before Halifax.

His Worship the Mayor advised that he did not know the answer to that question.

Question Alderman Fitzgerald Re: Legislation - Stockpiling of Fill

Alderman Fitzgerald asked if the legislation that was sought with respect to the stockpiling of fill was passed by the Legislature.

The City Solicitor advised that a report was submitted to Council outlining the results of all legislation that was sought and to his recollection, this was not passed.

Question Alderman Sullivan Re: Ball Diamonds on Exhibition Grounds

Alderman Sullivan asked if there are any baseball diamonds available on the Exhibition Grounds?

The Director of Civic Recreation advised that as soon as the playgrounds open at the Exhibition Grounds, the Commission is proposing to request that two temporary diamonds be made available.

Question Alderman Ivany Re: Container Piers, South End

Alderman Ivany referred to the correspondence between His Worship the Mayor and the Hon. Paul Hellyer and asked if



Council,  
June 13, 1968

the final design is less than the original design and if it would reduce the efficiency of the operations to be carried on these.

His Worship the Mayor advised that two berths will be provided instead of three, but that the Port Commission considers this adequate. He said that the plans were revised and have been looked at by Senior Officials who have urged the City to get on with it.

Question Alderman Ivany Re: Police Bargaining Negotiations

Alderman Ivany asked if a report will be available soon with respect to the Police Bargaining Negotiations.

The City Manager advised that a report will be submitted as soon as the Conciliation Board has submitted its proposals.

Question Alderman Ivany Re: List of Tag Days

Alderman Ivany asked if members of Council could be supplied with a list of all the Tag Days to be held in the City this year.

The City Clerk advised that such a list could be made available.

Question Alderman Connolly Re: Study of Waterfront South of Pier 2

Alderman Connolly asked if there is any merit in requesting the National Harbours Board to carry out a study of the waterfront from Pier 2 south since many of the properties on the waterfront are being cleared.

His Worship the Mayor advised that a study was carried out by the Fire Department.



Council,  
June 13, 1968

out by the firm of Murray Jones for the Atlantic Development Board and the National Harbours Board was one of the organizations with whom they liaised. The report said that there is no economic waterfront use of the area as there is not sufficient back up land and advocated that long range development should take place on the Dartmouth side of the Harbour.

Question Alderman Ahern Re: Court House

Alderman Ahern asked when construction will commence on the Court House?

His Worship the Mayor advised that it is his understanding that a start will be made in October.

Alderman Matheson said that the architect is working on the plans at the present time.

Question Alderman Ahern Re: Cleaning Up After Construction

Alderman Ahern asked if the Dineen Construction Company will be compelled to clean up the waterfront after construction of the Interchange.

His Worship the Mayor advised that the City has a law about the condition of land following demolition and construction.

NOTICES OF MOTION

Notice of Motion - Alderman Black Re: Transfer of Fire Alarm Telegraph to Fire Dept.

Alderman Abbott, on behalf of Alderman Black, gave notice that, at the next regular meeting of Council, he would move that the resolution of City Council dated December 17, 1964, respecting the transfer of the Fire Alarm Telegraph to the Fire Department be rescinded.



Council,  
June 13, 1968

Notice of Motion - Alderman Black Re: Amendments to Ordinance  
No. 4

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Alderman Abbott, on behalf of Alderman Black, gave notice that, at the next regular meeting of Council, he would move that Ordinance #4 be amended by deleting from the third line of Section 5 the words "Council, the Mayor or Commissioner of Works and City Engineer" and substituting therefor the words "Director of Works".

Notice of Motion - Alderman Sullivan Re: Installation of Traffic  
Lights - Lady Hammond Road and Robie Street

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Alderman Sullivan gave notice that, at the next regular meeting of City Council, he would move the following resolution:

WHEREAS numerous requests have been received by me for the installation of traffic lights at Lady Hammond Road and Robie Street;

AND WHEREAS this item has been provided for in our civic budget for a number of years;

AND WHEREAS traffic has to in many cases reroute from Lady Hammond Road to Robie Street, in order to proceed faster to its destination;

AND WHEREAS not far from this area a fatality recently occurred;

THEREFORE BE IT RESOLVED THAT these traffic lights be installed without any further delay.

ADDED ITEM

Confidential Civic Documents

Alderman A. M. Butler, who asked for the item to be added to the Order of Business at the beginning of the meeting, requested permission to withdraw the item.

Alderman Moir indicated that he was not in agreement with Alderman A. M. Butler and he felt that the matter should

Council,  
June 13, 1968

be discussed. ~~not be criticized.~~

Alderman Ahern asked if Council is going to discuss the Salary Increases that were published in the newspaper.

His Worship the Mayor said that this is one example of the subject.

Alderman Moir felt that City Council should be criticized if the release of "Strictly Confidential" material came from one of its members, and that the City Manager is deserving of criticism if the release came from one of the City Departments. He was of the opinion that the Press should be reprimanded for publishing something that was marked "Strictly Confidential" and that it is not in the best interest of personnel morale to have salaries disclosed before they have been considered by City Council. He considered that there has been a breach of trust on the part of the press and whoever released the information.

Alderman Connolly said that he was not aware that the report was confidential. He felt that the marking should be much more clear. When checking his report further, he saw that the words "Strictly Confidential" were written on the top left hand corner directly beneath a staple which attached the list of salaries to the covering report.

Alderman Ivany felt that such confidential reports should be marked in red.

Alderman Matheson felt that since the proposed salaries are a recommendation from the City Manager it should be considered as public information. He contended that the



Council,  
June 13, 1968

press should not be criticized.

After further discussion on the matter, the meeting  
adjourned at 11:25 p.m.

HEADLINES

Minutes	522
Approval of Order of Business	522
Boundaries - Museum of Science Lands	523
Motion - Alderman Ahern Re: Changes Road Patterns Affecting Wanderers Grounds	525
Photographic Supplies for Assessing Annexed Areas - Supplementary Appropriation 316C	526
Property Acquisition - #2552 Barrington Street	527
Applications for Tag Days - Edward Cornwallis Chapter, I.O.D.E. and Roy Fraser Chapter, I.O.D.E.	527
Property Acquisition - #2447 Brunswick Street	528
Disposal of Records - Building Inspection	528
Maitland Street Public Housing Project	528
Lease of Land - Knox Presbyterian Church	528
Internal Auditor's Approval for Payment of Accounts	531
Compensation for Use of Private Cars on City Business	532
Property Acquisition - Properties Nos. 144, 145 and 146, Africville	533
Revision of Ordinance No. 4	533
Salary Adjustments - Non-Union Personnel	534
Claim - Mrs. Winnie K. Smith	534
Expropriation of Properties - Cogswell Street/Harbour Drive Interchange	535
North End Branch Library - Improvement of Access	535
X-Ray Equipment - Halifax Civic Hospital	536
Appeal from Decision of Judge - Lockwood vs. City of Halifax	536
Central Common Revitalization	536
Cornwallis Park	537
Recreation Staff Person - Halifax Neighbourhood Centre Youth Programme	537
License - Telephone Booth Encroachment - Maritime Telegraph and Telephone Company Limited	538
Tenders for Equipment - Works Department	
(i) 1968 Model Mechanical Sweeper	538
(ii) 2 Refuse Packer Bodies	538
(iii) 1 Four-in-one Bucket	539
(iv) 5 1968 Model Dump Trucks	539
(v) 1 1968 Dump Truck with Tilt Cab	539
Tenders - Surplus Fire Truck	540
Tenders - Traffic Signal Equipment	540
Collection of Accounts - Halifax Mental Hospital and Suggested Legislation - Refer to Union of Nova Scotia Municipalities' Conference	543

Council,  
June 13, 1968

HEADLINES (continued)

Amendments - Ordinance #55 Re: Tag Days, etc.	540
Second Reading	543
Rezoning - R-2 Zone and C-1 Zone to R-3 Zone - South- east Corner Jubilee Road and Walnut Street	543
Modification of Side Yard Requirements - 3718 Lynch St.	544
Extension to a Non-conforming Building and Modification of Side Yard Requirements - 6046 Pepperell Street	544
Modification of Front Yard Requirements - 6435 Vienna St.	544
Alteration to a Subdivision - 5788-5806 North Street and 5733-5743 Willow Street	545
Request - County of Halifax - Sewer and Water - Kline Heights	546
Site for Police Boys' Club - Fort Needham Park - Letter from Halifax Relief Commission	546
Extension to a Non-conforming Building - 3636 Acadia St.	551
Building Permit - 2369-73 Creighton Street	551
Motion - Alderman LeBlanc Re: Taxi Ordinance #116 - First Reading	551
Motion - Alderman Ivany Re: Expropriation Procedures Accounts Over \$5,000.00	552
Lord's Day Permits	552
Report - Housing Committee	553
Trolley Coach Routes - Cogswell Street Interchange - Scotia Square	554
Revised One-way Street Pattern - Downtown	555
Additional Costs for Sewer - Cogswell Street Interchange	555
Report - Advisory Committee for the Preservation of Historic Buildings	556
Question Alderman Ahern Re: Dust Nuisance from Scotia Square	556
Question Alderman Ahern Re: Representation from City in the Grey Cup Parade	557
Question Alderman Sullivan Re: Lights - Excavations	557
Question Alderman Moir Re: Regulations Required on Construction Sites	557
Question Alderman Fitzgerald Re: Support for Little League Diamond	558
Question Alderman Fitzgerald Re: Fire Losses	558
Question Alderman Fitzgerald Re: Legislation - Truck Traffic Connaught Avenue	558
Question Alderman Fitzgerald Re: Completion date for Phase Two of Container Piers	558
Question Alderman Fitzgerald Re: Legislation - Stock- piling of Fill	559
Question Alderman Sullivan Re: Ball Diamonds on Exhibition Grounds	559
Question Alderman Ivany Re: Container Piers, South End	559
Question Alderman Ivany Re: Police Bargaining Nego- tiations	560



HEADLINES (continued)

Question Alderman Ivany Re: List of Tag Days	560
Question Alderman Connolly Re: Study of Waterfront South of Pier 2	560
Question Alderman Ahern Re: Court House	561
Question Alderman Ahern Re: Cleaning Up After Con- struction	561
Notice of Motion - Alderman Black Re: Transfer of Fire Alarm Telegraph to Fire Department	561
Notice of Motion - Alderman Black Re: Amendments to Ordinance No. 4	562
Notice of Motion - Alderman Sullivan Re: Installation of Traffic Lights - Lady Hammond Road and Robie St.	562
Confidential Civic Documents	562

Also present: City Manager, City Solicitor,

City Clerk, members of Staff, and representatives from the

Nova Scotia Light & Power Company

ALLAN O'BRIEN  
MAYOR AND CHAIRMAN

The City Clerk asked that the following items be

added to the Agenda:

R. H. STODDARD

CITY CLERK

2. Approval of Plan TV-8-17282 - Museum of Science Land

His Worship the Mayor advised that unanimous consent of the

Council was required to add items to the order of business.

Council agreed unanimously to the addition of the item

relating to the Cogswell Street Interchange, but Alderman

Ahern objected to adding the item relating to the Museum of

Science. The latter item was therefore dropped for discussion

at the evening's meeting and it was proposed that it be added

to the order of business for the next regular Council.

FRANCHISE SYSTEM

His Worship the Mayor gave a brief summary of what

had transpired since August, 1967 when the Nova Scotia Light

SPECIAL COUNCIL  
MINUTES

Special Council,

June 18, 1968

Council Chamber,  
City Hall,  
Halifax, N.S.,  
June 18, 1968,  
8:00 P.M.

A special Council meeting was held on the above date to discuss the transit system.

Present: His Worship the Mayor, Chairman; and Aldermen Black, Abbott, Moir, Ivany, Connolly, Meagher, Ahern, and Sullivan.

Also present: City Manager, City Solicitor, City Clerk, members of Staff, and representatives from the Nova Scotia Light & Power Company, Ltd.

The City Clerk asked that the following items be added to the Agenda:

1. Additional costs for sewer - Cogswell Street Interchange.
2. Approval of Plan TT-8-17282 - Museum of Science land.

His Worship the Mayor advised that unanimous consent of City Council was required to add items to the order of business. Council agreed unanimously to the addition of the item relating to the Cogswell Street Interchange, but Alderman Ahern objected to adding the item relating to the Museum of Science. The latter item was therefore dropped for discussion at the evening's meeting and it was proposed that it be added to the order of business for the next regular Council.

TRANSIT SYSTEM

His Worship the Mayor gave a brief summary of what had transpired since August, 1967 when the Nova Scotia Light



Special Council,  
June 18, 1968

& Power Company Ltd. had placed this issue before the City. He said a Transit Committee had been formed and had met on several occasions to discuss the matter, and that the question of a transit system had also been dealt with in Committee as a Whole Council and within Council. He said Mr. A.R. Harrington, President and General Manager of the Nova Scotia Light & Power Company, Ltd. had been present on numerous occasions to answer questions, and that Mr. Harrington had also written three letters this spring under date of April 25, May 3, and May 30, in an effort to find a proposal that City Council would find acceptable, or at least accept for serious consideration.

His Worship the Mayor said that Mr. Harrington had been asked to describe what sort of physical changes were necessary to the transit system, in order for it to become an efficient service and eliminate the necessity of subsidization. He said Mr. Harrington had replied in his letter of May 30th to the effect that "...we do not know of any practical way that this can be accomplished in Halifax at this time"; the letter further stating that a replacement of the existing trolley coach fleet with diesel coaches to serve the present City of Halifax will require a capital expenditure of approximately \$2,000,000 - on top of which the Company projected annual losses in the next few years amounting to between \$250,000 and \$275,000. His Worship the Mayor said that the Nova Scotia Light & Power Company, Ltd. have said that the matter must be decided soon, as circumstances were such that the Company will not continue

Special Council,  
June 18, 1968

the service indefinitely, but would apply to the Board of Public Utilities for a solution to the matter. His Worship the Mayor said that the Company had indicated their application to the Board would in effect be an application for abandonment of the service.

Alderman Abbott asked if the special Transit Committee had met since receipt of Mr. Harrington's letter of December 30th and if so, did they have a clear recommendation to make at this time. His Worship the Mayor answered that the Committee at this point required some indication from Council as a Whole, as to what aspects of the matter they should be investigating. His Worship the Mayor said that the transit system of the future had to be a much better one than what existed today, which meant a complete redesign, and this posed the question of who would engineer the design. He said that if Council decided that the Nova Scotia Light & Power Company, Ltd. were best fitted to carry out this work, the Company should be so advised, and at the same time the City should indicate how far they are prepared to go in carrying out any requests that the Nova Scotia Light & Power Company, Ltd. may make in connection with the redesign of the transit system. His Worship the Mayor said that failure to come to terms with the Company could mean that the City would have to carry out the redesign on their own.

His Worship the Mayor said that in one of their letters, the Light & Power Company had offered an alternative proposal which was to set up a subsidiary of their Company



Special Council,  
June 18, 1968

in which the City would have less than fifty percent representation on the Board of Directors, and at the same time the City would cover the deficit incurred in operation of the transit system. The important thing, His Worship the Mayor said, was to arrive at a decision which would allow some course of action to begin immediately.

Alderman Moir said he felt that a transit system operated by a private company, or even a subsidiary company as proposed by the Light & Power Company in which the City would have some representation, would not provide the type of vibrant service which the development of the City of Halifax depended upon - since regardless of how civic minded such a company might be, its main concern was operating at a profit. He also said that private ownership would mean the loss of a tax advantage which the City would have if it ran the service itself. Alderman Moir said that after considering these points he felt the time had come for the City to negotiate the take-over of the transit system from the Nova Scotia Light & Power Company, Ltd., and he hoped that Council at tonight's meeting would reach an agreement to this effect, or at least in principle. He said he felt it was very important to develop immediately a Commission through the Legislature to work out a new transit system, while there was still time to investigate matters thoroughly, rather than leave things to the last minute and making emergency decisions at the eleventh hour.

Special Council,  
June 18, 1968

Alderman Ahern said that he would oppose any motion which involved the City taking over the operation of the transit system.

Alderman Ivany said that although he personally believed in the free enterprise system, he did not see why the City should assume responsibility only for non-profit services, and cited several cities in Western Canada where the City in addition to operating the transit system,

operate profit-making power and telephone companies. He said in this way the deficit of a transit system could be covered by the profits derived from the other service companies. He said it was also important that any transit system envisaged for the future take into account the whole Metropolitan area and not just the present City of Halifax.

Alderman Ivany then referred to the statement on Page 4 of Mr. Harrington's letter which reads "...the Company and the City's own planning staff have stated that millions of dollars in future expenditures for traffic can be saved if mass transit is used as a planning tool", and asked if Mr. Harrington could be called upon to elaborate on his statement.

8:30 P.M. Alderman LeBlanc arrives.

Mr. Harrington said that the use of mass transit as a planning tool was tied in with Alderman Ivany's statement that any future transit system should be envisaged on a Metropolitan basis. He said it was possible to control areas of population expansion by introducing a transit system at an early stage into a certain area and creating



Special Council,  
June 18, 1968

a transit usage habit amongst the people living there. He said groups of people working in a certain area would be attracted to living in an area in which there was good public transportation to their place of work, and in this way you build a more orderly flow of movement throughout the City, as opposed to having people criss-crossing each other; he said it was this cross of paths which necessitated to some extent the construction of interchanges like the one at Cogswell Street.

Mr. Harrington said that the suggestion in his letter of a subsidiary company had been in order to get things moving quickly; and he said such a subsidiary company could serve as a first step in an eventual take-over by the City. He said his statements dealt with the City of Halifax only, but the subsidiary company idea could be expanded to take in the whole metropolitan area, merely by expanding its Board of Directors. He said as well as including the annexed areas, a metropolitan transit system should include Dartmouth, which city had already expressed interest in sharing in the development of such a system. He said that within a metropolitan concept, and within the concept that you will have a rebate of income tax on public utility revenue, the amount of additional deficit which accrued from extending the transit system would be very close to the additional income tax rebate derived from the service to the extended areas.

Special Council,  
June 18, 1968

Alderman Black asked Mr. Harrington if under the concept of a Commission as suggested by Alderman Moir, there would be room for participation by the Nova Scotia Light & Power Company, and Mr. Harrington said there would be nothing against the Commission hiring the Light & Power Company to manage the transit system, which they would do in return for payment of a managerial fee.

Mr. Harrington said that if Council agreed to the idea of a subsidiary company, such a subsidiary could be set up in about six weeks time, and he felt therefore that this was an advantage the subsidiary company had over a commission, since the forming of a commission would require legislative approval which would mean some delay. Also, he said, a subsidiary company would involve City personnel and give them a chance to gain experience in operating a transit system in readiness of the day when the City might eventually take over the entire operation and form a Commission.

Alderman Meagher asked Mr. Harrington if in the case of the City Council agreeing to the City bearing the operating deficit of the transit system, would the Nova Scotia Light & Power Company go ahead and buy the necessary new equipment, and Mr. Harrington replied that they would. His Worship the Mayor asked Mr. Harrington if the City would have any guarantee that the estimated deficit would not actually be much higher, and Mr. Harrington replied that this guarantee could be incorporated



Special Council,  
June 18, 1968

in a contract between the City and the Company.

Mr. Harrington said, however, that there was a danger in setting an operating deficit within which the Company would have to operate, since the quality of the service offered would be geared to keeping within the specified deficit; he said that this would not foster the development of an improved service nor allow the transit system to serve as a planning tool in controlling growth areas of the City.

Alderman Moir said that for the very reason just expressed by Mr. Harrington, he felt the idea of a subsidiary company with the City paying any operating deficit was pointless, since it precluded much hope for a vibrant transit system which he felt was absolutely necessary to the development of the City. He said there were several reasons why he favoured the Commission idea, one being that the City would have more manipulation of taxes as a Commission; also as a Commission there were manners of advertising available such as "Travel by transit and reduce your property tax". Alderman Moir also felt that the day was not too far off when a transit commission might operate at a profit, as with the increasing problems of automobile travel and parking, there were more and more citizens who would abandon use of their cars for travelling to and from work if a first-class transit system were available

9:00 P.M. - Council adjourned to meet as a Committee of the Whole, the following members being present:

Special Council,  
June 18, 1968

His Worship the Mayor, Chairman; and Aldermen Black, Abbott, Moir, Ivany, Connolly, Meagher, Leblanc, Ahern, and Sullivan.

Alderman LeBlanc made reference to Mr. Harrington's letter of May 30 (Items 7, 11, and 15) wherein he said the figures quoted were very much different than those on Page 6 of the Confidential report prepared by the City Manager, and he felt that it was absolutely necessary that Council members know the exact financial picture before they are asked to make any decisions. His Worship the Mayor explained that the \$500,000.00 figure quoted in the Manager's report was an extension of Mr. Harrington's figure (for the City of Halifax only) to a metropolitan basis. Mr. Harrington in reply to a question from Alderman LeBlanc confirmed that the figure quoted in his letter included interest rate on a new fleet of equipment but also took into account a rate increase, which he felt the public would accept in return for a new and efficient service.

At this point His Worship the Mayor asked the City Manager if the report Alderman LeBlanc had mentioned was still considered Confidential, and the City Manager replied it need not be and that the Aldermen were free to quote directly from it.

Alderman LeBlanc asked Mr. Harrington what the chances were of reducing the deficit over the years with the introduction of a new service complete with new equipment, and Mr. Harrington said he would be very careful in answering the question since he had had occasion to see



Special Council,  
June 18, 1968

numerous predictions of this sort proved wrong; however he said indications were that at present the transit system had reached the bottom as regarded number of customers, so that with a new and efficient service he felt it fairly safe to say that the number of passengers would increase. He said, however, it was important for the City to keep in mind the idea of the transit system as a planning tool, in which case the City might deliberately operate at a deficit in order to carry out development of the metropolitan area.

His Worship the Mayor asked Mr. Harrington if the Light & Power Company would be agreeable to discussion of a date when they would abandon service, if the Council agreed to start a completely new transit operation without acquiring any of the Company's present assets. His Worship the Mayor said if they were able to agree on such a date, and with the consent of the Board of Public Utilities, they could then work out an agreement whereby the Company could purchase the necessary equipment to keep the system in operation prior to City take-over, and on take-over the City would purchase the equipment at its depreciated value. Also, he said, an arrangement could be worked out whereby City staff could be trained by the Company in the operation of the system prior to the date when the City assumed control.

Mr. Harrington replied that he could see no problem in the City and the Company working out such an arrangement. He said the Light & Power Company were only too willing to assist the City in any way possible if, and he said he meant

Special Council,  
June 18, 1968

no disrespect, the City would only make up its mind on some course of action.

Alderman Connolly asked Mr. Harrington what the Company would do if the City simply refused to assume responsibility for the deficit of the transit system or to have anything to do with its operation. Mr. Harrington said that in that case, and no later than this fall, the Company would make an application to the Board stating it could no longer continue operating under the facilities available, which in effect would be an application for abandonment of the service. Mr. Harrington said that the Board could possibly deny permission for abandonment, but would allow for a fare increase to off-set the deficit; in which case the Company would double the fare which could only result in a decrease in passengers, so that in another six months or so they would apply for a further increase - and there could be a phasing out of the service in that manner. He said there were other possibilities concerning a Board decision - another being the Board might give the Company permission to abandon service in a specified time and have the City assume operation of the system. Mr. Harrington said all this was hypothetical and since the City simply could not allow complete abandonment of the transit system, it seemed pointless to pursue the possibility at length, rather he suggested some definite decision concerning future operation of a transit system.



Special Council,  
June 18, 1968

MOVED by Alderman Moir, seconded by Alderman Black,

1. THAT Council agree in principle that the Transit System in the City of Halifax be operated by a Commission;
2. THAT the Transit Committee be asked to meet with representatives of the Company, the City of Dartmouth and the County of Halifax in an attempt to implement this decision, either on a City basis or on a Metropolitan basis and report back to Council.

Alderman Abbott said he had several questions which he wanted to ask Mr. Harrington before passing on any motion. He asked Mr. Harrington if the Company would be willing to carry on its operation of the transit system until February or March of 1969, since if Council agreed to forming a Commission it would probably not be ready before then; also would Mr. Harrington say which of the two he would choose (subsidiary or commission) if he were in the place of the Aldermen.

Mr. Harrington answered the first question by saying that the Company had already accepted the fact that for their 1968 budget they had the transit deficit, and although they would continue operating the service into 1969, they would expect the City to bear any deficit incurred that year. In answer to Alderman Abbott's second question, Mr. Harrington said he had already stated why he favoured the idea of a subsidiary company - a sooner start and the fact that a subsidiary company would serve as a transition stage if it were later decided to form a Commission.

Alderman Ivany asked if a Commission were set up who would have control of the transit system as a planning

Special Council,  
June 18, 1968

tool. His Worship the Mayor said that it would basically be a Company which would manage and develop the transit service in the same sense that the Public Service Commission does for water, but the City Council was the planning body for the City of Halifax and the Council after considering recommendations from its own Town Planning Board, the Regional Planning Commission, and its planning staff would at some point direct the management of the Commission as to which parts of the City they wanted a transit service - so that in effect the Commission would be a management body carrying out City Council's directions.

There was a short discussion on gaining participation of both Provincial and Federal Governments in the operation of a transit system. Alderman Meagher asked His Worship the Mayor if at this time the Provincial Government could be asked to definitely indicate when and what amount of tax rebate will be available, as Council would be in a better position to make a definite decision regarding the transit system once they knew the exact amount of and date they would receive the rebate.

Alderman Connolly said he wished to offer an amendment to Alderman Moir's Motion to the effect that the Company cause a wholly-owned subsidiary to be incorporated to operate the transit system in the City of Halifax. His Worship the Mayor said the amendment was contrary to the Motion before them, and ruled it out of order. He said such a motion could only be moved if the original motion of Alderman Moir were defeated.



Special Council,  
June 18, 1968

Alderman Sullivan said he wished to make a motion to defer passing of Alderman Moir's Motion until a time when all the Aldermen were present. His Worship the Mayor said it was only proper for the Alderman to name a time of deferment, but that he could not set that kind of condition; he said if no specific time of deferment were included in the motion, the Chair would call a meeting at the first opportunity.

MOVED by Alderman Sullivan, seconded by Alderman Ahern, that the Motion presented at the meeting by Alderman Moir be deferred for passing until a time to be called by the Chair. The motion was then put and lost as follows:

For the Motion: Aldermen Meagher, Leblanc, Ahern, Sullivan...4  
Against the Motion: Aldermen Black, Abbott, Moir, Ivany, Connolly.....5

Alderman LeBlanc said he did not feel he could vote for the forming of a Commission at this time, without the motion also clearly stating the Commission's terms of reference. His Worship the Mayor said the motion called for approval in principle and it would be for the Annexation Committee to set the terms of reference.

Alderman Meagher said he would not vote for any motion at this time because the Council had not been presented with any clear information concerning the financial side of operating a transit system, and did not feel the words "in principle" were sufficient safe-guard against becoming committed to something before all the facts were known.

Alderman Moir stated that all the motion said was "in principle" we think we should set up a Commission and

Special Council,  
June 18, 1968

we are going to ask the Transit Committee to investigate its possibilities, and if the Committee finds it cannot be done, the whole question will be reconsidered. He said the important thing, as Mr. Harrington had repeated over and over, was for the City to make a decision that would promote a course of action. He said the matter had been before them for a year and they knew no more today about costs than they did a year ago, nor would they probably know anything more in a year's time. Mr. Harrington, he said, had given the City every available fact about the costs involved.

Alderman Meagher asked to have an opinion from the City Solicitor as to how far the City was committed financially if Alderman Moir's motion was passed.

The City Solicitor said the intent of the Motion was to set a course of action to be followed by the Transit Committee and that it did not carry with it any legal obligation or financial commitment. He said it also did not preclude Council withdrawing from the idea of a Commission at any time if it decided upon another course of action.

Alderman Leblanc asked if the Commission's terms of reference could be enlarged at a later date or if it would require revision of the motion, and the City Solicitor said it would depend on whatever action Council takes when it receives the report from the Transit Committee after it has completed an investigation in accordance with the second part of the motion.

Alderman Ivany asked for the City Manager to give his opinion as to whether or not the City could afford to



Special Council,  
June 18, 1968

operate a transit system at this time, and the City Manager replied that the City could not afford to take on such an operation - on the other hand it was a question of determining if the public wanted a transit system and if they did and the Light & Power Company could not supply it, then the City would have to assume control and raise the necessary money through taxes or other means.

His Worship the Mayor asked the City Manager if the City could afford not to provide a transit system, and he replied it would be very difficult to operate an efficient City without transit service; for one thing, the City Manager said, the annexed areas would require public transit if they were ever to develop properly, since it was not feasible that all families living in those areas could afford one or two cars.

Alderman Meagher asked if Alderman Moir would be agreeable to including in his motion wording to the effect that the Transit Committee be asked to recommend which they consider preferable, a Commission or a Subsidiary Company. Alderman Moir said he felt it unnecessary since it was a logical conclusion that if the Committee did not find the idea of a Commission practical or feasible, they would recommend an alternative, which might be a subsidiary company or something else.

The Motion was then put and passed as follows:

For the Motion: Aldermen Abbott, Moir, Ivany, Leblanc, Black....5  
Against the Motion: Aldermen Meagher, Ahern, Connolly, and  
Sullivan.....4

ADDITIONAL SEWER COSTS - COGSWELL STREET INTERCHANGE

A report was submitted from City Council on the subject of sewer costs for the Cogswell Street Interchange. Council approval of the following:

**Special Council,  
June 18, 1968**

1. At 10:10 PM - Council reconvened with the same members being present.

2. **MOVED** by Alderman Moir, seconded by Alderman Black that, as recommended by the Committee of the Whole Council:

1. **THAT** Council agree in principle that the Transit System in the City of Halifax be operated by a Commission;
2. **THAT** the Transit Committee be asked to meet with representatives of the Company, the City of Dartmouth and the County of Halifax in an attempt to implement this decision, either on a City basis or on a Metropolitan basis and report back to Council.

Motion passed.

10:15 PM - Council recessed for a short period.

10:25 PM - Council reconvened with the same members being present.

"To this end, the Civic Advisory Committee respectfully requests that City Council and staff give appropriate close consideration to the proposals of such interested groups as the Halifax Committee of Concern and the Heritage Trust of Nova Scotia, whose joint proposal is appended to this letter.

"The suggestions involving an interior public sidewalk through buildings on the east side of Upper Water Street and the possibility of using dual canal, single unit sewer crock, are considered -583- worthy of further analysis.



Special Council,  
June 18, 1968

ADDITIONAL SEWER COSTS - COGSWELL STREET INTERCHANGE

A report was submitted from City Staff asking for Council approval of the following:

1. Agree to the proposed increase of \$6,700 for the present contract. If agreed upon, sewer work on Buckingham Street will start next Tuesday.
2. Agree to the proposed increase of \$21,800 for the sewers in Contract 2, along with the \$35,000 sewer outlet. The items above will be in the second tender call slated for July, 1968.

Since approval to carry out the above work had a direct relation to building fronts which the Civic Advisory Committee on the Preservation of Historic Buildings were seeking to have preserved, that Committee presented the following report:

"Halifax, Nova Scotia  
17 June, 1968

"The Mayor and Aldermen,  
Halifax City Council  
Halifax, Nova Scotia

Gentlemen:

"While the Civic Advisory Committee on the Preservation of Historic Buildings recognizes the urgent necessity of providing access roads for the Cogswell Street Interchange, it is to be hoped that City Council will continue to make every effort, even at this late date, to provide for the further examination and possible retention and preservation of a group of waterfront buildings on the east side of Upper Water Street, between Duke and Buckingham Streets.

"To this end, the Civic Advisory Committee respectfully requests that City Council and Staff give appropriate close consideration to the proposals of such interested groups as the Halifax Committee of Concern and the Heritage Trust of Nova Scotia, whose joint proposal is appended to this letter.

"The suggestions involving an interior public sidewalk through buildings on the east side of Upper Water Street and the possibility of using dual canal, single unit sewer crock, are considered to be worthy of further analysis.