

curtailment which we did not welcome. The second was financial co-operation between the City and the Company by a subsidy or other such means to be negotiated for the Company to continue running transit in a proper and efficient manner. The third was that we would be prepared, if the City so wished, to turn the transit system over to the City.

"We are bound at the moment by a contract with the City and the Company which contract contains a clause that would require the City to give the Company three years' notice if the City wishes to take over the system. In the meeting of the Committee of the Whole I stated that we agreed with the recommendations of Urwick, Currie and were prepared to waive the three years' notice and were prepared to negotiate a price.

"With regard to Mr. Kane's statement as to curtailment, this was made with a view of being left with alternative number one where we had no assistance from the City, no 'take over' by the City, but with increased fares the curtailment would have to go with it. We felt that the result of increased fares would bring curtailment, after curtailment, after curtailment."

His Worship the Mayor stated that the letter which he had asked the Company to write followed discussion he had held with the Company officials as to the future of the system and he had asked the Company to put its position in writing for consideration by Council.

Mr. Harrington said that action had been initiated as a result of an amendment to the contract made in 1960 which provided for further negotiations in 1962.

Alderman Macdonald stated that with respect to subsidies the Company was prepared to accept a subsidy in February, 1961 to assist them to operate this system efficiently, but since that time the question of subsidies had more or less disappeared; and he questioned why it had not come to the forefront more than it has. He contended that the City might be in a more secure position if negotiations were carried on on a subsidy basis with the Company. He suggested that if the City pledged itself to a certain amount of money as a subsidy, Council would be in a better position to know what its cost is going to be than if the City took over the transit operation having no projection of the possible loss position as the public will demand certain things;

and if the demands are met, there is no idea of the cost of meeting such demands.

Mr. Harrington stated that there is no question that the Company has abandoned its position from the three alternatives presented to Council by letter last February, and the Company would still be willing to negotiate with Council on the matter of a subsidy if Council were so willing.

Alderman O'Brien asked Mr. Harrington if, in the event, the legislation governing the separation of utilities of the Company were amended, would the Company be willing to subsidize a satisfactory transit operation that they continue to own out of the profits they would continue to make from the generation and distribution of electricity for City consumers of electricity up to a break-even point in order to keep the whole of their Company intact.

Mr. Harrington: "As a matter of record, prior to 1942 the Company always took the stand that it was one Company and at that time, operated transit, gas and electricity; but as a result of action by the City, the legislation was changed. The legislation at present prohibits the Company from subsidizing the transit operation from the power earning." He said that if that legislation were not in effect, it would be difficult for him to shift and to assume that it could be reinstated to the other position, but that he would certainly like to give it full consideration; and in his opinion, it would have distinct possibilities.

Alderman O'Brien: "Has the City and the Company ever discussed this possibility with the Provincial Government?"

His Worship the Mayor said that the possibility of amending the legislation for this purpose has not been discussed with the Provincial Government; and before doing so, Council would have to ask the Province to do one of two things — either permit the Company to treat any deficit in the transit operation as an expense of the electric utility or to recover any loss that occurs in the transit operation out of the fair and reasonable return the Company is allowed to make. He stated that he had no doubt that the Board of Commissioners of Public Utilities, with such an amendment, would take into consideration that the Company should be able to earn through electricity charges sufficient to insure a fair return on the capital employed. So, in the end result the electricity users in the City would be subsidizing the transit system.



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Mr. D. Walsh, private citizen, addressed the meeting and stated that in his opinion the Company wishes to keep the "cream" (the power utility) and sell the "skim milk" (the Transit Division) to the City; and he contended that the Company should continue to operate the Transit System as it is a highly efficient Company as evidenced by its recent prize-winning achievement for efficiency. He further contended that if the City should take over the Transit System and absorb the losses the Company has been incurring, it should also take over the power distribution system and the profits from the power system applied to the losses of the Transit System. He concluded by stating that there should be a plebiscite of the property owners of the City at least before a decision is made.

9:20 P. M. Council recessed for a short period.

9:30 P. M. Council reconvened.

Mr. A. A. Robertson addressed Council and expressed the opinion that the City should not take over the Transit System unless it is abandoned by the Company as he felt that private enterprise is much more efficient than public ownership and in this instance the Company can better manage the system because it has more experience in the field. He referred to statements made by the Company in the past that it would like to see an improved Transit System, and he felt that the Company is the body which should effect the improvements. He also referred to a statement made by the Company in January 1960, wherein the Company pledged co-operation in co-ordinating planning with all levels of government, which planning is vitally essential to the implementation of an efficient mass transportation system in Halifax and in looking ahead to 1980 with the increasing density of population, the importance of mass transportation becomes more obvious. The Company's statement also contended that if the other entrances of the City were connected to the downtown area by an express transit service, it would result in a more efficient use of the City streets. The Company's report also referred to the need for planning of extensions to the transit service to provide a more adequate transportation service for all areas of the City.

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Mr. Robertson contended that in view of the Company's sound financial position, as evidenced by the increased value of its shares and the increased earnings, it is in a position, despite the deficit experienced in the Transit Division, to effect the improvements required to provide a more efficient Transit Service, with the co-operation of the City of Halifax; and that the Council should not contemplate taking over the operation of the Transit System, unless the Company decides to abandon the service. He said that it was unfortunate that in 1942 the City had initiated action to cause a separation of the divisions of the Company which made it impossible for the deficits of the Transit Division to be absorbed by the power utility, which resulted in the Company finding it uneconomical to continue the transit operation on the present basis.

His Worship the Mayor stated that the action was taken on the advice of the City Solicitor at that time who took the viewpoint that the only way to measure the relative positions of the three divisions of the Company (gas, electric, and transit) was to have the three separated, which view may prove to be beneficial to the City ultimately, because it is not known at the present time what the policy of the Provincial Government will be with respect to power in the Province of Nova Scotia. This lack of knowledge places the City at a disadvantage.

Alderman O'Brien asked: (1) What proportion of the power distribution by the Company is distributed within the City of Halifax; (2) What proportion of power is generated within the City; and (3) Approximately, what is the total income tax paid by the Company to the Federal Government.

Mr. Harrington explained that he could not give exact figures but that approximately one-third of the power produced was consumed in Halifax, approximately one-third of the power was produced in Halifax, and the income tax paid to Ottawa amounted to approximately \$3,000,000.00 annually, in recent years, of which 50% was rebated by the Federal Government to the Province of Nova Scotia.

Alderman O'Brien observed that if there were City ownership of the distribution of power within the City, the income tax would not go to Ottawa for that portion of it and the rebate to the Province would be reduced to that extent which, in effect, would be a roundabout grant from the Province.



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Mr. J. K. Bell, appearing as a private citizen, referred to the submission made by the Nova Scotia Light and Power Company Limited to the 1980 Conference held in 1960 which contained a promise to improve the transportation service in the City and which he contended is at variance with the report of Urwick, Currie Limited as the deterioration of the system had not started recently but had been going on at least since the time of the submission of the Company's report; and he stated that it looks like "planned liquidation of an essential part of a public service in this area in view of the discrepancies between the Company's position at that time and the survey of the Urwick, Currie people".

He expressed the opinion that in view of the loss of public confidence by the Company, since the abandonment of service was broached by the Company in recent months, that the City should take over the system; and he stated that while he felt that the Company should be compelled to maintain the service, in view of the fact that they appear to have neither the heart nor ability to operate this system efficiently, the City should take over the operation so that it would not deteriorate to a point where it would jeopardize the system and also the job security of the present employees, making it difficult for any future operator to reinstate the service.

He further contended that if the City should take over the operation of the Transit System, there should be some compensating condition in the form of contract covering the take-over; and the City should consider the imposition of a form of sales tax on the electric power distribution by the Company within the City limits; or, if that is not possible, to attempt to negotiate an agreement with the Provincial Government to obtain a portion of the rebate on income tax paid by the Company which that Government receives from the Federal Government.

His Worship the Mayor asked Mr. Bell if he had any fear of local Government operating a public service.

Mr. Bell replied in the negative and said that in his opinion the only bad services operated by Government are those which are sabotaged by civil servants who do not believe in public ownership, and that where there is a healthy understanding of public service by people who administer public

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utilities, those public utilities are efficiently operated and he also expressed the opinion that the Public Service Commission of the City is a reasonably well-run public utility.

Mr. Bell further stated that in view of the fact that this private utility (Nova Scotia Light and Power Company Limited) is on such shaky ground for justifying itself as a private utility because less than 3 per cent of the combined shares are held by the directors, it was his view that the City has a very good position to demand that if there is to be any abandonment of services by the Company, that the City take over the responsibility of the generation and distribution of power within the confines of the City.

He concluded by saying that notwithstanding what comes out of this particular problem, which in reality is a small problem within the context of a much larger problem, there is a need for regional planning, and the problem of mass transportation is one which involves the whole region; and it was his opinion that an organization, such as the Community Planning Association or the Institute of Public Affairs of Dalhousie University, should be asked to convene a conference to which the three municipalities would come together to determine a long-range needs of the Metropolitan Area in an endeavour to work out a regional transportation system to replace the present haphazard, inefficient, and inexpensive system.

His Worship the Mayor: "I take it Mr. Bell, you are pleased that the City undertook this study of transit which does provide for this possibility and that your reference to the Institute of Public Affairs means that you endorse the actions already taken; it means that you say the City of Halifax, in seeking metropolitan planning of the land uses around the region, is to be commended; and you say to the people and to all citizens that we should ask the Councils of other Governments to join in this effort".

Mr. Bell: "That's exactly what I am saying. I am sure that the majority of citizens of Halifax commend the City Council for the study they undertook by bringing in an independent consulting firm. I think



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that for the first time the citizens of Halifax have got somewhere near a clear picture of just what our transportation problem is. I think that the Urwick, Currie people have done a good job."

He further stated that as urgent as the problem of providing an efficient transportation system is, the financial arrangement should be such that in any take-over the City will not find itself in financial difficulties which would result in a further deterioration of the transit system.

His Worship the Mayor stated that the arrangement for the study by independent appraisers and the holding of the public hearing and other investigations are indications that the City is attempting to make as complete an examination of the problem as possible before making a final decision; and he asked Mr. Bell if he could construe his remarks as being an endorsement of the action taken by City Council to date.

Mr. Bell replied in the affirmative.

Mr. W. C. Dunlop, Q. C., speaking as a private citizen, disagreed with allegations made by previous speakers that the Nova Scotia Light and Power Company Limited is not a well-managed organization; and it was his opinion that the City Council should negotiate with the Company and have the Company continue to operate the service.

He contended that in view of the declining volume of transit users, it is difficult to show a profit on transit operations and he disagreed with the opinion expressed in the Urwick, Currie report to the contrary.

Mr. Dunlop expressed gratification that the matter was not being acted upon in haste and expressed the hope that after negotiation the Company would be permitted to continue the operations. He disagreed with the contention contained in the brief, submitted by the Board of Trade, that the public do not want to pay increased fares; and he felt that the Company should be permitted to have a "free hand" in increasing the fares if they find it necessary, as he felt that the rising cost of transportation would be met by the public as is the rising cost of all other goods and services.

He concluded by stating that if the City decides to take over the operation of the Transit System, it should also take over the

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distribution of electric energy within the City so that the profit of one could carry the other.

His Worship the Mayor referred to the statement made by Mr. Dunlop to the effect that it was his impression that the effort to have the Transit System taken over by the City was coming mostly from the Council; and he said that he would ask Mr. Harrington to clarify this matter as he personally showed the concern expressed by Mr. Dunlop in what might happen in five years hence if the power distribution system were to be taken over by the Province of Nova Scotia and the City lose out on the opportunity of earning money from the distribution of electric power, if it is to be public power.

He further stated that he knew of no instance where a member of City Council had initiated the idea of the City taking over the Transit System. He then asked Mr. Harrington to confirm the fact that the Company has said that until it is subsidized or a rather dangerous increase in fare occurs, that the Company wishes to go out of the transit business and that Mr. Harrington had initiated these viewpoints after he had asked him to put his position in writing.

Mr. Harrington confirmed the statements made by His Worship and added that this position was taken after six years of negotiating with the City of Halifax; and he gave the following background: "In 1956 and in some years prior to that, under the contract between the Company and the City of Halifax, fares and revenues in the transit operation reached a point, specified in that contract, where the Company under the formula was to apply to the City for a renegotiation of the terms of the contract or for the City of Halifax to jointly petition with the Company for a fare increase. I think, on three occasions, this occurred in this contract. I appeared before the City of Halifax bringing this to their attention asking them, under the contract, to do one or the other and on, I think it was three occasions, the City took no action on its obligation. The Company, on those three occasions, went ahead and applied for a fare increase, with the City making no objections, but the City did not meet its obligations under the contract of jointly



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petitioning or renegotiating. The last time we came to the City on this matter and brought it to their attention once again, the City did agree to renegotiate the formula, and this was in 1960. At that particular time, in 1960, under the amendment to the contract when they renegotiated the tax, for which we give the Council full credit, it was also agreed that we would further examine the matter during 1961. The Company reminded the City in 1961 of this amendment to the contract -- that we were supposed to renegotiate. Discussions were held, information was requested from the City, and action became somewhat where it had to be headed up and as a result of these negotiations, the Company stated its position in its letter of February of 1962 where it put out the three alternatives which are still before the City as far as the Company is concerned.

His Worship the Mayor stated that the City's Legal Department was specifically asked to inquire into the obligation that the City had with the Company with respect to transit, to see if there was any way in which they had a franchise to operate an electric utility in the City of Halifax which obligated them to maintain a transit service; and it wasn't until this was plainly stated to City Council in a comprehensive statement by staff, did we then move to engage Urwick, Currie Limited. The Council was very much disturbed about increasing trolley fares when it meant a substantial diminishing of passenger usage of the system and therefore only aggravating the financial problem, and Council would not want to inherit at a later date, should the Province of Nova Scotia or some other body get ideas on the subject of public power, a much worsened condition in this system. Urwick, Currie Limited have confirmed their statements that any change in the fare structure outside of some modification, would hazard the volume of revenue derivable from this operation.

Alderman O'Brien stated that with respect to Council members initiating the ideas of public ownership, that two or three weeks ago he took the position on a television broadcast of favouring public ownership. He also referred to the fact that two or three years ago on a similar television broadcast he had disagreed with the idea of public ownership because he knew of no reason for it at that time and his recent statement in favour, had come only after the presentation of the Urwick, Currie report, which he considered

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valid reason, and Mr. Harrington's statement to this Council when the Urwick, Currie report was presented, which statement was then moved away from the three alternatives previously expressed to the position of having endorsed the basic recommendations of the Urwick, Currie report.

Mr. Harrington: "That is a matter of fact, Your Worship."

Mr. Murray Warrington, 121 Maitland Street, appearing as a private citizen stated that the Nova Scotia Light and Power Company Limited is a very prosperous Company; and he contended that if the Transit Division of the Company is operating at a loss and they are willing to abandon it, they should absorb the loss on transit in the other divisions of the Company or abandon them, or prepare to hand over the whole operation of the Company to the City if the City is forced to take over the Transit Division.

Mr. John Sharples, 1666 Henry Street, appearing as a private citizen, stated that the basic problem is how to get more riders on the trolley coaches and he offered the following suggestions for improving the service:

- (1) extension of the service to serve the new shopping centres and Fairview;
- (2) maintenance of regular schedules of the trolley coaches; (3) streamlined Transit System to include an express coach running from Fairview to a deposition downtown; (4) provision of suitable shelters for people waiting for trolley coaches.

He stated further that before arriving at a final decision on the matter of transit service, that consideration be given to redevelopment plans for the City so that the transit service could be properly integrated with the redeveloped areas of the City.

Mr. Sharples concluded by contending that the operation of the transit system should be continued by the Nova Scotia Light and Power Company Limited with assistance from the City, and that consideration be given to the suggestions which he put forward.

His Worship the Mayor: "Are there any other persons who wish to be heard at this time?"

No other persons wished to be heard.

MOVED by Alderman Wyman, seconded by Alderman Butler, that the matter be referred to the Finance and Executive Committee and that the Mayor



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and staff be authorized to pursue any lines of inquiry with or without Mr. Currie and with the Company that they feel will assist at the meeting of the Finance and Executive Committee.

Alderman O'Brien felt that because of the importance of the question that Council would be in a better position if a general discussion of the principles involved were held in a Committee of the Whole Council and then referred to the Finance and Executive Committee for the follow-up in detail and recommendation back to Council.

Alderman Wyman stated that he agreed with the suggested procedure and withdrew his motion.

MOVED by Alderman Wyman, seconded by Alderman O'Brien, that the Mayor convene at the earliest possible moment a meeting of the Committee of the Whole Council and bring to such meeting, whatever information he considers may be useful and helpful to the Council in reaching a decision on this matter; and that the resources of the staff and Mr. Currie, and consultations with representatives of the Nova Scotia Light and Power Company Limited be utilized to bring as much information as possible on all phases of the question.

Motion passed.

Meeting adjourned.

10:50 P. M.

J. E. LLOYD,  
MAYOR AND CHAIRMAN.

R. H. STODDARD,  
CITY CLERK.

CITY COUNCIL  
MINUTES

Council Chamber,  
City Hall,  
Halifax, N. S.,  
November 29, 1962.  
8:00 P. M.

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

After the meeting was called to order, the members of Council attending, led by the City Clerk, joined in reciting the Lord's Prayer.

There were present His Worship the Mayor, Chairman; Aldermen DeWolf, Abbott, Breen, Lane, Macdonald, Meagher, LeBlanc, Trainor, Healy, Connolly and O'Brien.

Also present were Messrs. P. F. C. Byars, L. Mitchell, R. H. Stoddard, H. K. Randall, L. M. Romkey, G. F. West, J. F. Thomson, V. W. Mitchell, K. M. Munnich, A. R. Howard and Dr. E. M. Fogo.

MINUTES - OCTOBER 30, NOVEMBER 1 AND 15, 1962

MOVED by Alderman Connolly, seconded by Alderman Abbott, that the minutes be approved. Motion passed.

PUBLIC HEARING RE: LAYING DOWN 20 FOOT BUILDING LINE, SOUTHEAST SIDE OF DUFFUS STREET BETWEEN ISLEVILLE AND AGRICOLA STREETS

A public hearing into the matter of laying down a 20 foot Building Line on the southeast side of Duffus Street between Isleville and Agricola Streets was held at this time.

The Director of Planning displayed a sketch and outlined the proposal for the information of the Members of Council.

Mr. N. Driscoll appeared and stated that the present buildings can be repaired and maintained and will last for another 50 to 75 years. He wondered what the City would accomplish by laying down the Building Line. He was of the opinion that it would not relieve the traffic situation, and that the houses are fairly new.

Alderman Wyman arrives at 8:10 P. M.

Mr. Driscoll further advised that he had a client who was interested in his property and there was an application made to rezone, which really started the issue. He stated that his house is the oldest one involved and has a frontage of 66 feet with a depth of 100 feet which could be subdivided in two lots.



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Alderman Trainor asked if the staff has any immediate plans for the widening of the street to which the City Manager replied that the Traffic Engineer had some definite views with respect to the requirements for street alignment to tie in with Lady Hammond Road and Duffus Street. These representations were brought to the Committee several months ago which led to staff being asked to conduct negotiations with Mr. Rooney, who was acting on behalf of the owners of the properties, apart from Mr. Driscoll. As a result of these discussions, it was felt by the owners of the properties that they would continue to oppose the laying down of the street line as such, or alternatively, they would not oppose it if the City would step in and carry out the construction that was necessary. In view of all the other considerations which have to do with the bringing of traffic into downtown and the consideration of the new Shore Drive, staff is not yet ready with all the designs that would be required. The citizens represented by Mr. Rooney felt that they would be agreeable to the setting of a Building Line at this time and what the Building Line would do would be to ensure that no further construction would take place which might interfere in the future with the plans for widening the street.

The Traffic Engineer stated that there are no definite widening plans at present. There is the possibility of having a marine drive which would take commercial and commuter traffic from the Fairview Overpass area into the downtown, Dockyard and Shipyard area around the Basin and would by-pass Duffus Street, Dartmouth and Devonshire Avenues to some degree. The fact remains that between the Fairview Overpass, along Lady Hammond Road, Duffus Street and then down Devonshire Avenue to Barrington Street, which is now the major route between the Fairview Overpass and the Dockyard area, there is at least a 75 foot right-of-way available except for this one block, which is 60 feet. It was felt that some control of the building ~~in this~~ block should be advocated to provide for the future.

Mr. R. L. Rooney, Q. C., appeared representing the property owners in the area and stated that while it affects the properties involved, nevertheless, his clients felt that it is in the public interest that a Building Line should be established and therefore, the owners yield with some

reluctance to the recommendation of staff and they are now in accord that a Building Line be established.

Alderman DeWolf suggested that the sidewalk be narrowed by 5 feet and he asked what the attitude of the owners would be.

Mr. Rooney advised that it would help considerably.

Alderman DeWolf was of the opinion that if the City had to acquire these properties, it would cost in the vicinity of \$90,000.00 to \$125,000.00 whereas if the sidewalk were narrowed, to perhaps 7 feet and be closer to the buildings, it would save the City a lot of money and at the same time add to the width of the street.

In reply to a question from Alderman Wyman, who did not arrive in time to hear all the evidence submitted, the City Solicitor advised that he would not be permitted to vote on the matter as a result of a ruling from the Courts.

Alderman O'Brien suggested that if at a later date, development plans are clear enough that it is indicated that a narrow street all along Duffus Street would do, then the Building Line would be lifted at a later date. He further suggested that Council go along with this compromise proposal at this time.

A formal resolution, as prepared by the City Solicitor, was submitted:

RESOLUTION

WHEREAS the Committee on Works at a meeting held on the 25th day of October, A. D., 1962, did recommend that a Building Line be established on the southeast side of Duffus Street between Isleville Street and Agricola Street, in the City of Halifax, which said building line is hereinafter more particularly described;

AND WHEREAS the City Council at a meeting held on the 29th day of November, A. D., 1962, did hold a public hearing to consider the matter and did approve of the recommendation of the said Committee on Works.

NOW THEREFORE BE IT RESOLVED that a Twenty (20) foot building line be and the same is hereby established on the southeast side of Duffus Street between Isleville Street and Agricola Street as shown on Drawing No. P303/23 in accordance with Section 543 (1) of the Halifax City Charter.

MOVED by Alderman O'Brien, seconded by Alderman Macdonald, that the resolution as submitted be approved. Motion passed with Alderman Wyman abstaining from voting.

RECOMMENDATIONS - FINANCE AND EXECUTIVE COMMITTEE

The following recommendations were submitted from the Finance and Executive Committee at a meeting held on November 22, 1962.

Resolution - Council Re: Proposed Auditorium-Gymnasium - Vocational High School

The following letter was forwarded to Council without recommendation:



Council,  
November 29, 1962.

April 26, 1962.

Mayor John E. Lloyd  
City of Halifax  
City Hall  
Halifax, Nova Scotia

Dear Mayor Lloyd:

The Vocational Education Board of the Halifax County Vocational High School has recommended an expanded vocational high school program and the construction and equipping of an addition to the present School to house that program. Included in the above, the Board recommended the construction and equipping of an auditorium-gymnasium.

The Province received from the Federal Government a grant of 75 per cent of all provincial capital expenditures for building and equipping vocational schools made prior to April 1, 1963, and 50 per cent of all such expenditures made on and after April 1, 1963. It is the opinion of officials of the Department of Public Works, in consultation with architects, that it is physically impossible to plan and complete the recommended additions to the School prior to March 30, 1963; consequently the Province would have to pay 50 per cent of the capital cost of construction and equipment made on and after April 1, 1963.

The Board's recommendation has been considered in regard to need and net provincial costs before, on and after April 1, 1963, and the Province is prepared to agree as follows:

- (1) provided that the municipal units agree to contribute 40 per cent of the operating costs of the expanded program, the Province will construct and equip at no cost to the municipal Parties an addition to the present building, to house an expanded vocational high school program satisfactory to the Minister;
- (2) provided that the municipal Parties to the Agreement agree to contribute 40 per cent of the capital cost of construction and equipping and 40 per cent of the cost of operating an auditorium-gymnasium, the Province will construct and equip an auditorium-gymnasium.

This is to inquire concerning your willingness as a Party to the Agreement.

- (1) to contribute your share of the increase in annual operating costs (estimated by the Board to be approximately \$107,100.) attributable to the addition to the present program; and
- (2) to contribute your share of the capital costs of constructing and equipping an auditorium-gymnasium, the capital cost of which is estimated to be approximately \$300,000.00.

For initial examination at least, it would seem that your share of the increased operating costs and of the capital costs of the auditorium-gymnasium would be the percentage for sharing operating costs as set forth in the recent Agreement.

Further details regarding the recommended expansion may be obtained from Mr. W. D. Mills, Director of Vocational Education.

Yours very truly,

R. L. Stanfield.

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At this time His Worship the Mayor requested Alderman Wyman to brief the Council on this matter.

Alderman Butler arrives 8:35 p. m.

Alderman Wyman: "I think the members of Council know that there is a program of expansion under way at the Vocational School. It was the hope of the Board, that as part of this expansion, the School might be supplied with an auditorium-gymnasium, a facility the School has felt the lack of ever since it was first built and which we members of the Board are quite convinced is really needed. If I may take a few minutes of the time of Council to explain why we feel as we do about it because certainly there have been those who have expressed themselves with a different view, I would like to start by going over something which may have been repeated more often than needs to be, but I am never sure whether the audience understands the principles that are involved in the Vocational School. To begin with, I should emphasize that the School is a high school. It is a high school which is designed to take not second rate pupils or pupils who are not able to do something or other, but pupils whose natural abilities and aptitudes direct them to a field where a portion of their education is more effective if it is directed toward the training of their hands towards a useful vocation, than in the extension of the more advanced academic subjects that are normally required for admission to university. On that basis then, I would say that the argument for an auditorium-gymnasium in this school stands on the same ground as the argument for the auditorium-gymnasium in any other high school such as Queen Elizabeth, St. Patrick's, the County High School or the Dartmouth High School. There are one or two considerations that arise which would indicate that in this School it would be of more value than even in those other schools. A part of the education which is given in this School is directed to the purpose of not only training our pupils to a useful work in obtaining a job, but also as all high school education is directed, to train them to become useful citizens. For that purpose, they should have an opportunity to get together in groups, to work together, to operate as a community in the School. There is no place in the School at the present time where the nearly 800 pupils can be assembled in one place at one time. With the addition, the number of pupils will

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reach over 1000 and the situation will be that much worse if we do not have this auditorium-gymnasium. The use of the room as an assembly room would give the opportunity of having the students in one place to hear outstanding speakers when the opportunity arises, to participate in group education activities, to hear concerts, see artistic and technical exhibitions and an opportunity to publicly recognize before the entire student body, any outstanding merit of any given student for any usual activity or any other occasion for such a recognition. It would give an opportunity to develop group activity which would serve to develop leadership in social and cultural affairs and give the opportunity too for the entire student body and staff getting together at times for a closer overall contact among those people.

On the gymnasium side, I don't know whether I need to say anything about the value of physical education programs in the School, but I should emphasize that the Board's idea in gymnasiums is that the gymnasium use of it would be made during the school hours as a part of a physical education program. After school hours, it can be used for school athletics and contrary to opinions that have been expressed in some quarters, many of the students of the school do find it possible and convenient to stay for athletic activities after school; and it has been found in the past where some attempt has been made to carry on some basketball, hockey, and football by borrowing or renting facilities from some other schools, the arrangement has turned out to be most unsatisfactory - - in fact, has led to a situation where that type of athletics has practically stopped in the School at the present time, but that is not because the student body cannot find the opportunity to take part. The fact that these pupils come from communities that are widely separated, they don't have the same combination of friends that you find with the pupils of our other high schools who are drawn almost entirely from within the City and the fact that they have such a diversity of direction in the various courses that they take, emphasizes the necessity of community activities within the school in order to teach those boys and girls to live together as a single community and to become good citizens. The distribution of pupils is pertinent. The School at the present time has 754 pupils of which 44.2 per cent are from the City of Halifax, 37.9 per cent from the County and



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16.8 per cent are from the City of Dartmouth. The present distribution of the sharing of cost, the Province pays 60 per cent, one-half of which they receive as a grant from the Federal Government; of the remaining 40 per cent, the City of Halifax pays 59 per cent, the City of Dartmouth pays 20 per cent, and the County pays 21 per cent. There is a memorandum on my desk which I think gives the dollar matters pertinent to the operation of the School as such, but it does not give the dollars as regards to the addition. The proposal of the Provincial Government is that, with this addition to the school, it will pay 60 per cent of the capital cost of the auditorium-gymnasium if the contributing municipalities will pay their share on this 23.6 per cent, 8.4 per cent, and 8 per cent basis. The County has rejected it and the City of Dartmouth has made no decision."

Alderman O'Brien: "The question comes as to what we do about the situation when one of the municipalities has refused and another has not considered the matter. I would suggest that this Council consider making a presentation to the Province in which we ask the Province to take leadership to see that this addition is proceeded with, indicating the record that this City Council had approved in principle and indicated its willingness to go along with the Premier's cost sharing proposal in spite of the fact that we know we lack the adequate taxation resources to do the job which we should, but recognizing the need, this Council has indicated its willingness and I think somebody has to take the responsibility of giving leadership. I don't think the other municipalities will take leadership from the City of Halifax. Therefore, it seems to me that we should ask the Province not to let this thing fall by the wayside, but to exercise whatever pressure may be required on municipalities since they operate a Department of Municipal Affairs and a Department of Education and since more and more students will have to be going to vocational schools because of automation and the Federal Government's plan to get more people adequately trained for the labor market where unskilled labor will not be wanted in the years ahead. Since the need is so great, somebody has to take action and I suggest that we press on the Province that it is their responsibility to undertake some plan that will bring the

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municipalities together with the Province on the job or that the Province pick up the tab with the Federal help which we know it will have."

It was then moved by Alderman O'Brien, seconded by Alderman Lane, that the City indicate to the Premier its willingness to accept the cost-sharing proposal, which he put forward to the City in his letter of April 26th, and urge that the Province of Nova Scotia endeavour to complete the arrangements for the other financing which will be required either from the Federal and Provincial Governments and the other municipal governments involved.

The motion was put and passed unanimously.

His Worship the Mayor stated he would write the letter to the Premier along with the submission by Alderman Wyman.

Request for Increased Grant - Halifax-Dartmouth United Appeal Campaign

A letter was submitted from the Chairman of the Halifax-Dartmouth United Appeal Campaign requesting that the City increase its grant for 1963 from \$14,000.00 to \$16,500.00 in order to assist the fund in reaching its current objective.

The City Manager was directed to make an examination of the grants paid by the City to various welfare agencies who share in the United Appeal Fund and ascertain if grants are made by other bodies to these agencies, and submit a report to assist Council in determining if a more fair contribution to the United Appeal Fund could be made by the three levels of Government in view of the regional nature of the work of the United Appeal Organization.

It was agreed to recommend to Council that the additional grant of \$2,500.00 be made to the United Appeal Fund provided that they agree to assist the Staff in the detailed study which is to be made.

MOVED by Alderman O'Brien, seconded by Alderman Connolly, that the recommendation be approved and that the following information be obtained as requested by Alderman Lane: (1) How much additional is going to be given to the fund by the City of Dartmouth itself; (2) What proportion of the amount is to be given to Dartmouth agencies as against the apportionment of the amounts contributed by the Dartmouth agencies; (3) Did the fund officials go to Dartmouth for any contribution towards the \$2,500.00 and if so, how much; (4) Is the proportion the City of Halifax is paying in accord with the amount it should be paying, or is the City of Halifax carrying the whole load. Motion passed.

Establishment of Date for Payment of  
Fire Protection Rates to Public Service Commission

1. A report was submitted from the City Manager advising that Section 696 "A" of the City Charter provides the authority for the City to pay to the Public Service Commission the fire protection rates levied each year but the Section is silent as to the date of payment.

In 1959 the former City Manager and the Commission agreed that the date for such payment would be June 15th. Since 1959 no date has been fixed by Council as should have been the case.

The City Manager recommended that Council fix June 15, 1961, as the date for the payment of the 1961 fire protection rates to the Public Service Commission and that the sum of \$4,992.91, which represents interest on the outstanding amount of \$207,092.39 from June 15 to November 22, at 5½ per cent, be paid.

The recommendation of the City Manager was approved.

2. That the City Manager be authorized to negotiate with the Officials of the Public Service Commission the date on which the annual levy fire protection rates is to be paid to the Public Service Commission in 1963 and subsequent years.

MOVED by Alderman Lane, seconded by Alderman Abbott, that the recommendation be approved. Motion passed.

Taxed Bill of Costs - City of Halifax vs. Vaughan Construction Company Limited

A report was submitted from the City Solicitor advising that Mr. R. M. Fielding, Q. C., acting for the City in the "Bellevue Case", has taken his bill of costs before the Taxing Master which covers the period from October 18, 1957 to November 10, 1962, and is made up as follows:

|                         |                   |
|-------------------------|-------------------|
| Disbursements           | \$1,906.00        |
| Legal Fees              | 7,664.00          |
| Total                   | \$9,570.00        |
| Add Taxing Master's Fee | 50.00             |
|                         | \$9,620.00        |
| Less Previous Advances  | 5,000.00          |
|                         | <u>\$4,620.00</u> |

The Solicitor recommended that the balance in the amount of \$4,620. be approved for payment.

The recommendation of the City Solicitor was approved.

MOVED by Alderman Connolly, seconded by Alderman Meagher, that the recommendation be approved. Motion passed.

Boxing Day - December 26, 1962

That December 26, 1962, be observed as a Civic Holiday and that the public be notified by advertisement.

MOVED by Alderman Butler, seconded by Alderman Wyman, that the recommendation be approved. Motion passed.



Property Negotiations

That City staff be authorized to negotiate for the purchase of the following properties:

- (a) Corner of Barrington and Gray Streets which is required for the Uniacke Square Redevelopment Clearance Area;
- (b) Northeast corner of Barrington and Jacob Streets which is required for the widening of Water Street;
- (c) No. 357-365 Gottingen Street, and No. 110 Maitland Street which is required for the Uniacke Square Redevelopment Project.

MOVED by Alderman Lane, seconded by Alderman Meagher, that the recommendation be approved. Motion passed.

Westwood Park - Approval of Contract

That approval be given to the contract with J. L. Richards and Associates in the amount of \$225.00 to prepare a hearing layout for a five-bedroom unit row-house at Westwood Park.

MOVED by Alderman Connolly, seconded by Alderman Healy, that the recommendation be approved. Motion passed.

Advertising Program - Otis Elevator Company Limited

That the City participate in a national advertising program suggested by Otis Elevator Company Limited in connection with urban renewal in the City of Halifax at no cost to the City.

MOVED by Alderman Healy, seconded by Alderman Meagher, that the recommendation be approved. Motion passed.

Parking Lease - Spring Garden Road Merchants

1. That authority be granted to enter into a lease between the City of Halifax and the Board of Trade covering the operation of the temporary parking lot proposed for the Spring Garden South Redevelopment Project. The terms of the lease are acceptable to the Board and the Spring Garden Road Merchants;

2. That the lease be executed by the Mayor and City Clerk on behalf of the City of Halifax.

MOVED by Alderman Abbott, seconded by Alderman Lane, that the recommendation be approved. Motion passed.

Property Acquisitions

That approval be given to the following property acquisitions:

- 1. No. 7-9 Poplar Grove.....Ralph Connor Co. Ltd.....\$ 7,200.00
- 2. No.1457-65 Dresden Ros....J.G. Henricks Ltd..... 47,300.00
- 3. No.230 Bayers Road.....Mrs. Ivy C. Fry..... 390.00
- 4. No.224 Bayers Road.....Miss Hilda Ward..... 340.00
- 5. Bayers Road.....Community Housing Ltd.... 5,250.00

MOVED by Alderman Abbott, seconded by Alderman Macdonald, that the recommendation be approved. Motion passed unanimously.

Property Disposal - No. 8 Mumford Road

That approval be given to a recommendation from the City Manager that the property No. 8 Mumford Road be offered for sale by tender subject to a reserve bid of \$11,000.00; and if no satisfactory tender is received, that consideration be given to seeking Legislative authority for the City to participate in the mortgage financing.

After explanations by staff and discussion by the Members of Council, it was MOVED by Alderman Trainor, seconded by Alderman Connolly, that approval be given to a recommendation from the City Manager that the property No. 8 Mumford Road be offered for sale by tender. Motion passed.

Property Settlement - Market Motors Limited - No. 241-43 Market Street

A report was submitted from the City Manager advising that the property No. 241-43 Market Street was expropriated on August 19, 1960, and that the sum of \$13,001.49 was paid to the former owners by the Prothonotary of the Supreme Court of Nova Scotia. The case was heard by Mr. Justice Coffin on July 5th, who valued the land at \$20,000.00 and the business disturbance at \$3,000.00 making a total valuation of \$23,000.00. The balance owing the former owners is \$9,998.51. He recommended that this sum be approved for payment.

The recommendation of the City Manager was approved.

MOVED by Alderman Healy, seconded by Alderman Wyman, that the recommendation be approved. Motion passed.

REPORTS - COMMITTEE ON WORKS

Tenders for Demolition of Buildings

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

From: Committee on Works.

Date: November 29, 1962.

Subject: Tenders - Demolitions.

The Committee on Works, at a meeting held on November 22, 1962, considered a tabulation of tenders from the City Manager and Commissioner of Works for the demolition of the following buildings:

Group one - No. 7 Cornwallis Lane  
Group two - (1) No. 59-61 Dresden Row  
(2) No. 54-62 Dresden Row  
Group three - No. 11-15 Buckingham Street

Acceptance of the following tender was recommended (lowest and only tender received):

Group one - G. A. Redmond - \$727.00  
Group two - G. A. Redmond - \$2,625.00  
Group three - G. A. Redmond - \$675.00

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

Respectfully submitted,  
K. C. Mantin,  
CLERK OF WORKS.

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MOVED by Alderman Meagher, seconded by Alderman LeBlanc, that the report be approved. Motion passed.

PETITION RE: FENCE - HALIFAX SHOPPING CENTRE

To: His Worship the Mayor and Members of the City Council  
From: Committee on Works  
Date: November 29, 1962  
Subject: Petition Re: Fence - Halifax Shopping Centre

The Committee on Works, at a meeting held on November 22, 1962, considered a report from the City Manager in regard to a petition received from the residents near the Halifax Shopping Centre requesting the Shopping Centre to erect a fence around their property.

Staff suggested that Council may wish to request the developers of the Halifax Shopping Centre to indicate their proposals for the completion of the landscaping of their area with special reference to the boundary treatment which would provide adequate screening and separation between the residential and commercial development. The petitioners could, in such case, be informed that the proposals received from the developers of the Shopping Centre will be the subject of consideration by the Committee on Works, where they could make their comments before any landscaping or screening is approved by the City.

On motion of Alderman Lane, seconded by Alderman Butler, the Committee approved the report and recommended the same to City Council.

Respectfully submitted,

K. C. MANTIN,  
Clerk of Works.

MOVED by Alderman Lane, seconded by Alderman Connolly, that the report be approved. Motion passed.

EXPROPRIATION - SPRING GARDEN SOUTH REDEVELOPMENT PROJECT

To: His Worship the Mayor and Members of the City Council  
From: Committee on Works  
Date: November 29, 1962  
Subject: Expropriation - Spring Garden South Redevelopment Area

The Committee on Works, at a meeting held on November 22, 1962, considered a report from the Commissioner of Works recommending that the City expropriate land within the Spring Garden South Redevelopment Area, in accordance with Section 626 of the City Charter. Expropriation Plan #SS-9-15561 showing the properties involved outlined in red, and description of same, are attached.

On motion of Alderman Lane, seconded by Alderman Butler, the Committee approved the report and recommended that the amount as outlined in the Commissioner of Works' report be paid into Court, and also approved the Resolution submitted by the City Solicitor, and recommended the same to City Council.

Respectfully submitted,

K. C. MANTIN,  
Clerk of Works.



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To: His Worship the Mayor and Members of the Committee on Works  
From: G. F. West, Commissioner of Works  
Date: November 22, 1962  
Subject: Expropriation - Land - Spring Garden South Development Area

At the November 22, 1962, meeting of the Works Committee, the Commissioner of Works was directed to prepare a Plan and description for the expropriation of certain properties in the Spring Garden Development Area in accordance with Section 626 of the City Charter.

Expropriation Plan No. SS-9-15561, showing the properties involved outlined in red, and description of same are attached.

In keeping with the general redevelopment scheme of the City, as outlined in part in the Stephenson Report of 1957, it is desirable that the City acquire all of the land referred to in this report and shown on the above Plan. We are advised by the Development Department that the owners have failed to accept what they consider reasonable offers for the land.

It is recommended, therefore, that the City expropriate this land for redevelopment purposes as the same cannot be acquired by contract at a price not deemed excessive as set out in Section 624 of the City Charter. It is also suggested that the amounts listed below be paid into Court.

| <u>Property</u>       | <u>Assessed Owner</u>    | <u>Suggested Payment into Court</u> |
|-----------------------|--------------------------|-------------------------------------|
| 17 Clyde St.          | Mary Dence               | \$ 3,150.00                         |
| 19 Clyde St.          | Mary Dence               | 3,150.00                            |
| 5517 (21) Clyde St.   | Arnold Webber            | 8,050.00                            |
| 5523 (25) Clyde St.   | Arnold Webber            | 6,500.00                            |
| 49-53 Dresden Row     | Rachel Shofer            | 3,250.00                            |
| 65 Dresden Row        | Constantine Manolopoulos | 3,150.00                            |
| 67 Dresden Row        | Constantine Manolopoulos | 3,150.00                            |
| 44-48 Dresden Row     | Estate John Laba         | 9,100.00                            |
| City of Halifax Lands |                          | NIL                                 |

We would suggest also that the City Solicitor be requested to report on the ownership and the title to the land or interests referred to above in accordance with Section 626 of the City Charter.

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 22nd day of November, A. D., 1962, for the expropriation of certain lands situate on the eastern side of Dresden Row between Clyde Street and Spring Garden Road and on the northern side of Clyde Street between Birmingham Street and Dresden Row, and on the western side of Dresden Row and north of Clyde Street, in the City of Halifax, to be acquired for the purposes of redevelopment, and which lands are more fully described in the resolution of the Committee on Works as set out on a plan prepared by the Commissioner of Works dated November 20th, 1962, and bearing number SS-9-15561, referred to in the said resolution;

AND BE IT FURTHER RESOLVED that the said lands be and the same are hereby expropriated and that the City Clerk do pay to the Prothonotary of the Supreme Court of Nova Scotia, the sum of Thirty-nine Thousand Five Hundred Dollars (\$39,500.00) of lawful money of Canada as the price or compensation for the said lands.

*A. J. Hunt*  
Council,  
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MOVED by Alderman Lane, seconded by Alderman Breen, that the report and resolution be approved. Motion passed unanimously.

USE OF TOURIST BUREAU - C. J. C. H.

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

At a meeting of the Committee on Works held on November 29, 1962, a letter was submitted from C. J. C. H. requesting use of the Tourist Bureau Building from January 1, 1963, for a period of 17 weeks; heat, light and water being provided by the radio station.

Your Committee recommends that the request be granted at a monthly rental of \$25.00.

Respectfully submitted,

R. H. STODDARD,  
CITY CLERK.

MOVED by Alderman Abbott, seconded by Alderman Healy, that the report be approved. Motion passed with Alderman Lane abstaining from voting.

REPORT - TOWN PLANNING BOARD

Report Re: Capri Motor Hotel

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

From: Town Planning Board.

Date: November 29, 1962.

Subject: Report- Capri Motor Hotel - No. 130 Brunswick Street.

The Town Planning Board, at a meeting held on the above date, considered the above item which dealt with the delay in the construction of a motor hotel at No. 130 Brunswick Street.

Mr. Ralph Medjuck appeared before the Board and outlined the matter for the Board. He said that the project was delayed basically because of themselves, and that now final plans and design have been submitted to the Building Inspector and work will commence at once. He assured the Board that they will proceed with great dispatch and that the hotel will be a fine building. He did, however, suggest that perhaps they may have to request Council to approve an extension for the completion date at a later date, and also suggested that the Board Members indicate to him whether such an extension might be given.

His Worship the Mayor said he did not feel that the Aldermen should indicate their position at this time, but that they would be governed by what staff recommends at a later date.

The Board agreed to accept the information given and took no further action on the matter, and passed the same along to City Council for their information.

Respectfully submitted,

K. C. MANTIN,  
CLERK OF WORKS.

FILED.

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REPORT - PUBLIC HEALTH & WELFARE COMMITTEE

Survey - Health Department

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

At a meeting of the Public Health and Welfare Committee held on November 22, 1962, a report was submitted from the City Manager recommending that Council request the Minister of Health for the Province of Nova Scotia to have a survey of the Public Health Department of the City of Halifax undertaken and that the survey include the organization and administrative relationship of the Department of Public Health and Welfare of the City and the various institutions and services operated by the City of Halifax in the Public Health and Welfare field.

Your Committee concurs in the recommendation of the City Manager.

Funds for this purpose may be obtained through Federal Health Grants after approval of the Provincial Health Authorities.

Respectfully submitted,

R. H. STODDARD,  
City Clerk.

MOVED by Alderman Butler, seconded by Alderman Healy, that the report be approved. Motion passed.

QUESTIONS

Alderman Wyman Re: City Charter

Alderman Wyman asked what the position of an Alderman would be if he were not able to attend all the public hearings pertaining to the passing of the new City Charter.

His Worship the Mayor advised that a meeting will be held between the Chief Justice, himself and the City Solicitor to clarify the strict interpretation of the Law with respect to the various procedures before Council.

It was agreed that the draft of the first six parts of the proposed City Charter be released to the Press at this meeting for publication on Saturday, December 1, 1962.

Alderman Abbott Re: Council Meeting on Transit

Alderman Abbott referred to a Press report that there would be a special meeting of Council to be held on Wednesday, December 5th, to further consider the operation of the Transit System in the City of Halifax.

His Worship the Mayor submitted and read the following statement:

"Following the public hearing on the proposal that the City undertake the operation of the Public Transit System, I