

October 16, 1952.

BE IT THEREFORE RESOLVED that the following words be added to the Salary Scale for the Governor, Deputy Governor, Guards and Matron at the City Prison approved by the City Council by Resolution on August 14th, 1952:

"Provided, however, that where any Guard, after having worked his regular shift, is required to work an additional shift or shifts he will be entitled to be paid for such additional shift or shifts at the regular shift rate."

Moved by Alderman Vaughan, seconded by Alderman Hatfield that the resolution as submitted be approved. Motion passed.

REGULATIONS HALIFAX MEMORIAL LIBRARY.

Halifax, N. S.
October 14, 1952.

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

At a meeting of the Finance and Executive Committee held on the above date a report was submitted from the Halifax Memorial Library Board recommending that the regulations as presented to the Council at the last regular meeting be amended by adding the following words to clause four:- "In the event that the complainant is not satisfied the complaint may then be taken to the Board."

Your Committee recommends that the regulations as amended be approved.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Moved by Alderman Lloyd, seconded by Alderman Hatfield that the report be approved. Motion passed.

The regulations as amended are attached to the original copy of these minutes.

EXTENSION OF LEASE WAEGWOLTIC CLUB.

To: His Worship the Mayor and
Members of City Council.
From: Clerk of Works.
Subject: Extension of lease-Waegwoltic Club.
Date: October 15, 1952.

At a meeting of the Committee on Works held on October

October 16, 1952.

14th a letter from the Wae gwoltic Club requesting a 5-year extension of their lease of the property at the foot of Coburg Road adjacent to the Wae gwoltic Club, was considered.

The Committee recommended that this 5-year extension be granted.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per: J. B. Sabean,
CLERK OF WORKS.

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

ILLUMINATED SIGNS

To: His Worship the Mayor and
Members of City Council

From: Clerk of Works

Subject: Re:- Illuminated Signs.

Date: October 15th, 1952.

At a meeting of the Committee on Works held on October 14th a report from the Building Inspector recommending that the following signs be allowed to be erected, was approved:-

81 Upper Water Street, CROWN DIAMOND PAINT CO.....	\$ 5.00
124 Granville Street, CROWN DIAMOND PAINT CO.....	5.00
200 Quinpool Road TEASDALE AND FOOT	5.00
3 Inglis Street ATLANTIC GRILL	5.00
198 Quinpool Road COUSINS LIMITED.....	5.00
503 Barrington Street E. B. EDWARDS.....	5.00
11 Prince Street E. L. RUDDY CO. LIMITED.....	5.00

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per: J. B. Sabean,
CLERK OF WORKS.

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

FIRST STREET-CONNAUGHT AVENUE TO NEWTON AVENUE

October 16, 1952.

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

From: Clerk of Works.

Subject: First Street-Connaught Ave.
to Newton Avenue.

At a meeting of the Committee on Works held on October 14th the attached report from the Commissioner of Works relative to First Street between Connaught Avenue and Newton Avenue, was considered.

The Committee approved the report and recommended that First Street be opened and the Commissioner of Works take the necessary steps to have street lines laid down on the Official City Plan.

Respectfully submitted,

W. P. Publicover.
CITY CLERK.

Per: J. B. Sabean,
CLERK OF WORKS.

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

At this time it was agreed to consider Item #31 on the agenda "Civil Defence Exercises."

CIVIL DEFENCE EXERCISES.

October 10th, 1952

His Worship the Mayor,
City Hall,
Halifax, Nova Scotia.

Sir,

I am enclosing the preliminary outline of a proposed Civil Defence Exercise. I believe that we shall be in a position to stage such an exercise in the spring of 1953. Both Admiral Bidwell and Air Commodore Ross have told me unofficially that they are most interested and will do all they can to co-operate to the fullest possible extent.

You will see that the exercise, to be known as "Exercise TEAMWORK", involves the close co-operation of all Civic Authorities, in particular the Chief of Police and the Fire Chief and their respective services. The general public will also play an important part.

In order that we may proceed to plan this 'set-piece' exercise in detail, will you please obtain the general approval of the City Council for the project and, subject to such approval being forthcoming, will you also:-

- (a) Obtain approval for an approach to and consultation with the Armed Services in order to plan their share of the proposed exercise.

October 16, 1952.

- (b) Obtain authorisation for the Chief of Police to co-operate to the full extent of his powers, and to employ the Civil Defence Auxiliary Police as necessary.
- (c) Obtain authorisation for the Fire Chief to co-operate to the full extent of his powers, and to employ the Civil Defence Auxiliary Firefighters as necessary.
- (d) Obtain authorisation for the Commissioner of Works, the Commissioner of Health and Welfare, and all other Civic Authorities to co-operate as necessary.

I am, Sir,

Your obedient servant,

(Frank Houghton)
Rear Admiral R.C.N. (Ret.)
Director of Civil Defence
Halifax Area.

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

ADJUSTING STREET LINES COOK AVENUE

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

From: Clerk of Works.

Subject: Adjusting Street Lines-Cook Avenue

Date: October 15th, 1952.

At a meeting of the Committee on Works held on October 14th the attached report and Plan #QQ-6-12261 were submitted.

The Committee recommended that the report and plan be approved and the conveyances be authorized.

Respectfully submitted,

W.P. Publicover,
CITY CLERK.

PER: J.B. Sabeau,
CLERK OF WORKS.

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

From: A. G. Harris, Commissioner of Works.

Subject: Adjusting Street Lines-Cook Avenue.

Date: October 14, 1952.

Gentlemen:

Attached herewith is a Plan No. QQ-6-12261, which has been prepared to show the relationship of street lines as laid down by the Subdivision Plan for this area east of Romans Avenue to the

October 16, 1952.

general line for this proposed street when expropriated in 1948.

Since the Subdivision Plan has been approved, it is merely a matter of conveying small parcels on one side of the Avenue by the City to H. M. the Queen, and on the other side by conveying to the City from H. M. the Queen.

When expropriated street lines were used for the proposed street and when laid down by the S.D. division slightly curved lines were used, which is the reason for these two conveyances.

It is therefore recommended that this Plan be approved and the necessary conveyances made; in each case the sum of \$1.00 to be the amount of cost of execution.

Respectfully submitted,

A. C. Harris,
COMMISSIONER OF WORKS.

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

TENDERS HEATING SYSTEM CITY PRISON

To: His Worship the Mayor and
Members of City Council.
From: Clerk of Works.
Subject: Tenders-Heating System-City Prison.
Date: October 15th, 1952.

At a meeting of the Committee on Works held on October 14th the attached report from the City Manager recommending acceptance of the lowest bid of C.C. MacDonald of \$6,350.00, as per specifications and drawings, was considered.

The Committee approved and recommended same to City Council.

Respectfully submitted,

W. P. Fullcover,
CITY CLERK.

Per: J.B. Sabeau,
CLERK OF WORKS.

To: His Worship the Mayor,
and Honourable Members of Council.
From: City Manager, A. A. DeBará, Jr.,
Date: October 14, 1952
Subject: City of Halifax, N. S.
Tabulation of Bids for Alterations
and Additions to Heating System-City Prison.

<u>Name of Bidder</u>	<u>Amount</u>
C. C. MacDonald	\$ 6,350.00 *

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<u>Name of Bidder</u>	<u>Amount.</u>
T. P. Lusby & Company	6,466.18
J. A. Moulton & Son	6,712.00
R. G. Peek	6,802.24

*The Commissioner of Works and the City Manager recommend the acceptance of the low bid of C. C. MacDonald as per specifications and drawings.

A. A. DeBard, Jr.,
CITY MANAGER.

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

SECTION 17A OFFICIAL CITY PLAN - WEBSTER SUBDIVISION

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

From: Clerk of Works.

Subject: Section 17A - Official City Plan
Webster Subdivision.

Date: October 15th, 1952.

At a meeting of the Committee on Works held on October 14th the attached report from the Commissioner of Works recommending that at the regular meeting of City Council to be held on November 13th this plan be considered for confirmation and in the meantime the necessary Public Notices be given as prescribed by the City Charter, Section 547, was considered.

The Committee approved same and recommended that this be forwarded to Council to set a date for a hearing.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per: J. B. Sabeau,
CLERK OF WORKS.

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

From: A. C. Harris, Commissioner of Works.

Subject: Section 17A Official City Plan.

Date: October 14, 1952.

Gentlemen:

Since the approval of the "Webster Subdivision", off the northern side of South Street, immediately west of the Canadian

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National Railway's right-of-way, it is necessary that official street lines be laid down and confirmed after a Public Hearing by City Council.

Section 17A of the Official City Plan has been prepared showing the official street lines as proposed for Blenheim Terrace, Webster Terrace, and a street approximately parallel to South Street connecting these two Terraces.

It is therefore recommended that at the regular meeting of City Council, to be held on November 13th, that this Plan be considered for confirmation, and in the meantime the necessary Public Notices be given as prescribed by the City Charter, Section 547.

Respectfully submitted,

A. C. Harris,
COMMISSIONER OF WORKS.

Moved by Alderman Hatfield, seconded by Alderman Vaughan that the report be approved and Council fix Thursday, November 13 1952 at 8.00 P. M. in the Council Chamber as the time and place for the hearing. Motion passed.

ACCOUNT HALIFAX INFIRMARY.

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

From: Clerk of Works.

Subject: Account-Halifax Infirmary.

Date: October 15, 1952

At a meeting of the Committee on Works held on October 14th the attached account in the amount of \$10.00, payable to the Halifax Infirmary, covering a bill for X-Rays taken at the Infirmary of Mr. Robert Whiting, was approved and recommended for payment.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.
Per: J. B. Sabeau,
CLERK OF WORKS.

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

CHANGE OF STREET NAME (MAYNARD NORTH OF NORTH STREET)

To: His Worship the Mayor and
Members of City Council

From: Clerk of Works

Subject: Petition to change Name of the Northern
Section of Maynard St. North of North St.

Date: October 15th, 1952.

At a meeting of the Committee on Works held on October 14th

October 16, 1952.

the attached Petition asking that the name of the northern section of Maynard Street, north of North Street, be changed to Fuller Terrace or Rosedale Terrace, was considered.

The Committee recommended that the name be changed to Fuller Terrace.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per: J. B. Sabeau,
CLERK OF WORKS.

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

Alderman O'Malley: "The names on the petition were rate payers?"

His Worship the Mayor: "I think it is safe to say."

Alderman O'Malley: "I had a call from a gentleman who was very much opposed to the change. I would like to have this matter referred back for further consideration."

Alderman Vaughan: "As the representative of the Ward I have had no call. This has been a matter of knowledge among the people on the street for almost 3 months. The petition was taken by the person who has a corner store. I impressed upon her the necessity of getting only rate payers and not tenants."

Alderman O'Malley: "What right would the householders have south of North Street in the change of the name? I would not care to see Council approve of the change and then have a group of the other people petition that the change be put back in its original state."

Moved in amendment by Alderman O'Malley, seconded by Alderman MacMillan that the matter be referred back to the Committee on Works for further consideration.

The amendment was put and passed unanimously the following Aldermen being present and voting therefor: Aldermen DeWolf, Moriarty, Macdonald, Adams, Lloyd, O'Malley, Fox, Allen, Vaughan, Hatfield, and MacMillan.

October 16, 1952.

CLOSING RECTOR STREET.

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

From: J. B. Sabeau, Clerk of Works.

Subject: Re CLOSING RECTOR STREET EAST
OF HIGHLAND AVENUE.

Date: October 2nd, 1952.

At a meeting of the Committee on Works held on September 30th, the attached report from the Commissioner of Works recommending that this street be closed, was approved and recommended to City Council for adoption.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per: J. B. Sabeau,
CLERK OF WORKS.

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

From: A. C. Harris, Commissioner of Works.

Subject: CLOSING RECTOR STREET EAST OF HIGHLAND
AVENUE.

Date: September 26th, 1952.

Gentlemen:

Legislation was obtained giving the City authority to close that portion of Rector Street which extends eastwardly from Highland Avenue for a distance of approximately 90'.

This street was dead-ended at the time the Drummond Court Subdivision was approved a few years ago. A Plan subdividing the street was approved at the Town Planning Board on September 8th and it has been found necessary to legally close this street by City Council. It is therefore recommended that this street be closed.

Respectfully submitted,

A. C. Harris,
COMMISSIONER OF WORKS.

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

October 16, 1952.

LANE PHILLIPS & JOSEPH STREETS.

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

From: J. B. Sabeau, Clerk of Works.

Subject: Re Lane- Phillip and Joseph St.

Date: October 2nd, 1952.

At a meeting of the Committee on Works held on September 30th, the attached letter from the City Solicitor in regard to the right-of-way in the lane between Phillip and Joseph Streets was considered.

The Committee recommended that the original arrangement be adhered to.

Respectfully submitted,

W. P. Pullicover,
CITY CLERK.

Per: J. B. Sabeau,
CLERK OF WORKS.

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

From: C. P. Bethune, Q.C.,
City Solicitor.

Date: September 22nd, 1952.

Subject: Re Lane - Phillip and Joseph Sts.

Gentlemen:

At a recent Meeting of the Committee on Works this matter was referred to me for an opinion.

On July 17th, 1952, Council offered these above named properties to the adjoining owners at \$25.00 each, reserving a 10 feet right-of-way. On July 25th, 1952, the Commissioner of Works wrote to the adjoining owners conveying the above offer. The offer was accepted by the various owners prior to the 14th of August, 1952 and two of them actually paid in their money. On the 14th of August, 1952, a new recommendation was made to Council, namely, that the land be given for \$1.00 and an easement reserved by the city over the entire property.

In my opinion, once the first offer of July 17th was accepted, a binding and valid contract was entered into, and unless these people wish to retract their acceptances the City is bound to convey to them the land at \$25.00 each and retain only a 10 ft. wide right-of-way.

Yours very truly,

CARL P. BETHUNE
CITY SOLICITOR
Per: T. G. Doyle

October 16, 1952.

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

TRAFFIC CONDITIONS AT ARM BRIDGE.

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

From: J. B. Sabean, Clerk of Works.

Subject: Re Traffic Conditions at Arm Bridge.

Date: October 2, 1952.

At a meeting of the Committee on Works held on September 30th, the attached letter from the Minister of Highways and Public Works was read.

The Committee recommended that this be referred to City Council together with such information as can be supplied from City records.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.
Per: J. B. Sabean
CLERK OF WORKS.

September 23rd, 1952.

Dear Sir:-

This will acknowledge receipt of your letter of August 20th, attaching the following Resolution passed by the Halifax City Council-

"RESOLVED that in the light of the chaotic traffic conditions at the Arm Bridge, and of the heavy expense to the City acquiring a block of property for the purpose with the express understanding that the Province would provide a traffic roundabout, that the City Council go on record regretting that the Province has not completed this work."

I have not all the information in connection with the expense to the City in acquiring property in the vicinity of the Arm Bridge in order to improve traffic conditions, and perhaps you would be kind enough to forward this cost to me. However, I am aware that the Province and the City jointly acquired the Woodcock Inn property at a cost of \$10,583.00 to the City, and a like amount to the Province. Also the Province acquired the Peers property at a cost of approximately \$60,000.00, and the Lear property at a cost of \$7,500.00.

In addition of course the Province has become involved in a heavy expenditure in improving the Herring Cove entrance at this point, which I feel quite sure when completed will assist the flow of traffic at the Arm Bridge.

While it is true this Department submitted a design for a

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traffic rotary, which we felt would be appropriate for the Arm Bridge area, I cannot find that an "express understanding that the Province would provide a traffic roundabout" was ever given to the City of Halifax. Neither do I agree that since the improvements outlined above and the installation of traffic lights at the Arm Bridge, by the City, that traffic conditions at this point are "chaotic", or that each step has made a definite improvement in a congested traffic area.

At the time of our discussion of this traffic problem with the City of Halifax, I believe it was agreed that the trolley coaches would not be able to use the proposed traffic circle and permit an orderly flow of traffic, but as yet no solution has been forwarded by the City of Halifax to solve this particular problem.

The recent suggestion by the City of an alternative scheme which would bring additional traffic from the Fairview area of the Bedford Highway along Howe Avenue, and thence to the Arm Bridge, would seem to me to create additional congestion at this point, and would require a further study with reference to its relation to the proposed traffic circle.

I feel that this matter is of sufficient importance that this letter be placed before your Council.

Yours very truly,

(Sgd.) M.D. Rawling,
MINISTER OF HIGHWAYS &
PUBLIC WORKS.
Province of Nova Scotia.

Mr. R. H. Stoddard,
Deputy City Clerk,
City of Halifax,
HALIFAX, N. S.

October 16th, 1952.

Dear Mr. Mayor:-

In view of the press reports and the comments that arose when my letter of September 23rd addressed to Mr. R. H. Stoddard, Deputy City Clerk, was placed before the Members of the Board of Works at their meeting on September 30th, I feel I should clarify one paragraph of my letter. It is the following-

"While it is true this Department submitted a design for a traffic rotary, which we felt would be appropriate for the Arm Bridge area, I cannot find that an "express understanding that the Province would provide a traffic roundabout" was ever given to the City of Halifax."

This has reference to the part of the Resolution passed by the City Council, which reads-

"-- and of the heavy expense to the city acquiring a block of property for the purpose, with the express

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understanding that the Province would provide a traffic roundabout--"

The property in question (the Woodcock Inn Property) was acquired in January 1946 on a fifty-fifty basis with the Province, and up until that time we had not designed the traffic circle, nor did the question of a traffic circle enter into the purchase of this property by the Province and the City. The traffic circle was not designed until 1949.

My letter should not be interpreted to mean that the project has been abandoned, but rather that the purchase of the property in 1946 by the City and the Province was not with the "express understanding" that a traffic circle would be provided by the Province.

I endeavored to point out in my letter that this Department had taken certain steps to improve conditions at the Arm Bridge and also to insure that property would be available for a traffic circle.

Yours very truly,

(Sgd.) M. D. Rawding,
MINISTER OF HIGHWAYS &
PUBLIC WORKS,
Province of Nova Scotia.

Mayor R. A. Donahoe,
City of Halifax, N.S.

Alderman Vaughan: "Why did the City buy the Murray Property?"

His Worship the Mayor: "The Minister does acknowledge the fact that we did purchase the Murray Property. The City Clerk's Department made a study of the records and we have nothing in writing that this traffic circle was promised but there was a commitment made by the Minister on the floor of the Legislature."

Alderman Lloyd: "I think the reference to traffic circles is a confusion of terms. I think we are getting into a circle bounding back and forth one from the other and nobody has said where the lines are going to be, where it shall be in terms of engineer's measurements."

His Worship the Mayor: "As long as it solves the problem that is what we are after."

Alderman Hatfield: "A few years ago the Armdale Rate Payers Association brought forward the first suggestion for a

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traffic circle. I believe the Executive had several conferences with the Minister. It would be interesting to see if they got any commitments at that time. I would not be surprised that they got certain commitments."

Alderman Lloyd: "Whatever may have been said or done we do have a traffic problem. What can we do about getting started? Let's get together and settle the matter."

Alderman Macdonald: "I saw a design of a traffic circle displayed before this Council. I don't know whether it came from Council or the Province."

Alderman Lloyd: "I would suggest that the Mayor and a committee seek a conference with the Minister for the sole purpose of determining whether this matter can be resolved into something tangible."

Alderman Hatfield: "I think we should go down and talk about preliminary work. That committee is already appointed."

His Worship the Mayor: "You are mixing it up with the Express Highway."

Alderman Vaughan: "That committee was to go into all entrances to the City."

His Worship the Mayor: "The Minister has suggested to me in a letter that he is not going to welcome a conference unless we have a fully projected plan before he will even discuss with us the feasibility of the alternative route of the so-called express highway. I assure Council I will see that copies of the proposal will be in the Minister's hands and we will ask for an early conference."

Moved by Alderman Lloyd, seconded by Alderman Hatfield that the Mayor and existing committee renew their efforts to have an early conference with the Minister for the purpose of bringing back to this Council a tangible course of action on both matters. Motion passed.

October 15, 1952.

STANFORD STREET SPACING PLAN

To: His Worship the Mayor and
Members of City Council.
From: C. W. Schaefer, Clerk of Works.
Subject: Report of the Planning Commission
regarding the proposed spacing plan
for Stanford Street.
Date: October 15, 1952.

The Planning Commission at a meeting held on October 14th recommended to City Council that the line of Stanford Street be relocated from the position shown in white lines on the plan #77-1-7935 to the location shown in dotted lines on the said plan, and that the required notice be given in accordance with Section 551A of the City Charter.

The Commission also recommended that the proposed spacing plan be approved and that the necessary notice be given to the public.

Respectfully submitted,

W. W. Schaefer,
City Engineer.

Per: C. W. Schaefer,
Clerk of Works.

Moved by Alderman Morrison, seconded by Alderman Fox

that the report be approved. Motion passed.

STREET LINES STANFORD STREET.

To: His Worship the Mayor and
Members of City Council.
From: Clerk of Works.
Subject: Stanford Street Spacing.
Date: October 15, 1952.

The Town Planning Board at a meeting held on October 14th recommended to City Council that the line of Stanford Street be relocated from the position shown in white lines on the plan #77-1-7935 to the location shown in dotted lines on the said plan, and that the required notice be given in accordance with Section 551A of the City Charter.

Respectfully submitted,

W. W. Schaefer,
City Engineer.

Per: C. W. Schaefer,
Clerk of Works.

October 16, 1952.

To: His Worship the Mayor,
and Honourable Members of the Council.

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

Date: October 16, 1952.

Subject: Stanford Street.

At the special Council meeting of September 18, 1952 the Manager was asked for a recommendation as to the propriety and advisability of rough grading and surfacing Stanford Street almost entirely at City expense.

Mr. Bethune, the City Solicitor, was asked for the City's legal position which is given below.

" At a special meeting of the City Council held September 18th, 1952, the matter of Stanford Street was referred back to you and you were directed to confer with the legal department and make a further report and recommendation.

Your memorandum to me of September 23rd in effect asks for my advice on the City's legal position.

I have, therefore, made an examination of the official records of the City dealing with the laying out of Stanford Street.

I find that at a meeting of the City Council held February 14th, 1935, a recommendation from the Committee on Works was approved by the City Council to the effect that a street be laid down as located on plan KK-1-7935 paralleled to Dutch Village Road on the east side of the railway. I have secured a copy of the above plan and the street in question appears to be an extension of a street known as Stanford Street from Bayers Road to the intersection of the Dutch Village Road and Mumford Road.

I presume that what the City proposed to do at this time was to lay down "official street lines under the authority of Sections 552 and 553 of the Charter". I am assuming at this point that Stanford Street, between Bayers Road and the commencement of the proposed extension being dealt with at the February 14th, 1935, meeting of Council, already appeared on the official city plan with the approval of the Council. If this is so, the action of the Council in laying this extension as it purported to do at the February 1935 meeting would appear to be justified under Section 552 (1). For this purpose I am assuming that everything is in order as at this time.

We now come to the meeting of the Council held on April 11th, 1935, in which the City Engineer suggests a relocation of this extension of Stanford Street and points out that in order to relocate this street it will be necessary to rescind the motion passed at the February 1935 meeting. Whether this is good law I am not prepared at this time to say but I do wish to point out that all the Council did at this April

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meeting was to accept a notice of motion that at the meeting next to follow the February resolution would be rescinded. I cannot find any substantive motion of the Council authorizing the placing of official lines for the extension of Stanford Street in the location which is now in question.

Therefore, if I am correct in my premise, there is no official street in the location now under consideration. The only official street lines would be those approved by the Council on February 14th, 1935. It is quite obvious that these lines should be removed because of present day conditions.

If at this time the City proposes to lay down official street lines for the extension of Stanford Street in its present location then the whole matter of dedication, acceptance and grading can come up as a fresh matter, unencumbered by any events of the past.

I note in the Minutes of the Council of September 18th, 1952, that it is observed that there is a responsibility on persons purchasing property to search the title and ascertain whether street lines are laid down and whether the street grading has been paid or is a potential charge upon them. There is in fact a special place in the certificate which the City issues dealing with street grading. It would seem to me, therefore, that there is no reason whatever why the City should pay the cost of rough grading this street and thus relieve the abutters or the owners of the subdivision of the expense. It would be most unfair to many other subdividers who have borne this expense themselves. It was always possible for the purchasers of these properties to secure the information which I am now submitting to you, particularly the decision of the Council relating to the location of the extension of Stanford Street."

Yours very truly,

(Sgd.) Carl P. Bethune
CITY SOLICITOR.

The legal opinion of the City Solicitor is that the City cannot accept, or expend money on a street for which official lines have not been laid down. To this opinion I would add my own to the effect that the Morse Corporation made a much too low offer of financial assistance to offset these heavy costs. Building and selling as they did facing an area with the topographical features of the present-day Stanford Street they must have been aware that rough grading of this street would cost considerable.

It is regrettable that three or four individuals own property bought from the Morse Corporation or subsequent holders.

Moved by Alderman Vaughan, seconded by Alderman Hatfield that the report be approved and that Council fix Thursday, November 13, 1952 at 8.00 P. M. in the Council Chamber, City Hall as the time and place for the hearing in this matter. Motion passed.

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RESUBDIVISION BURTON PROPERTY NORMANDY DRIVE.

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

From: Clerk of Works

Subject: Subdivision A. F. Burton-
Normandy Drive.

Date: October 15, 1952.

At a meeting of the Town Planning Board held on October 14th Plan #00-5-12230 was presented for a Public Hearing. As no objections were received the Board recommended the resubdivision be approved and the necessary By-Law prepared to submit to the Department of Municipal Affairs for approval.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per: J.B.Sabeau,
CLERK OF WORKS.

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

RESUBDIVISION KELLY PROPERTY HEMLOCK STREET

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

From: Clerk of Works

Subject: Subdivision M. G. Kelly-Hemlock St..

Date: October 15th, 1952.

At a meeting of the Town Planning Board held on October 14th, Plan #00-5-12229 was presented for a Public Hearing. As no objections were received the Board recommended the re-subdivision be approved and the necessary By-Law prepared to submit to the Department of Municipal Affairs for approval.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per: J.B.Sabeau,
CLERK OF WORKS.

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

October 16, 1952.

RESUBDIVISION PREFAB PROPERTIES LYNCH STREET.

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

From: Clerk of Works.

Subject: Subdivision-Prefab Lots-
Lynch Street.

Date: October 15th, 1952.

At a meeting of the Town Planning Board held on October 14th Plan #00-4-12018A was presented for a Public Hearing. As no objections were received the Board recommended the resubdivision be approved and the necessary By-Law prepared to submit to the Department of Municipal Affairs for approval.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per: J.B. Sabeau,
CLERK OF WORKS.

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

TEMPORARY PARCEL POST ACCOMMODATION

Read letter from D.D. Sinclair, Acting District Architect of the Department of Public Works requesting the temporary use of a space in the Quinpool Road School 1200 sq. ft., heated and lighted for the period from December 15 to 30, 1952 during the Christmas mail rush.

City Manager: "\$10.00 a-day for as many days as they use it."

Moved by Alderman Vaughan, seconded by Alderman Hatfield that the request be granted.

Alderman Lloyd: "There is a great deal of interest in that building. At an early date the Quinpool Road School should be placed on our agenda as to whether or not we are going to dispose of it."

His Worship the Mayor: "We can't put it on until the School Board gives it to us. I have before me a petition expressing views on the final disposition of the property and it will be

October 16, 1952.

brought before you for your consideration and there will be ample opportunity to hear the views of all concerned."

The motion was then put and passed.

CITY'S BRIEF TO THE PROVINCIAL GOVERNMENT.

Alderman Hatfield wanted to know if anything had been done by the Province with respect to the City's brief for financial assistance which would affect the budget for 1953.

He said that since the Premier was not so busy perhaps he could consider the brief at an early date and arrange a conference on the matter. He asked if His Worship the Mayor had received a reply from the Premier. The Committee had met there in April and he said he would call the committee back at an early date for further discussions. The Alderman requested His Worship the Mayor to bring the matter to his attention very forcefully.

His Worship the Mayor: "All I have done is to write and ask for some indication as to when we may expect action."

Alderman Hatfield: "Telephone him or send him a telegram for a further conference."

Alderman Lloyd: "When we submit a brief we expect the Province to assist this form of Government in every way conceivable to overcome its problems. I think the proposals should be fully gone into by the Provincial Government and they merit their very serious deliberations and consideration and we merit a favorable reply from the Government. If this Council expresses itself unanimous that we feel we have presented to them a very fair and reasonable request we feel that this is a matter of serious concern to the City and should concern the Province. The next move is certainly up to the Province. I express my complete and utter dissatisfaction. I was quite shocked when I realized the Province received something like \$300,000.00 in a special kick-back from Ottawa of tax monies from private utilities. Realizing many people contributed to that we should get some of that back in

October 16, 1952.

addition to the present subsidy we are getting. I think it is time for this Council to take a unanimous stand. We want an answer."

Alderman Hatfield: "We are having too much difficulty in getting sewer appropriations passed fast enough." He referred to a case where a man had put up a building at the corner of Chebucto Road and Connaught Avenue and when he connects into the sewer he might have to blast which might crack his foundation wall. He felt that the Provincial Government could be sued because the borrowing for sewers had not been approved in time so that the sewer could have been installed before construction started. He felt Council should do something about securing approvals quicker.

His Worship the Mayor: "There is a borrowing resolution gone forward for approval. The Department has asked to have a conference arranged. I have conferred with the Commissioner of Works and City Manager and I am awaiting information from them so I can discuss it intelligently."

Alderman Hatfield: "Those things should be approved promptly by the Department of Municipal Affairs."

His Worship the Mayor: "The Minister says before he will approve of the \$25,000.00 he wants to know if the \$281,000.00 is all to be used for the fiscal period. He wants to know if some of those projects could be transferred."

Alderman Lloyd: "I feel that if they are conducting a question and answer inquiry into the administration of our financial affairs, then they may as well eliminate that Department and save \$10,000.00 a year. If we did not have to explain things to disinterested people we would probably get along faster."

His Worship the Mayor: "There is discretion in the Minister and he asked for additional information."

City Manager: "We explained to them we were exercising

October 16, 1952.

better control because we named specific projects. The \$25,000.00 is for something which came up since the \$281,000.00 was passed. It was explained to them back in August. They are now asking for a conference with the Mayor and we have to dig up figures where we stand on these individual projects. Some of them might not be done until next spring but we need the \$25,000.00 now for projects not foreseen when the original budget was submitted for approval."

His Worship the Mayor: "The Minister thinks that when we sent down the Capital Budget, that was our needs.

Alderman Lloyd: "A few years ago we got away from the legislature on Capital Expenditures. The Minister must know that you can't make Capital Expenditures exact. If we are going to be held that rigidly to a Capital Project then we are going to have Provincial Government members telling us what we can spend in a year. I feel that the Minister should be informed we have given him all the explanations under the law and we are spending the money with prudence."

His Worship the Mayor: "I am trying to put before Council what the view point of the Minister is."

Alderman Lloyd: "I don't think they know what they are doing and they are blinded by their own legal red tape."

CORNER BRUNSWICK & SACKVILLE STREETS.

Alderman DeWolf: "I see the job is being done. I also asked for a report on the Wanderers Grounds.

The City Manager: "That has not been done as yet but we are working on it now."

Alderman DeWolf: "I think the Department of National Defence should be congratulated on the improvement of their grounds across the street. I would like to see a letter go from the Town Planning Board on that matter.

October 16, 1952.

Moved by Alderman DeWolf, seconded by Alderman Moriarty that a letter of recognition be sent to the Department of National Defence. Motion passed.

WESTMOUNT DRILL HALL.

Alderman MacMillan: "A great many of the residents in Westmount don't feel the Government is doing anything. The drill hall is still there. I believe a short time ago a letter was sent to the Minister of National Defence.

His Worship the Mayor: "We have received a reply and it would appear the drill hall will be removed, but it is not definite."

EXTENSION TROLLEY LINES BAYERS ROAD.

Alderman Hatfield suggested that the N. S.L. & P. Co., Limited might extend coach service along Bayers Road to Dutch Village Road. He felt that now is the time to plan for curbs and gutters. He stated it would pay the Company to put in the additional service because many people in the area would use the service.

Moved by Alderman Hatfield, seconded by Alderman MacMillan that the matter be referred to the Committee on Works for consideration and report. Motion passed.

STREET LINES DIAGONAL STREET

Alderman Vaughan felt that due to the fact that street lines are laid down on the diagonal street that same may cause trouble with Ottawa in the matter of a slum clearance program. He felt that Ottawa might say the City was putting through a traffic improvement rather than instituting a slum clearance program and for that reason he felt the street lines should be lifted thereby removing any objection from the Federal Government to develop the area.

Alderman Vaughan then gave Notice of Motion that at the next regular meeting he would move that the street lines as laid

October 16, 1952.

down for the diagonal street be abolished.

Alderman Hatfield: "What about taking that project out of the Master Plan."

Alderman Lloyd: "When the matter comes up the facts will be discussed."

TRAFFIC NEAR V. G. HOSPITAL

Read report from the Chief of Police as follows:

September 8, 1952.

His Worship the Mayor and
Members of City Council.

In respect to the questions submitted by Alderman Lane during the Question Period of City Council meeting, re Heavy Traffic annoying residents and patients of the V. G. Hospital, by passing near the Hospital, may I advise having brought this matter to the attention of the Traffic Authority, Chief of Police V. W. Mitchell. He immediately ordered an investigation of these conditions. Radio car patrols were ordered to patrol the district regularly and submit reports. This was done for a two week period, and the general substance of all reports was that the general traffic during the daytime was not exceptionally heavy, and the percentage of heavy commercial vehicles was very small. During the night hours, particularly between 3 a.m., and 6 a.m., there were occasionally heavy tractor trailers and other heavy commercial vehicles passing by. The majority of these vehicles were carrying fish to various outside points.

I ordered Inspector O'Brien to see the Managers of Burns Fisheries, National Fish Limited, General Seafoods, and also all the managers of transfer companies owning heavy commercial vehicles, and request them to refrain from using the South Park St. route. They were instructed to use the Barrington St., Devonshire Ave., route instead, which they all agreed to do.

The radio car patrol will continue to check on the "Hospital District" pending the decision of the Chief of Police as to whether the erecting of signs is necessary.

Yours very truly,

(Sgd.) Arthur E. Fry,
DEPUTY CHIEF OF POLICE.

It was agreed that the report be accepted and filed.

TRAFFIC QUESTIONS AND ANSWERS

Read the following letters:

October 15, 1952.

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

At the last regular meeting of the City Council the

October 16, 1952.

following traffic matters were discussed and referred to the undersigned for a report:-

- (1) Corner of Sackville and Summer Sts.
- (2) Overhead Traffic Lights.
- (3) Oxford and Quinpool Rd. re Neon Signs in back of Traffic Lights.

ITEM (1)--A survey was made relative to this intersection and it was found that the "Critical Approach" was approximately 10 M.P.H., which is quite low, due to the high board fence surrounding the Wanderers Grounds. Nevertheless an accident count for the past 18 months shows 4 reported accidents at this intersection which are accountable in the following manner: - 2, attributed to skidding on snow and ice; 1, driving on wrong side, 1, driving with vision obscured.

The matter of moving this fence inside the line of trees is being processed at this time.

ITEM (2)-- OVERHEAD TRAFFIC LIGHTS

The unanimous opinion of Traffic Engineers is that overhead traffic lights tend to increase the accident rate for the following reasons:-

- (1) It takes the drivers' eyes off the level of vision that the rest of the traffic is moving.
- (2) The pedestrian is looking to the centre of the intersection and above the above mentioned traffic level.
- (3) Maintenance of these traffic lights at intersections that are used by trolley coaches would be very high due to the trolley poles coming off and breaking same.

In short, of the three methods of traffic light installations at standard intersections, namely (1) Overhead, (2) Single Head Side Lighting, (3) Dual Head Side Lighting, overhead traffic lights are considered to be the least effective.

ITEM (3)-- OXFORD AND QUINPOOL RD.

As stated at that meeting the neon store signs behind the traffic lights tend to confuse the motorist and we have erected a plywood backing to one set of lights, on a trial basis, so as to block out that glow from these signs.

Very truly yours,

V. W. Mitchell,
CHIEF OF POLICE.

October 15th, 1952.

His Worship the Mayor and
Members of City Council.

At the last regular meeting of City Council the matter of Parking Meters being installed on North Barrington St. was discussed and the matter referred to this department for a report.

An investigation was made and it is felt by the undersigned that the installation of parking meters at this time is not warranted for this area.

October 16, 1952.

It would seem from the extracts of the meeting that the chief cause of complaint was the fact that refuse was blowing over the streets due to the fact that cars were parked there and thus making it impossible to sweep this street.

In my opinion the solution was suggested at the meeting, namely sweeping this street at night.

Very truly yours,

V. W. Mitchell,
CHIEF OF POLICE.

Alderman Fox: "I would like to congratulate the Chief of Police on the reports. Especially the traffic lights."

It was agreed that the reports be accepted and filed.

REPORT RE ASSESSMENTS

A report was submitted from the City Assessor respecting assessments which was in reply to questions asked by Alderman Lloyd at a previous meeting.

Alderman Lloyd expressed his thanks for the report and suggested that same be considered at a meeting of the Taxation & Assessment Committee.

His Worship the Mayor said he would call a meeting the week of October 27, 1952.

SEWER CONNECTIONS D. V. ROAD

To: His Worship the Mayor,
and Honourable Members of Council.

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

Date: October 16, 1952.

Subject: Sewer Connections - Halifax County.

A report was requested on sewer connections in the County. We find that all connections made in the County were covered by the two agreements entered into between the City and the County with the following exceptions.

1. A connection from the property of Mr. Fisher is outside the limits prescribed by the Dutch Village Road agreement. This connection was authorized by the Board of Works on August 28, 1952.
2. A connection from the property of Mr. Renner is also outside the limits prescribed by the Dutch Village Road agreement. No authorization has been found for this connection.

Since these sections of sewer were built after the agreements were made with the County the remedy would lie in

October 16, 1952.

extending the limits in which connections are permitted with proper reimbursement to the City.

A. A. DeBard, Jr.,
City Manager.

Alderman Vaughan: "What are these people paying in the Mumford Road area?"

City Manager: "\$12.00 a year a connection."

Mr. Harris: "It is just being installed and we will check on it."

Alderman Vaughan: "I will check the agreements."

City Manager: "\$12.00 for Mumford Road and \$198.00 for Dutch Village Road."

Alderman Vaughan: "I will bring it up at the Taxation & Assessment Committee."

The report was accepted.

CAPITAL BORROWING \$100,000.00 SEWERS

A Borrowing Resolution was submitted by the City Solicitor in the amount of \$100,000.00 covering the Construction of Sewers.

Moved by Alderman Hatfield, seconded by Alderman MacMillan that the resolution as submitted be approved and forwarded to the Department of Municipal Affairs for approval.

The motion was put and passed unanimously the following Aldermen being present and voting therefor: Aldermen MacMillan, Hatfield, Vaughan, Allen, Fox, O'Malley, Lloyd, Adams, Macdonald, Moriarty and DeWolf.

REINSTATEMENT & ADDITIONS SIDEWALK, CURB & GUTTER INSTALLATIONS

To: His Worship the Mayor,
and Honourable Members of Council.

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

Date: October 16, 1952.

Subject: Reinstatement and Addition to Sidewalk, Curb & Gutter
Installations.

1. Inglis Street - Bellevue to Beaufort. Residents on this street have requested that sidewalk be laid this year. Curb and gutter was installed and the road was graded last week.

October 17, 1911.

The Board of Public Works has the honor to acknowledge the receipt of your letter of the 14th inst. regarding the proposed improvement of Tower Road from Atlantic Street to Bridge Street. The Board has considered the same and has decided to refer the same to the Board of Public Works for their consideration. The Board of Public Works has the honor to acknowledge the receipt of your letter of the 14th inst. regarding the proposed improvement of Tower Road from Atlantic Street to Bridge Street. The Board has considered the same and has decided to refer the same to the Board of Public Works for their consideration.

1. Tower Road - A portion of the proposed improvement of Tower Road from Atlantic Street to Bridge Street. The Board of Public Works has the honor to acknowledge the receipt of your letter of the 14th inst. regarding the proposed improvement of Tower Road from Atlantic Street to Bridge Street. The Board has considered the same and has decided to refer the same to the Board of Public Works for their consideration.

A. A. DeBart, Jr.,
City Manager.

Alderman Moriarty drew attention to the fact that the east side of Tower Road from Atlantic Street to Bridge Street had no sidewalk. It is in bad condition and a lot of children use it going back and forth to school.

He wanted to know if it were possible to have this sidewalk laid this year.

City Manager: "It was never in the original list and we have no money."

Alderman DeWolf: "It may have been deleted but it was in."

Mr. Harris: "It was not in the original list."

Alderman DeWolf: "It was discussed at the time and it was agreed it would be put in. It was to go in."

Moved by Alderman O'Malley that Tower Road be substituted for Inglis Street.

There was no seconder for this motion.

Alderman Vaughan: "What happened to the funds for Royle Street?"

City Manager: "They have not been used. You can do Inglis or Tower Road."

October 16, 1952.

His Worship the Mayor: "If we start shifting the appropriations we will have to delete them this year and put them in next year."

City Manager: "I think you will find Barrington Street for that particular section was in this year and will be in next year."

Moved by Alderman Lloyd, seconded by Alderman Hatfield that the report be approved. Motion passed.

Moved by Alderman Moriarty, seconded by Alderman DeWolf that the sidewalk be constructed on the East side of Tower Road between Atlantic and Bridges Streets and that the funds be provided from any unexpended balance in the Capital Budget. Motion passed.

METERS BUCKINGHAM ST. PARKING LOT

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

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

Date: October 16, 1952.

Subject: Buckingham Street Lot - Parking Meters

Inspector O'Brien, Commissioner Harris and the writer inspected two automatic meters and two manually operated meters and had them thoroughly demonstrated. All four meters were very acceptable but for this installation where cost is a factor we do not recommend automatic meters.

Both manually operated meters gave every evidence of being durably built and easy to service evidencing the improvements made in recent years. Both meters will operate one to ten hours on nickels, five hours on a quarter, or ten hours on two quarters. The meters would be equipped with a coin counter which is desired by both the Police Chief and Commissioner of Finance for checking purposes.

One factor which was considered was the desirability of having uniformity on our meters. We have had very good results from the Mico meter. We have reason to believe we will have just as good results from the Red Ball meter. Since this is a relatively small installation this factor is not being given too much weight.

The cash price per unit with coin counters, installed complete is:

Mico Meter	\$ 79.50 per meter
Red Ball	74.57 " "

On the basis of the lower price Police Chief Mitchell,

October 16, 1952.

Commissioner of Works Harris, Inspector O'Brien and the writer recommend the installation of 40 Red Ball Meters.

A. A. DeBará, Jr.,
City Manager.

Alderman Macdonald: "I had the opportunity to see the Red Ball meter demonstrated. One thing I did not like too much was the method of putting in the coin. There is a handle on the meter. I don't intend to question the good judgment of the Traffic Authority in recommending this Red Ball meter."

City Manager: "It operates even if the meter is frozen. The handle will permit it to be operated while some others will not."

Alderman Macdonald: "It is quite different in operation from the meters we have installed in the City. What effect would there be on the cost of maintenance to operate two different types of meters. There is a difference in price of \$5.00 for the type of meter we have and the cost of maintenance is very low."

City Manager: "The Mico is very satisfactory but the Red Ball is good and easy to take apart. We need all the money we can get and this \$200.00 will be badly needed. We are trying to keep the total cost of operation on the parking lot on Buckingham Street down. We know Mico is good. We cannot see any additional cost in the Red Ball meter. "

Alderman Lloyd: "Has the City Manager questioned the Red Ball meter in any other cities?"

City Manager: "Yes."

Alderman Lloyd: "I am not happy that you are selecting the meter because of the reports from the Mayor's of other towns. I will have to vote against the selection of the Red Ball meter because I think it will cost more in the long run."

Alderman O'Malley: "Has there been any complaints on that type of meter?"

Chief of Police: "There was one complaint."

Alderman Lloyd: "We are saving \$200.00 altogether. If

October 16, 1952.

you are that close on your budget then I could follow you."

Alderman Macdonald: "We are risking something by installing a new type of meter. I did see quite a number of places on my trip and I did not see any Red Ball meters and I was wondering why. We will have three different types of meters in the City."

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

Moved in Amendment by Alderman Macdonald, seconded by Alderman Lloyd that the Mico Meter be purchased in preference to the Red Ball Meter due to the experience we have had with them in the last three years.

The amendment was put and lost 3 voting for the same and 8 against it as follows:

FOR THE AMENDMENT

Alderman Lloyd
Macdonald
O'Malley

AGAINST IT

Alderman Adams
Allen
DeWolf
Fox
Hatfield
MacMillan
Moriarty
Vaughan

- 3 -

- 8 -

The motion was then put and passed.

CITY PRISON RADAR ANTENNAE

To: His Worship the Mayor,
and Honourable Members of Council.

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

Date: October 16, 1952.

Subject: City Prison - Radar Antennae

Number 2405 Aircraft Control and Warning Unit would like to use an area of about 20 by 60 feet on the field outside the City Prison for the installation of a radar antennae. This antennae is mobile but will be left there for use and training.

Governor Grant has no objection. Recommendation is made that permission be granted for such use.

A. A. DeBard, Jr.,
City Manager.

- 709 -

October 16, 1952.

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

ADDITIONAL SERGEANT POLICE DEPT.

Halifax, N. S.,
October 16, 1952.

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

The Safety Committee at a meeting held on the above
date had for consideration a report from the Chief of Police
recommending that the number of Sergeants in the Police Department
be increased by one.

Your Committee concurs in this recommendation.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

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

MOTION ALDERMAN BREEN Re STEVENSON & KELLOGG LTD.

Moved by Alderman Lloyd, seconded by Alderman Vaughan
that the matter be deferred for one month. Motion passed.

APPROVAL BY-LAWS, BORROWINGS, ETC.

Approval of the Minister of Municipal Affairs to the
following matters was reported:

1. Borrowing \$10,000.00 Heating System City Prison.
2. Borrowing \$30,000.00 Bayers Rd. Housing Project.
3. Borrowing \$30,000.00 Walls, windows etc. City Home.
4. Ordinance #44 Market Fees.
5. By-Law Lot 14A. Connaught Avenue.
6. By-Law Edgewood Subdivision.
7. By-Law Rezoning Pepperell St.

LETTER OF APPRECIATION FROM UNION N. S. MUNICIPALITIES

58 Alexandra Avenue,
Bridgewater, Nova Scotia,
September 15th, 1952.

To His Worship the Mayor of Halifax:

Will you allow me for the Union of Nova Scotia Municip-
alities to express our very sincere appreciation of all that you,
your Council, your Committees and your Clerical Assistants did
in helping to make our recent Convention at Halifax a success and a
pleasant occasion.

As you no doubt know a cordial vote of thanks was
passed by the Convention, which we would ask you to please communi-
cate to your Council and to all concerned.

October 16, 1952.

With our best wishes for the welfare and happiness of your good people and yourselves, and our sincere desire for your continued co-operation,

Yours faithfully,

Catherine E. Roberts,
THE SECRETARY.

Mayor Donahoe,
City Hall,
Halifax, Nova Scotia.

F I L E D

CONVENTION EXPENSES UNION OF NOVA SCOTIA MUNICIPALITIES

Read report from the City Assessor advising that the cost of the above convention amounted to \$1,631.83 of which the City paid one-half and the balance divided equally between Dartmouth and the County.

F I L E D

POLL TAX COLLECTIONS ENDING SEPTEMBER 30, 1952

October 14, 1952.

His Worship the Mayor and
Members of the Finance and Executive Committee,
City of Halifax,
CITY HALL,

Gentlemen:

I enclose herewith the report of the Poll Tax Collections for the quarter ending September 30, 1952. This shows the amount collected during that period - \$58,540.20, or an increase of \$1,927.77 over the corresponding period the previous year. This report also shows that for the nine months ending September 30, 1952 there was a gross collection of \$99,691.92, made up as follows:-

Current Poll Tax.....	\$64,675.92
and Poll Tax Arrears.....	\$35,016.00

This shows an increase of \$5,829.56 over the corresponding nine months of 1951.

Yours very truly,

M. L. BELLEW,
COMMISSIONER OF FINANCE.

F I L E D

ACTIVE BORROWING RESOLUTIONS

October 14, 1952.

His Worship the Mayor and
Members of the Finance & Executive Committee,
City of Halifax,
CITY HALL.

Gentlemen:-

I attach herewith for the information of your Committee

October 16, 1952.

and City Council, a statement of Active Borrowing Resolutions on Capital Expenditure amounting to \$7,925,987.30. Of this amount \$3,897,828.64 has been spent as at September 30, 1952. This does not include such amounts as the Prefabricated Housing programme which is a self-reducing debt.

The amounts shown in this list have yet to be borrowed by way of debenture, and will be included in our next loan.

For your information, these figures are made up as follows:

	<u>AMOUNT AUTHORIZED</u>	<u>AMOUNT EXPENDED</u>	<u>BALANCE</u>
WORKS	\$ 2,118,687.30	\$1,415,235.56	\$ 703,451.74
SCHOOLS	4,023,850.00	1,631,854.97	2,391,995.03
OTHER EXPENDITURES	1,783,450.00	850,738.11	932,711.89
	<hr/>	<hr/>	<hr/>
	\$ 7,925,987.30	\$3,897,828.64	\$4,028,158.66

Respectfully submitted,

M. L. Bellew,
COMMISSIONER OF FINANCE.

FILED

APPROPRIATIONS UNDER 316 "C"

October 13, 1952.

His Worship the Mayor
and Members of the Finance and Executive Committee,
City of Halifax,
CITY HALL.

Gentlemen:

The following is a list of items approved by the City Council this year, under Section 316 C of the City Charter for which no appropriation was provided in the 1952 Budget, or for which the appropriation provided was insufficient.

<u>AUTHORITY CITY COUNCIL MINUTES, 1952</u>	<u>AMOUNT AUTHORIZED</u>
Page 155 Snow Removal Appropriation	\$ 30,000.00
" 214 H. J. Egan, Transfer Water Assets and Pension Plan	1,565.00
" 219 Superannuation, Grants	7,745.86
" 221 S. P. C. Grant	1,000.00
" 228 Rental Control Appropriation	10,500.00
" 229 Trade Fair	1,500.00
" 232 City of Halifax Versus Kaizer	194.55
" 236 Taxation Committee	10,000.00
" 329 City Prison Roof and Chimney Repairs	325.00
" 331 Howe Avenue Railway Crossing	1,200.00

October 16, 1952.

AUTHORITY CITY COUNCIL MINUTES, 1952

AMOUNT AUTHORIZED

Page 411	Grant, Salvation Army Red Shield Appeal	\$ 2,000.00
" "	" N.S. Divn. Canadian Cancer Society	1,000.00
" "	" Halifax Community Chest	5,000.00
" "	" Stellarton Mine Disaster Fund	500.00
" "	" Can. Red Cross Soc. (N.S. Divn)	2,500.00
" "	" Can. Red Cross Society (Homemakers Service)	2,000.00
" "	" Halifax Infirmary	10,000.00
" "	" St. John Ambulance Association	750.00
" "	" Children's Hospital	30,000.00
" "	" Bengal Lancers	1,000.00
" "	" Halifax Musical Festival Ass'n.	500.00
" "	" St. Joseph's Orphanage	5,000.00
" "	" Halifax Protestant Orphans' Home	5,000.00
" "	" Supplementary, Dalhousie Health Clinic	10,000.00
" "	" Walter Callow Wheel Chair Coach Fund	500.00
" 471	Parking Meters, Brunswick Street	1,200.00
" 487	Natal Day Celebration	3,500.00
" 535	Traffic Island, Gottingen & Duffus Streets	500.00
" "	Grant, Nova Scotia College of Art	1,500.00
" 538	Convention Union of N. S. Municipalities	1,000.00
" 541	H. R. Doane and Company, Audit Fees	525.00
" 607	Civil Defence Appropriation (\$1500.00 per month, Sept. to Dec.)	6,000.00

154,005.41

This can constitute a deficit in this year's current operations unless sufficient sums are realized from unexpended balances of appropriations or surplus revenues.

Respectfully submitted,

M. L. Bellew,
COMMISSIONER OF FINANCE.

FILED

CITY MANAGER'S ADMINISTRATIVE REPORT

A report was submitted from the City Manager as of September 30, 1952 and same is attached to the original copy of these minutes.

Copies of same were furnished to the members of Council.

FILED

October 16, 1952.

TAX COLLECTIONS MONTH OF SEPTEMBER 1952

Civic Year	Reserves	O/S Balance Aug. 31/52.	New Accounts and Adjustments.	Sept. Collections.	O/S Balances Sept. 30/52.
1950	\$68,385.90	\$ 103,699.20		\$ 11,295.36	92,403.84
1951	\$67,595.42	\$ 288,303.94		\$ 16,590.36	271,713.08
1952	\$70,011.75	\$1,125,406.18	Dr. 497.00	\$ 227,577.94	398,325.24
		\$1,517,409.32	Dr. 497.00	\$ 255,464.16	\$1,262,442.16

Poll Taxes

1943-44	\$ 22,269.70	\$ 4.00	22,265.70
1944-45	2,688.71	16.00	2,672.71
1952	74,756.14	39,436.46	35,319.68

Additional Collections

	<u>1952</u>	<u>1951</u>
Arrears 1925-26 to 1949	2,171.21	
Corresponding Period Last Year		8,186.82
Collections as per statement above	255,464.16	
Corresponding Period Last Year		175,899.33
	<u>\$257,635.37</u>	<u>\$184,086.15</u>

Collection Poll Taxes Jan. 1st to Sept 30/52	\$93,974.15	
Corresponding Period Last Year		\$88,652.61

Respectfully submitted,

H. R. McDonald,
Chief Accountant.

FILED

October 16, 1952

APPROPRIATIONS AS AT SEPTEMBER 30, 1952

TO THE CITY COUNCIL:

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

APPROPRIATIONS	LEAFER BALANCE	UNPAID ORDERS	BALANCE LESS UNPAID ORDERS
City Home	\$ 79,651.18	\$ 1,685.17	\$ 77,966.01
Point Pleasant Park	6,949.52		6,949.52
Library	28,713.99	924.81	27,789.18
T. B. Hospital	96,449.49	4,948.05	91,501.46
Inf. Disease Hospital	20,794.89	1,398.30	19,396.59
Public Health	47,978.95	347.16	47,631.79
Welfare Department	18,764.69		18,764.69
Police Department	102,605.72	2,051.05	100,554.67
City Prison	15,292.01	187.40	15,104.61
Wks., Sal. & Bonus	35,394.20		35,394.20
Streets	49,023.90	6,862.47	42,161.43
Office Supplies	1,702.44	226.62	1,481.82
Town Planning	1,743.33	113.64	1,630.19
Internal Health	10,336.81	14,002.44	5,615.63 Dr.
Sewer Maintenance	11,470.24	1,068.09	10,402.15
Snow Removal	24,403.23 Dr.	102.62	24,505.85 Dr.
St. Lighting	28,582.79		28,582.79
Traffic Lights	2,231.58	16.65	2,264.93
Wiring Inspection	1,162.09	29.61	1,133.38
Bldg. Inspection	6,334.17	199.47	6,134.70
Public Gardens	19,715.49	2,822.98	16,892.51
Plening Park	1,958.42		1,958.42
City Property	32,997.61	860.73	32,136.88
Insurance	3,903.31 Dr.		3,903.31 Dr.
Telephones	4,489.80		4,489.80
Fairview Cemetery	3,599.79	766.11	2,833.68
Recreation Committee	4,093.07	110.41	3,982.66
Fire Department	91,670.75		91,670.75
Fire Alarm	8,648.27	118.10	8,530.17
Printing & Stationery	6,913.84	818.90	6,094.94

Respectfully submitted,

H. R. McDONALD,
CHIEF ACCOUNTANT.

FILED

Complete except for sod -

Ontario	From Agricola to Maynard
Devonshire	" Richmond " Dartmouth
Ed. Arab	" Wm. Hunt northerly
Bright Avenue	" Normandy to Leeds
Woodbine	" Highland " Rosemeade
Highland	" Normandy to Leeds
Robie	" Young to Kaye
Gottingen	" Duffus to Vestry
Gottingen	" Rector to Normandy
Pinehill Drive	" existing work to Crancklyn
Hemlock	" Humford to Abbott
Mayfield	" " " "
Claremont	" Maxwell " Duffus
Albert Street	" Young " Russell

Other incomplete work -

Crancklyn	500 feet of curb and gutter to be completed.
Ceo. Dauphinee	Complete except for one driveway, pole has to be moved.
Beaufort Ave.	from Bellevue to Ritchie Drive held up due to house construction.
Albert Street	Stadacona to Russell. Sewer being checked.
Oxford Street	From Bayers to Edgewood
Dutch Village Road	" " " Deal

These will be done in October.
Five remaining streets have not been started for various reasons.

- | | | |
|---------------|--|---|
| 1. High | From Existing Work to Lady Hammond Rd. | Will be started in October. |
| 2. Oakleigh | From Ashburn Ave. to Stanford | Street must be graded first. |
| 3. Leeds | From Gottingen to Merson | Street lines to be checked, will be started in October. |
| 4. Barrington | From Vestry to Glebe | Work on foundations under houses incomplete. |
| 5. Stanford | From Humford to Abbott | Street must be graded first. |

5. Buckingham Street Parking Lot -

We have done some work shoring up the walls. Placing the fence inside the sidewalk presents a costly problem which we hope to solve. The asphaltting has not been done as yet. A recommendation will be made to Council at its October meeting regarding the purchase of meters.

6. City Prison Heating Plant -

We are constructing this building with City Field labor. The foundation has been completed and is very well done, making proper provision for access to sewer and entry of pipes to the prison proper. A recommendation will be submitted to Council at its October meeting for the heating plant installation on which bids will be received.

7. Potting Shed - Public Gardens -

Due to the lateness of the season and the need for present buildings to shelter plants taken in from the Gardens, Mr. Power prefers to defer construction until next Spring. Considering the difficulty we have getting bricklayers for the City Home it is just as well to delay this project. The heating plants will be installed in October. The entire fence around the gardens was painted by our own personnel.

8. Parking Lot - Market - Grafton Streets -

One of our engineers has been working on these plans quite steadily and has evolved three designs, two of them in excess of \$110,000.00 in cost. He is now developing other ideas, particularly providing for upward extension at a future date. We are also having the Canadian agents for Multi-Deck garage develop, at no cost to us, a plan for this block.

A. A. Seabard
City Manager.

October 16, 1952.

TROLLEY COACH STOPS & CHANGE IN ROUTE

Date October 14, 1952.

From: Carl P. Bethune, Q.C.,
City Solicitor.

Re: Trolley Coach Stops and
change in route

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

Dear Sirs:

I wish to advise that by an Order of the Board of Commissioners of Public Utilities, dated October 8th, 1952, a change in the routing of trolley coaches on Routes 2, 3, 5, 7 and 8 was approved. The new routing for these coaches becomes effective October 14th, 1952, and the coaches will now travel west on Buckingham Street direct to Brunswick Street, thus eliminating the portions of the old routing which travelled north on Argyle Street and west on Jacob Street as far as Brunswick Street.

With the establishment of the new routing for the trolley coaches above referred to, it was necessary to eliminate from the Schedule of Trolley Coach Stops two former stops and to establish a new stop therein. This was done by the same Order of the Board, dated October 8th, 1952, and are as follows:

The two coach stops on Argyle Street on the east side of Jacob Street and on Brunswick Street on the east side at the foot of Cogswell Street are eliminated as and from midnight October 13th, 1952.

The new stop established is as follows:

East side of Brunswick Street, 30' south of
the south line of Jacob Street II.

Yours very truly,

Carl P. Bethune,
CITY SOLICITOR.

FILED

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

Meeting adjourned 10 P. M.

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R. A. Donahoe
R. A. Donahoe, Q. C.,
MAYOR & CHAIRMAN.

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

CITY COUNCIL MEETING

THURSDAY
NOVEMBER 13, 1952

A G E N D A

Prayer
Minutes

Public Hearing re Webster Subdivision.
" " Removal Street Lines Stanford St.
Motion by Alderman Vaughan re Removal Street Lines Diagonal St.
Accounts over \$500.00.
Removal 10% Restriction e/s Highland Avenue.
Appointment of Coal Weighers.
Junior League Exemption from Taxes.
Resolution for Prefab Bank Account at Canadian Bank of Commerce.
Convention Attendance.
Transfer of Stores Function from Works to Finance Dept.
Authority to pay Salaries for month of December on December 15th.
Y's Mens March of Dimes Campaign.
Approval of Quotation on License Plates.
Claim A. C. Pettipas.
Accident Claim (Sidewalk Ogilvie Street).
Fire Claim (Jari Sickle Bar Machines).
Claim John C. O'Keefe Damage to Tire.
Ordinance re Parking Lot Buckingham St. (First Reading).
Salary Assistant Building Inspectors.
Write-Off Uncollectible Hospital Accounts (\$5,716.93).
Tenders for Groceries, Vegetables and Fish.
" on Public Works Equipment.
Renaming Portion of Maynard Street.
Lease of Landing Oakland Road Ferry.
" Cathedral Barracks.
Street Lighting Warren & Dudley Sts.
Illuminated Signs.
Application of Cleveland Industries Ltd. to occupy building at Oxford
and Oak Sts.
Street Widening Jacob St., Upper Water to Barrington Sts.
Amendment to Part 2 Zoning By-Law (more than one bldg. on a lot).
" " 5 " " (three story buildings).
Rezoning Thompson Property Lady Hammond Road.
Leanco Subdivision.
Collishaw Subdivision.
Greenwood Avenue Street Lines.
Request for Rezoning Property n/e corner Bayers Rd. & Connaught Ave.
Express Highway.
Closing Lane between Phillip and Joseph Streets.
Questions.
Deferred Item:
Motion by Alderman Breen re Stevenson & Kellogg Ltd.

INFORMATION ONLY

Letter Major General Plow re R. A. Park.
" of Appreciation Halifax Community Chest.
Federal Grant 1952.
Approvals of Borrowings etc.
Active Borrowing Resolutions.
Appropriation under Section 316 "C" City Charter.
Tax Collections month of October.
Appropriations month of October.
City Manager's Administrative Report.

EVENING SESSION

Council Chamber,
City Hall,
Halifax, N. S.,
November 13, 1952,
8:00 P. M.

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

After the meeting was called to order by the Chairman and before considering the regular order of business the members of Council attending, led by the City Clerk, joined in repeating the Lord's Prayer.

There were present His Worship the Mayor Chairman; Aldermen DeWolf, Moriarty, Breen, Lane, Macdonald, Adams, Lloyd, Kitz, O'Malley, Fox, Allen, Vaughan, Hatfield and MacMillan.

The meeting was called to proceed with business standing over and the transaction of other business.

The following named papers were submitted.

MINUTES

Moved by Alderman Hatfield, seconded by Alderman MacMillan that the minutes of the previous meetings be approved. Motion passed.

At this time His Worship the Mayor advised Council that the City Solicitor completes 20 years continuous service with the City as a Department Head this month and congratulated him on his service.

PUBLIC HEARING WEBSTER SUBDIVISION

A public hearing was held on the matter of confirming Section 17A of the Official City Plan showing the official street lines as proposed for Blenheim Terrace, Webster Terrace and a street approximately parallel to South Street connecting these two terraces, which was duly advertised as required by the City Charter.

No persons appeared either for or against this matter.

Moved by Alderman Hatfield, seconded by Alderman Moriarty that Section 17A of the Official City Plan be and the same is hereby confirmed. Motion passed.

November 13, 1952.

REMOVAL AND LAYING DOWN OF OFFICIAL STREET LINES STANFORD ST.

A public hearing was held on the matter of removing the official street lines of Stanford Street as shown on Plan KK-1-7935 and the laying down of the official street lines as shown on Section 10B of the Official City Plan bounded by Mumford Road, Dutch Village Road, Abbott Drive and Mayfield Street which was duly advertised as required by the City Charter.

No persons appeared either for or against this matter.

Alderman Lloyd: "What is the affect of the removal of those lines.

His Worship the Mayor: "The affect is to enable us to impose lines which will agree with the existing street. The lines we are removing are on the plan but they do not conform to the existing Stanford St."

Alderman Lloyd: "We are removing the line that was intended to be removed in 1935. It did run to the intersection of the Dutch Village and Mumford Roads?"

His Worship the Mayor: "There was a resolution in Council to remove this line you are now being asked to remove."

Moved by Alderman Lloyd, seconded by Alderman Hatfield that the official street lines of Stanford Street as laid out on Plan KK-1-7935 on file in the office of the Commissioner of Works be and the same are hereby removed. Motion passed.

City Solicitor: "The lines to be laid down tonight were shown on the original plan in dotted lines."

Alderman Lloyd: "Does this action have any bearing on the abutters charges?"

City Solicitor: "In my opinion it has no bearing on the liability in any way."

His Worship the Mayor: "Can we be assured that these dotted lines conformed to the existing street lines as the street has been developed?"

November 13, 1952.

Alderman Lloyd: "This dotted line which apparently is now the present street line was discovered by the Planning Engineer for the present subdividers of the land. When the Morse Corporation or whatever it may be projected one or two streets in that area they made their lines conform to the dotted lines now called Stanford St. Mr. Bethune has assured us it will not affect the legal position

Moved by Alderman Lloyd, seconded by Alderman Hatfield that Section 10B of the Official City Plan be and the same is hereby confirmed. Motion passed.

MOTION ALDERMAN VAUGHAN Re: REMOVAL STREET LINES DIAGONAL ST.

Read report from the City Manager as follows:

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

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

Date: November 13, 1952.

Subject: Removal of Street Lines - North Diagonal Street.

Investigation shows that the street lines for the North Diagonal Street were never actually laid.

On July 12, 1951, City Council ordered the Commissioner of Works to prepare an official plan showing the proposed street lines (Plan QQ-4-11923).

On September 10, 1951 the plan was submitted and costs for a 100 foot wide street were developed and presented February 5, 1952. Some mention must have been made for an 80 foot wide street since costs were developed for a street that wide.

There is no record that street lines were ever passed by City Council.

A. A. DeBard, Jr.,
City Manager.

Alderman Vaughan: "Where do we stand in regard to this street. It is on a plan and I believe it is part of the Official Town Plan."

City Solicitor: "This matter arose out of the Master Plan Committee's Report. In the minutes of Council of June 13, 1946 the Master Plan showing the diagonal street was not approved by Council, but was referred to the Commissioner of Works to prepare

November 13, 1952.

an Official Plan under the Town Planning Act. The minutes of the Council of March 16, 1950 shows the official Development Plan was received and a public hearing ordered for May 11, 1950. It showed 16 projects in the plan and Item 1-B is stated to be the diagonal street from City Hall to Brunswick St. At the hearing held on May 11, 1950 this official Development Plan was approved by the Council. Under the terms of the Town Planning Act, when such a Plan has been approved the City is not compelled to put these projects into effect but cannot put them in effect in any other way than is shown on the Official Town Plan. You are not bound to go ahead with the diagonal street, but you can't accomplish that in any other way except as is shown under the Official Town Plan. There are no street lines as laid down. I am approaching this under the Town Planning Act."

Alderman Kitz: "What purpose does it achieve in laying down these lines?"

City Solicitor: "I suppose it is a way of directing development over a period ahead. A plan is made and everything that is done dovetails into it. You must follow what you have planned in the plan. It is a road to follow. If you want to overcome following that road you have to amend the Official Town Plan by removing it from the Plan or relocating it."

His Worship the Mayor: "We could not deal with that area in any other way but by building a diagonal street on it."

Alderman Lloyd: "All we accomplish is that if anybody transacts property in the area it is presumed that the City may expropriate it at some future date and they will have to face the courts."

Alderman Kitz: "Does this give the Building Inspector power to refuse the granting of permits?"

City Solicitor: "No."

Alderman Lloyd: "I believe that has been done."

Alderman Vaughan: "My reason for the motion was in view of the fact that certain rumors have come from Ottawa that the Federal

November 13, 1952.

Government plans to change some sections of the National Housing Act whereby municipalities may develop areas for housing purposes and tear down or demolish corresponding areas in other sections of the City. My feeling is with this diagonal street even on the Official Town Plan may prove a stumbling block to the City's request for money because I can well imagine Ottawa adopting this attitude; that they would say to us. 'you have designed a street for traffic improvement and it cannot be considered as a slum clearance project as such.' We have been caught in the past in the web we have spun ourselves. I suggest that the street should come off the Official Town Plan in order that the Council might deal with slum clearance in that area with the full assistance from the Federal Government. If we leave it there the Federal Government will take advantage of it and discount the grant."

Moved by Alderman Vaughan, seconded by Alderman Hatfield that the Official Town Plan which was adopted by the City Council on the 11th day of May, A. D. 1950, be varied by removing therefrom the diagonal street shown thereon as Project 1B, running in a north-westerly direction from the intersection of Duke St. and Argyle St. to the intersection of Brunswick St. and Jacob St.

Moved in amendment by Alderman Vaughan, seconded by Alderman Hatfield that under the provisions of Section 4, subsection (2) of the Town Planning Act this resolution be referred to the Town Planning Board for a report thereon.

The City Solicitor then read a section of the Town Planning Act dealing with amending the Official Town Plan for the information of the Council.

The amendment was then put and passed.

ACCOUNTS OVER \$500.00

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

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

Date: November 13, 1952.

Subject: Accounts over \$500.00.

In accordance with Section 119F of the City Charter, the

November 13, 1952.

following accounts are submitted for Council's approval.
These accounts have been certified and audited.

<u>DEPARTMENT</u>	<u>VENDOR</u>	<u>PURPOSE</u>	<u>AMOUNT</u>
Emergency Shelters	C. B. Barkhouse	Carpenter Repairs	\$ 891.00
Halifax Memorial Library	The Book Room Limited	Books	4,344.55
City Home	R. B. Seeton & Co. Ltd.	Groceries	858.02
T.B.Hospital	Howard's Limited	Groceries	951.99
Works	Standard Clay Products, Limited	Sewer Pipe	3,895.89
Works	Austen Bros., Limited	Hammer Handles & forge, parts for Sweeper	583.95
Works	Imperial Oil Limited	Primer & Asphalt	4,466.07
Works	Foulis Engineering Sales Limited	Steam Jacketed Pump, Air cooled engine	641.13
Police	Mr. George Perry	Patrolling N. W. Arm	510.00
Police	Nova Scotia Body Bldg.	Converting panel truck into Dog Catcher's truck	575.00
Police	Morris Goldberg	Hats & Coats	545.00

A. A. DeBard, Jr.,
City Manager.

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

REMOVAL 10% RESTRICTION LOTS ON THE EAST SIDE OF HIGHLAND AVE.

Halifax, N. S.,
Nov. 10, 1952.

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

At a meeting of the Finance and Executive Committee held on the above date, a letter was submitted from Mr. J. J. Hollett requesting that the restriction placed on lots of land sold on Highland Avenue viz. "that deeds to the lots be withheld until such time as 10% of any building to be erected thereon is completed," be removed.

November 13, 1952.

Your Committee recommends that the request be granted and a deed given for the lots not built on.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

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

APPOINTMENT OF COAL WEIGHERS

Halifax, N. S.,
Nov. 10, 1952.

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

The Finance and Executive Committee at a meeting held on the above date agreed to recommend that the following persons be appointed Coal Weighers and His Worship the Mayor authorized to administer the Oath of Office to them.

Kenneth F. Smiley
Roy Hopper

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

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

JUNIOR LEAGUE EXEMPTION FROM TAXES ON BARGAIN BOX

Halifax, N. S.,
Nov. 10, 1952.

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

The Finance and Executive Committee at a meeting held on the above date considered a request from the Junior League of Halifax for exemption from taxation on the business operated by it as the Bargain Box.

Your Committee recommends that the request be granted and the necessary legislation obtained effective as from January 1, 1953.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

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

November 13, 1952.

RESOLUTION FOR PREFAB ACCOUNT AT BANK OF COMMERCE

Halifax, N. S.,
Nov. 10, 1952.

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

The Finance and Executive Committee at a meeting held on the above date agreed to recommend for approval the attached resolutions respecting the Prefab Bank Account at the Canadian Bank of Commerce.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Moved by Alderman DeWolf, seconded by Alderman O'Malley that the report be approved. Motion passed.

CONVENTION ATTENDANCE

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

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

Date: November 4, 1952.

Subject: Convention Attendance.

Mr. Bethune's attendance at the National Institute of Municipal Law Officers was one of those listed in the original memorandum sent last May.

Council approved Mr. Bethune's receiving six days to assist in the travelling time to the Canadian Bar Association meeting in Vancouver. Mr. Bethune attended this meeting because of the honor bestowed on him and the City by virtue of his election to the presidency of the Nova Scotia Barristers' Society. His attendance at the meeting December 1 - 3, 1952, at an estimated cost of \$350.00 is recommended.

A. A. DeBard, Jr.,
City Manager.

Moved by Alderman Adams, seconded by Alderman Lloyd that the report be approved. Motion passed.

TRANSFER OF STORES FUNCTION FROM WORKS DEPT. TO FINANCE DEPT.

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

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

Date: November 13, 1952.

Subject: Transfer of Stores at City Field from Works to Finance Dept.

In order to exercise better control over the Stores function

RESOLUTION passed by the City Council of the Corporation of the City of Halifax at a meeting duly called and regularly held at the Council Chamber of the City of Halifax in the County of Halifax in the Province of Nova Scotia on the 13th day of November 1952.

RESOLVED:

1. That the Canadian Bank of Commerce, in this resolution referred to as the "Bank," is hereby appointed the Banker of the Corporation of the City of Halifax, in this resolution referred to as the "City" for the purpose only of financing the purchase of 787 prefabricated houses situate in the City of Halifax at a cost of \$787,000.00 by the Corporation of the City from the Central Mortgage and Housing Corporation, a body corporate, and for the further borrowing of such other sums for the placing of foundation walls and such other work or alterations on the said houses, structural or otherwise, as the City Council or such Committee as the said Council may from time to time authorize to manage the said houses; and be it further resolved that the same authority shall enure to the Corporation of the City for the purchase of such other houses as the Corporation may from time to time by resolution purchase from the Central Mortgage and Housing Corporation and for structural repairs or alterations.
2. That the Treasurer, Deputy Treasurer, the Commissioner of Finance and the Deputy Commissioner of Finance of the Corporation of the City be and are hereby authorized for and on behalf of the City to make, sign, draw, accept, endorse, negotiate, lodge, deposit or transfer all or any cheques, promissory notes, drafts, acceptances, bills of exchange, orders for the payment of money.
3. That the following, The Treasurer, Deputy Treasurer, Commissioner of Finance and the Deputy Commissioner of Finance are hereby authorized for and on behalf of the City to negotiate or deposit with or transfer to the Bank (but for the credit of the City's account only) all or any cheques, promissory notes, drafts, acceptances, bills of exchange, and orders for the payment of money, and for such purpose to draw, sign or endorse the same, or any of them, or to deliver the same, or any of them, to the Bank endorsed with the name of the City impressed thereon by a rubber stamp or other device; also to receive all paid cheques and other debit vouchers charged to any account of the City and to execute from time to time the Bank's form of receipt therefore and agreement as to the settlement, balance and verification of all books and accounts between the City and the Bank.
4. That all acts and things done and documents executed on behalf of the City as hereinbefore authorized shall be valid and binding upon the City and whether or not the corporate seal of the City has been affixed to any such document.
5. That the City shall provide the Bank with a certified copy of this resolution and a list of the names of officers and employees of the City authorized by this resolution to do any act or thing, together with specimens of their signatures, to be acted upon by each branch of the Bank with which any dealings are had by the City until notice to the contrary or of any change therein has been given in writing to the Manager or Acting Manager of such branch.

Certified a true copy of the resolution passed as above set forth and recorded in the records of the proceedings of the City.

MAYOR

DATED the 13th day of
November A. D., 1952.

CITY CLERK

November 13, 1952.

The Manager

The Canadian Bank of Commerce

Halifax, N. S.

Dear Sir:

This letter is to Certify that the officers of
Corporation of the City of Halifax are as follows:

Mayor, Richard A. Donahoe, Q. C.
Deputy Mayor J. Gerald DeWolf
Treasurer, George Allen
Deputy Treasurer Frank Thomas
Commissioner of Finance, Milton L. Bellew
Deputy Commissioner of Finance, L. M. Romkey

and the following are its Aldermen:

John G. DeWolf	Leonard A. Kitz
William B. Moriarty	John A. O'Malley
John H. Breen	George C. Fox
Abbie Lane	Charles A. Vaughan
Frank Adams	Lloyd W. Allen
Burton O. Macdonald	Byron M. Hatfield
John E. Lloyd	A. Herman MacMillan

We hereby undertake to notify you of any changes in our Council and/or officers, also of any changes in by-law respecting the authority of Aldermen, officers or employees to sign on our behalf and in particular of any changes in by-laws of which copies have heretofore or may hereafter be lodged with the Bank. You may assume that the above named are the Aldermen and Officers of our organization and in charge of its affairs and that our by-laws and resolutions of which you hold copies are in full force and effect until you are notified to the contrary.

Yours truly,

MAYOR

CLERK

November 13, 1952.

permission is requested to transfer it from the jurisdiction of the Works Department to the Finance Department.

Present yearly salaries total \$9,951.40. Salaries the first year would be \$9,320.00 including cost of living bonus for the four at \$180.00 a year each. The table below shows increases for the six salary steps. The following personnel at the salaries indicated are contemplated in the change. Initiation of the change will mean a small payroll than at present and will not, with annual increases, exceed our present payroll for four years.

<u>Position</u>	<u>Grade</u>	<u>Salary Range</u>
Storekeeper	V	2300 - 2700
Storeman	IV	2000 - 2300
Yard Man	IV	2000 - 2300
Audit Clerk	V	2300 - 2700

<u>Time</u>	<u>Estimated Salaries</u>
Present	\$ 9,951.40
New arrangement	9,320.00
Second year	9,600.00
Third year	9,880.00
Fourth year	10,160.00
Fifth year	10,440.00
Sixth year	10,720.00

A. A. DeBard, Jr.,
City Manager.

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

Alderman DeWolf: "I think the matter of accounting is most important but to transfer the stores to accounting department and have it under their jurisdiction I feel we may have trouble. Perhaps I am wrong."

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

AUTHORITY TO PAY DECEMBER SALARY ON DECEMBER 15, 1952

Halifax, N. S.,
May 10, 1952.

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

The Finance and Executive Committee at a meeting held on the above date agreed to recommend that the Treasurer be authorized to pay Civic Employees their full pay for the month of December on or about the 15th of that month.

Respectfully submitted,

W. P. Publicover, CITY CLERK.

November 13, 1952.

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

MARCH OF DIMES CAMPAIGN

Halifax, N. S.,
November 10, 1952.

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

The Finance and Executive Committee at a meeting held on
the above date agreed to recommend that permission be granted to
the High Y's Men's group to hold a March of Dimes Campaign.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

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

APPROVAL OF QUOTATION ON LICENSE PLATES

To: His Worship the Mayor and
Members of City Council.
From: City Manager, A. A. DeBard, Jr.
Date: November 13, 1952.
Subject: Quotation - License Plates.

The Finance & Executive Committee approved a quotation for
license plates to be sold by the City Collector for the
coming year.

The quotations were:-

London Stamp Co.	\$ 907.72
R. R. Power Limited	787.70

The recommendation of the Manager that the low quotation of
\$787.70 be approved was accepted by the Committee.

A. A. DeBard, Jr.,
City Manager.

Moved by Alderman Hatfield, seconded by Alderman Allen that
the report be approved. Motion passed.

CLAIM A. C. PETTIPAS

His Worship the Mayor: "This matter is withdrawn from the
agenda for the time being with the approval of Mr. Pettipas. Some-
other facts have come to light and with his consent the matter is
withdrawn."

Agreed.

November 13, 1952.

CLAIM DAMAGE TO FENCE PUBLIC BATHS

Halifax, N. S.,
November 12, 1952.

His Worship the Mayor and
Members of the City Council.

At a meeting of the Recreation and Playgrounds Commission held on the above date, a cheque in the amount of \$100.00 was submitted by Messrs. Kitz and Matheson in settlement of damages to the Chain-Link Fence at the Public Baths.

The Commission recommended that the payment be accepted and release signed by the Mayor and City Clerk on behalf of the City.

Respectfully submitted,

L. D. Hubley,
ASSISTANT SECRETARY.

Moved by Alderman Hatfield, seconded by Alderman Vaughan that the report be approved. Motion passed with Alderman Kitz abstaining from voting.

CLAIMS DAMAGE TO POLICE CARS

Halifax, N. S.,
Nov. 13, 1952.

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

At a meeting of the Safety Committee held on the above date a report was submitted from the Chief of Police recommending for acceptance cheques for the sums of \$133.05 and \$151.50 covering damages caused to Police Cars, which were involved in accidents.

Your Committee recommends that the cheques be accepted and the Mayor and City Clerk authorized to execute leases on behalf of the City.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

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

ACCOUNT DR. GRAHAM

Halifax, N. S.,
November 13, 1952.

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

The Safety Committee at a meeting held on the above date approved and recommended for payment an account of Dr. J. V. Graham for the sum of Seventeen Dollars covering professional services

November 13, 1952.

rendered to Sergeant R. Daniel, who was injured while on duty.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

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

POLICE TRAINING SCHOOL

Halifax, N. S.,
November 13, 1952.

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

The Safety Committee at a meeting held on the above date
recommended for approval the attached report from the Chief of
Police respecting Police Training School.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

November 13, 1952.

His Worship the Mayor
and Safety Committee.

For sometime past this department has received requests
from members of the Municipal Police Departments, throughout Nova
Scotia, to attend our Police Training School.

This matter was also discussed at the Maritime Chief Con-
stable's Conference, and it was felt that a Maritime Police School
was something that was badly needed, as it was pointed out that
the cost of sending members of Municipal Police Departments from
the Province of Nova Scotia, to the larger centers, in central and
western Canada, was prohibitive.

Subject to the consent of the Safety Committee and the City
Council, I offered to set up a Maritime Police School, as we have
the facilities and instructors available.

Preliminary plans for the setting up of this period of
instruction in Police work for approximately one weeks duration
have now been completed, and I would request the authorization
of this Committee and Council before proceeding further.

Yours very truly,

V. W. Mitchell,
CHIEF OF POLICE.

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

November 13, 1952.

ACCIDENT CLAIM (SIDEWALK ON OGILVIE ST.)

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

Date: Oct. 31st, 1952.

From: J. B. Sabean, Clerk of Works.

Subject: PAYMENT OF CLAIM FOR DAMAGE TO SIDEWALK - OGILVIE STREET

At a meeting of the Committee on Works held on October 28th a cheque in the amount of \$12.00 was submitted by Messrs. Lewis & Dunlop Ltd. in settlement of a claim for damage to the sidewalk on Ogilvie Street by Dominion Building Materials Ltd.

The Committee recommended that payment be accepted and release signed by the Mayor and City Clerk on behalf of the City.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per J. B. Sabean,
CLERK OF WORKS.

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

FIRE CLAIM (JARI SICKLE BAR MACHINES)

Date: Oct. 31st, 1952.

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

From: J. B. Sabean, Clerk of Works.

Subject: PAYMENT OF FIRE CLAIM FOR JARI SICKLE BAR MACHINE

At a meeting of the Committee on Works held on October 28th a cheque in the amount of \$508.36 was submitted by Messrs. Lewis & Dunlop Ltd. in settlement of the above claim.

The Committee recommended that payment be accepted and release signed by the Mayor and City Clerk on behalf of the City.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per J. B. Sabean,
CLERK OF WORKS.

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

November 13, 1952.

CLAIM MR. JOHN C. O'KEEFE - DAMAGE TO TIRE

Date: Nov. 12th, 1952.

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

From: Clerk of Works.

Subject: RE: Claim - John C. O'Keefe for damage to tire.

At a meeting of the Committee on Works held on November 10th the attached report from the City Solicitor recommending payment of a claim of John C. O'Keefe in the amount of \$16.35 for damage to an automobile tire caused by striking a stone on the Street, was considered.

The Committee recommended that the claim be paid.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per J. B. Sabeau,
CLERK OF WORKS.

Moved by Alderman Lane, seconded by Alderman Macdonald that the report be approved. Motion passed.

ORDINANCE PARKING LOT BUCKINGHAM ST. (FIRST READING)

Halifax, N. S.,
Nov. 10, 1952.

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

The Finance and Executive Committee at a meeting held on the above date agreed to recommend that the attached Ordinance #45 regulating the Buckingham Street Parking Station be read and passed a first time and referred back to this Committee.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Moved by Alderman Kitz, seconded by Alderman O'Malley that the report be approved. Motion passed.

ORDINANCE NO. 45

REGULATING THE BUCKINGHAM STREET
PUBLIC PARKING STATION

BE IT ENACTED by the Mayor and City Council as follows:

1. The area of land in the City of Halifax bounded

November 13, 1952.

on the north by Bell's Lane, on the east by Barrington Street, on the south by Buckingham Street and on the west by Argyle Street is hereby established as a public parking station.

2. (1) The said public parking station is hereinafter referred to as the "Buckingham Street Parking Station."

(2) The words "parking space" when used in this Ordinance shall mean parking spaces in the said Buckingham Street Parking Station as designated in the manner hereinafter provided.

3. The Buckingham Street Parking Station shall be divided into such number of separate areas, hereinafter referred to as "parking spaces", as the Commissioner of Works shall from time to time determine.

4. Each parking space shall be designated by lines or markings in such manner as the Commissioner of Works shall from time to time determine.

5. A parking meter shall be installed to serve each parking space.

6. Each parking meter so installed shall be placed in such a manner as to show clearly by sign or device thereon that the parking space to which such parking meter relates is in use either in accordance with, or in violation of, this Ordinance.

7. It shall be an offence and a violation of this Ordinance for any person to park or leave standing any vehicle in the Buckingham Street Parking Station or in a parking space therein as hereinbefore described without first having placed such vehicle entirely within the area designated as a parking space by such lines or markings.

8. It shall be an offence and a violation of this Ordinance for any person to park or leave standing any vehicle across or upon any line or marking designating a parking space.

9. Each parking meter installed shall have thereon an appropriate sign or device stating the parking time permitted, as hereinafter provided, in the parking space to which it relates.

November 13, 1952.

When in operation each parking meter shall indicate by the dial and pointer thereon the period of time during which parking is permitted in the parking space to which the parking meter relates and shall, upon expiration of the period of time permitted for parking, indicate that parking in such parking space is in violation of this Ordinance.

10. It shall be an offence and a violation of this Ordinance for any person to park or leave standing any vehicle in any parking space as hereinbefore described in which a parking meter has been installed and fail to comply with the directions set forth on the said parking meter.

11. The parking or leaving standing of any vehicle in a parking space provided in compliance with this Ordinance shall be restricted to the directions set forth upon a plate mounted on the parking meter relating to such parking space. Such directions shall be in force daily between the hours of eight o'clock in the morning and six o'clock in the afternoon, excepting Sundays and statutory or legal holidays.

12. The directions contained upon the plate mounted on each parking meter shall be in the following language or to like effect:

DEPOSIT 1¢ for each 12 MIN. PARKING
 5¢ for each 1 HOUR PARKING
 25¢ for each 5 HOURS PARKING

PARKING LIMIT 10 HOURS
 8 a.m. to 6 p.m.

FREE PARKING ON SUNDAYS AND HOLIDAYS

13. It shall be an offence and a violation of this Ordinance for the driver of any vehicle to park or leave the same standing in any parking space and fail to immediately deposit in the parking meter relating to such parking space a coin or coins of lawful money of Canada and of sufficient value to permit the parking or leaving standing of such vehicle in such parking space for any period of time permitted by this Ordinance and as shown by the directions set forth upon the plate mounted on such parking meter.

November 13, 1952.

14. It shall be an offence and a violation of this Ordinance for the driver of any vehicle to permit the same to be parked or left standing in any parking space while the word "Violation" is visible in the observation window of the parking meter relating to such parking space.

15. It shall be an offence and a violation of this Ordinance for any person to deposit or cause to be deposited in any parking meter installed in the Buckingham Street Parking Station any disc, slug, device, metallic substance or other substitute for the coins permitted to be deposited in accordance with this Ordinance.

16. The operation, maintenance, regulation and use of all parking meters installed in the Buckingham Street Parking Station shall be under the management, supervision and direction of the Traffic Authority of the City of Halifax.

17. Any person who is guilty of any offence against this Ordinance shall be liable to a penalty not exceeding one dollar and in default of payment thereof to imprisonment for a period not exceeding one day.

18. This Ordinance shall be known as Ordinance Number 45.

Moved by Alderman Kitz, seconded by Alderman O'Malley that the Ordinance as set out above and prepared by the City Solicitor be read and passed a first time and referred to the Finance and Executive Committee. Motion passed.

SALARY ASSISTANT BUILDING INSPECTORS

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

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

Date: November 13, 1952.

Subject: Salaries - Assistant Building Inspectors

The Finance & Executive Committee at its meeting of November 10, 1952 approved the Building Inspector's request that two newly appointed building inspectors, having been satisfactory during a probation period, be increased from the minimum salary of \$1,800.00 for their grade to \$2,100.00 including

November 13, 1952.

cost of living bonus.

Due to insufficient time the Civic Employees' Federal Union #143 was unable to hold a legal meeting. A special meeting was held and although there was some opposition the group agreed to the increase.

If Council approves this increase it will be acted upon by the Union at its next regular meeting of November 27, 1952.

A. A. DeBard, Jr.,
City Manager.

Moved by Alderman Hatfield, seconded by Alderman MacMillan that the report be approved. Motion passed.

WRITE-OFF UNCOLLECTIBLE HOSPITAL ACCOUNTS

Halifax, N. S.,
November 10, 1952.

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

At a meeting of the Public Health and Welfare Committee held on the above date, a report was submitted by the Commissioner of Health recommending that accounts totalling the sum of \$5,716.93 covering hospitalization of indigent patients at the Victoria General Hospital, be written off.

Your Committee concurs in this recommendation.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Moved by Alderman Lane, seconded by Alderman Macdonald that the report be approved. Motion passed.

TENDERS FOR GROCERIES, VEGETABLES AND FISH

Halifax, Nova Scotia,
November 13th, 1952.

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

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

Date: November 13th, 1952.

SUBJECT: FOODSTUFFS & CLEANING MATERIALS. TABULATION OF BIDS

November 13, 1952.

<u>GROUP & DESCRIPTION</u>		<u>HOWARD'S LTD.</u>	<u>SCOTIA FLOUR & FEED CO.</u>	<u>R.B. SEETON LTD.</u>	<u>JOHN TOBIN & CO. LTD.</u>
1.	Canned & Dry Fruits, Jams and Juices	4,003.07	4,128.95	X...3,980.24	4,079.08
2.	Canned and Dry Vegetables	2,670.40	2,671.30	X...2,611.02	2,612.98
3.	Canned Soup, Bottled Sauces, Chow & Pickles, Canned Fish	3,436.26	3,518.96	3,508.05	X.3,432.62
4.	Cereals, Coffee, Tea, Flour, Sugar, Biscuits, Cheese	8,169.74 X	8,469.98	8,185.83	8,303.44
5.	Soaps & Cleaning Material	644.85	641.76	630.74	X. 601.87
6.	All Other Supplies	2,265.75	2,353.43	X...1,971.99	2,313.77
TOTAL EACH BID:		\$21,190.07	\$21,784.38	\$20,887.87	\$21,343.76

X - Indicates lowest group bid.

Acceptance of the lowest bid for each group will spread the business among three of the bidders and result in a saving of \$ 120.39 over the lowest total bid if estimated quantities are bought.

A. A. DeBard, Jr.,
CITY MANAGER.

CITY OF HALIFAX - NOVA SCOTIA

TABULATION OF BIDS FOR THE SUPPLY OF VEGETABLES TO

CITY HOME

<u>ITEM</u>	<u>B. A. BLAKENEY LTD.</u>	<u>CANADA PACKERS</u>	<u>ATLANTIC TRADERS</u>
500 Bushels Green Mountain Potatoes	X 2.32	2.40	2.55
300 Bushels Irish Cobbler Potatoes	# 2.32	# 2.32	2.55
200 Bushels Laurentian Turnips	.75	X .58	1.00
100 Bushels Carrots	# 1.65	# 1.65	1.90
50 Bushels Parsnips	2.75	X 1.95	3.15

Individual items awarded to the lowest bidder indicated by X. Items two and four are very unequal in total value and it is suggested that purchases be divided equally between

$\frac{1}{2}$ quantity each for 300 bushels Irish Cobbler
 $\frac{1}{2}$ " " " 100 " Carrots.

the bidders (marked #).

A. A. DeBard, Jr.,
CITY MANAGER.

November 13, 1952.

CITY OF HALIFAX - NOVA SCOTIA

TABULATION OF BIDS FOR THE SUPPLY OF FISH TO CITY HOME, CITY PRISON, HALIFAX TUBERCULOSIS HOSPITAL, CITY HOSPITAL - COMMUNICABLE DISEASES.

<u>ITEM</u>	<u>FISHERMEN'S MARKET "A"</u>	<u>BOUTILIER'S LTD. "B"</u>	<u>BURNS LTD. "C"</u>	<u>AWARDED TO</u>
FRESH CODFISH	.11	.11	.12	B
FRESH HADDOCK	.15	.15	.17	A
SALT CODFISH	.20	.20	.18	C
BONELESS COD	.30	.29	.30	B
PINNAN HADDIE	.25	.25	.24	C
HADDOCK STEAK	.17	.20	.17	A
HALIBUT STEAK	.40	.45	.40	C
TRIPPERS	.18	.18	.17	C
FRESH MACKEREL	.12	.16	.13	A
SALT HERRING (Bbls)	18.00	16.00	15.00	C
FROZEN SALMON	.45	.43	.40	C
HADDOCK FILLETS	.30	.28	.31	B
SMELTS	.38	.47	.40	A
SMOKED FILLETS	.21	.25	.20	C
SOLE FILLETS	.35	.45	.37	A
GALLOPS	.70	.65	.70	B
LOD STEAK	.13	.18	.14	A
LOD FILLETS	.20	.23	.20	A

Individual items awarded to the lowest bidder indicated in column to the right. Items with similar bids have been assigned on the basis of approximately equal values based on estimated quantities.

A. A. DeBard, Jr.,
CITY MANAGER.

November 13, 1952.

The City Manager explained the procedure used in awarding the tenders for the information of the Council.

Moved by Alderman Lane, seconded by Alderman Adams that the report be approved. Motion passed.

TENDERS PUBLIC WORKS EQUIPMENT

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

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

Date: November 13, 1952.

Subject: Public Works Equipment Tenders.

Council is being asked to award tenders on certain public works equipment tonight. Because of insufficient information we are unable to present a tabulation with recommendations tonight on Carpenter Shop equipment, sewer and street equipment.

If Council is willing we will present the tabulation and recommendations to the next Committee on Works meeting and will place tentative orders immediately after that meeting to be ratified by the Council at its next regular meeting December 11, 1952.

A. A. DeBard, Jr.,
City Manager.

Alderman Lloyd: "How many tenders were received on sewer equipment?"

City Manager: "Two and one came from St. John. It was defective as there was no literature and the difference in price was great."

Alderman Lloyd: "Was there tenders received on all equipment?"

City Manager: "Yes, one."

Alderman Lloyd: "What date did you call for tenders? I believe the time has been short between calling the tenders and the explanation given was that you wanted the information in time for the Committee on Works and then to Council. After rushing it you are going to defer it. Why did you have it necessary to have a short time?"

City Manager: "I am aware that the time was short but

CITY OF HALIFAX - NOVA SCOTIA

TABULATION - ONE AUTOMOBILE - WORKS DEPARTMENT.

<u>SUPPLIER</u>	<u>MAKE</u>	<u>PRICE</u>	<u>TRADE-IN ALLOWANCE</u>	<u>TENDER PRICE</u>
Teasdale & Foot Limited	Chevrolet	\$2,355.00	\$ 1,710.00	\$ 645.00
A. E. Fowles Limited	Meteor	2,468.92	1,568.92	900.00
Capitol Motors Ltd.	Studebaker	2,555.84	1,570.00	985.84
Purdy Motors Limited	Plymouth	2,471.95	1,350.00	1,121.95
Atlantic-Chevrolet- Oldsmobile Limited	Chevrolet	2,361.40	1,666.40	695.00
Universal Sales Ltd.	Ford	2,373.00	1,500.00	873.00
Citadel Motors Limited	Pontiac	2,417.00	1,617.00	800.00
Coast Sales Limited	Meteor	2,496.50	1,368.50	1,128.00
Coast Sales Limited	Kaiser	3,476.50	1,576.00	1,900.00

Acceptance of the low bid of Teasdale & Foot Limited for \$645.00 net is recommended.

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CITY MANAGER

CITY OF HALIFAX - NOVA SCOTIA

TABULATION - GARDEN MECHANICAL EQUIPMENT - WORKS DEPT.

<u>SUPPLIER</u>	<u>JEEP</u>	<u>V PLOW</u>	<u>4' CHAIN SAW</u>
PROVINCIAL MOTORS LTD.	2010.00	555.00	-
AUSTEN BROS.	.	.	X576.00
MURCH MOTORS	X 1942.71	X 390.00	585.00

Acceptance of the bid of Murch Motors for the Jeep and Plow and the tender of Austen Bros. for the Chain Saw are recommended.

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CITY MANAGER

TABULATION - 4 TRUCK CHASSIS - WORKS DEPARTMENT

SUPPLIER	MAKE	TENDER 1 CHASSIS	TRADE -IN 1 CHASSIS	TENDER 1 CHASSIS	TENDER 4 CHASSIS	TRADE-IN 4 CHASSIS	TENDER 4 CHASSIS	REMARKS
Coast Sales Limited	White	\$ 5,667.75	\$ 433.75	\$ 5,234.00	\$ 22,671.00	\$ 2,135.00	\$ 20,536.00	
Coast Sales Ltd.	White	5,605.75	333.75	5,272.00	22,423.00	1,735.00	20,688.00	
Coast Sales Ltd.	White	6,198.75	533.75	5,665.00	24,795.00	2,535.00	22,260.00	
Universal Sales Ltd.	Ford	--	--	4,313.00	--	--	17,000.00	
Teasdale & Foot Ltd.	G.M.C.	4,537.00	750.00	3,787.00	18,248.00	2,800.00	15,448.00	
Furdy Motors Ltd.	Fargo	4,244.68	350.00	3,894.68	16,978.72	1,400.00	15,355.00	\$15,578.72 if tires 900 x 20 used.
Atlantic-Chevrolet, Oldsmobile Ltd.	Chevrolet	4,076.25	581.25	3,495.00	16,305.00	2,705.00	13,600.00	Does not conform to specifications.
Provincial Motors Ltd.	Reo.	5,743.00	500.00	5,243.00	22,972.00	2,000.00	20,972.00	
A.E. Fowles Ltd.	Mercury	4,613.00	100.00	4,513.00	18,452.00	500.00	17,952.00	
Citadel Motors Ltd.	G.M.C.454.30	4,599.80	675.00	3,924.80	18,399.20	3,000.00	15,399.20	\$15,521.00 if tires 900 x 20 used.
Citadel Motors Ltd.	G.M.C.9873	3,757.60	600.00	3,157.60	15,030.40	2,500.00	12,530.40	\$12,652.20 if tires 900 x 20 used.
Trafnor Auto Ltd.	International	4,276.00	210.00	4,066.00	17,104.00	840.00	16,264.00	

Low bid of Atlantic-Chev.-Olds. on Chevrolet does not conform to specifications.

Bid is on what they recommend to replace what we have.

Lowest bid conforming to specifications that of Purdy Motors Limited for Fargo trucks equipped with 8.25 x 20 tires, total \$15,355.00.

These Chassis can also be used to mount garbage van bodies.

A. A. DeBarde Jr.

CITY MANAGER.

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CITY OF HALIFAX - NOVA SCOTIA.

TABULATION - STREET EQUIPMENT - WORKS DEPARTMENT.

<u>SUPPLIER</u>	<u>HAUCK THAWING OUTFIT</u>	<u>R. C.6 BACK RIPPER</u>	<u>SALT SPREADER</u>
Coastal Asphalt Ktd.	\$ 112.00 - 132.00	--	\$ 690.00#
Francis Hankin Company	90.90	--	--
Fairbanks-Morse Co. Ltd.	82.00 #	--	--
Foulis Engineering Sales Ltd.	83.00	--	--
Coleman Machinery Ltd.	--	--	716.00
Industrial Machinery Ltd.	95.00	--	--
WM. Stairs, Son & Morrow Ltd.	--	\$ 385.00#	--
Austen Bros. Ltd.	85.00	--	455.00

Thawing Outfit and R.C.6 Back Ripper to be purchased from bidder marked #.
 Low bid of Austen Bros. Limited not recommended because Machine not equal to
 specifications, sand spreader rather than salt spreader required. Next
 highest bid conforming to specifications recommended.

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 CITY MANAGER.

November 13, 1952.

Mr. Harris advised me we had sufficient time."

Alderman Lloyd: "The complaint I had was that the time was too short."

City Manager: "The date of the closing of tenders was I believe Saturday the 8th. The time they were sent out was late in October."

Alderman Lloyd: "I understand it was less than ten days. I believe there were two very substantial companies who would have been in a position to bid on some of this equipment. They said they felt the City was getting a good price, but in future a little more time be given between the date of the calling and closing of tenders."

City Manager: "That is right."

His Worship the Mayor: "There should be full opportunity for all persons to tender. I think the Manager will bear that in mind and recommend to the Works Department that sufficient time be allowed."

Considering the tenders Alderman DeWolf wanted to know who the Coastal Asphalt Limited was and was advised that they were a firm in St. John, N. B.

Alderman DeWolf: "Anyone in Halifax tender?"

City Manager: "Yes."

Alderman DeWolf: "Coleman's, are they the same? Is that price F.O.B. Halifax or St. John and what taxes do the Coastal Asphalt Limited pay in Halifax?"

City Manager: "F.O.B. Halifax."

Alderman DeWolf: "I am against awarding the bid to a St. John firm."

City Manager: "It conforms to specifications."

Alderman DeWolf: "Is it the intention of the Works Department to keep on using salt and has there been any complaints of the effect of salt on cars? My understanding is that the use of salt has had a very deteriorating effect on the underneath."

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City Manager: "Yes, it has a bad effect."

Alderman Lane: "How much taxes do Teasdale & Foote pay? It is a Dartmouth firm. I would like to see preference for Halifax firms."

City Assessor: "They are assessed for property on Quinpool Road."

Alderman Macdonald: "I understand Teasdale & Foote have been operating in Halifax and I don't think we should discriminate against the small tax payer. He should have it just as much as the big one."

His Worship the Mayor: "The Manager says he will continue to recommend the lowest tender."

Alderman DeWolf: "Will he tell us each time that the tenderer is an out of town firm?"

City Manager: "We will put it on the tabulation."

Alderman Allen: "Why the Fargo instead of the White or International. The White or International will stand up for 8 or 10 years."

City Manager: "The Works Department would have to make their specifications to exclude the Fargo. Yet they can do the job."

Alderman Allen: "Did the Works Department make a recommendation for a certain type of truck?"

City Manager: "No."

Alderman Lloyd: "We have to adhere to the specifications that were set out in the tender call."

City Manager: "They felt the specifications were rigid enough for plowing and to mount bodies. The upkeep on them is lower. They are very satisfied with them. It is lowest by a couple hundred dollars."

Alderman Breen: "The lowest price is not always the deciding factor itself. Does the Street Superintendent or Chief Mechanic sit in on the conference?"

November 13, 1952.

City Manager: "Mr. Copp and Mr. Dowd sat in on it and Mr. Geo. Power."

Alderman O'Malley: "In what respect does the Atlantic-Chevrolet not conform to the specifications?"

City Manager: "They wrote in their bid that they had looked at equipment we had and in their opinion that particular model they had would do the work we wanted to do. The axle load they did not say met the particular qualifications. In effect they said we think you can use it."

Alderman O'Malley: "That came from them themselves?"

City Manager: "That is right."

Moved by Alderman Lloyd, seconded by Alderman Moriarty that the recommendations of the City Manager be approved.

The City Manager's recommendations are attached to the original copy of these minutes.

Moved in amendment by Alderman DeWolf, seconded by Alderman Allen that the recommendations of the City Manager be approved with the following exception viz: that the tender of Coleman Machinery Ltd. for a salt spreader at a price of \$716.00 be accepted instead of Coastal Asphalt Limited.

Alderman Kitz: "It is not \$26.00 that is involved. It is a matter of principle. I don't see the advantage of setting up tariff walls all by ourselves. I wonder if it will affect industries in our City when bidding on outside jobs. I don't know where you draw the line. What's the ratio? The City Manager's idea of the low tender getting the bid is a sound policy which we deviate from at our own peril."

Alderman Hatfield questioned why the tender form was sent out to outside firms if the City of Halifax was not going to accept it. He said that tariff walls should not be raised between cities."

The amendment was then put and passed 9 voting for the

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same and 5 against it as follows:

FOR THE AMENDMENT

Alderman DeWolf
Moriarty
Breen
Lane
Adams
O'Malley
Allen
Vaughan
MacMillan

AGAINST IT

Alderman Macdonald
Lloyd
Kitz
Fox
Hatfield

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RENAMING PORTION OF MAYNARD STREET

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

Date: Oct. 31st., 1952.

From: J. B. Sabean, Clerk of Works.

Subject: Re Petition to Change Name of Maynard Street,
North of North Street

At a meeting of the Committee on Works held on October 28th, the petition asking that the name of the northern section of Maynard Street, north of North Street be changed to Fuller Terrace or Rosedale Terrace, was again considered.

The Committee confirmed its previous recommendation that the name of this portion of Maynard Street be changed to Fuller Terrace.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

per J. B. Sabean,
CLERK OF WORKS.

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

Alderman O'Malley: "Just why is that portion of Maynard Street to be renamed? The petition carried 24 real estate owners out of a total of 60 assessments. I am not against this. I don't see the good sense of changing that portion unless there is a sound reason. Has there been any good reason for that portion to be renamed?"

November 13, 1952.

His Worship the Mayor: "The only reason I have is that those people petitioned to have it changed. What their motives are I don't know."

Alderman Allen: "Maynard Street is out of bounds to the American Navy and the people resent that."

Alderman Vaughan: "I talked to many people on that street and many called me on the phone. The people living up there in Ward 6 have a little more civic pride perhaps than the ones in Wards 5 and 4 on Maynard Street. They do maintain their properties a little better. They ask this change not because they are put out of bounds by the American Naval Forces, but because they felt there was a stigma attached to the street. There is quite a spirit on that part of the street where houses have been painted recently and one place has been resodded. They are asking that the street be renamed to Fuller Terrace. I think they are entitled to what they want. They don't want to be called Maynard Street. I can't advance many reasons for the change and neither could very many people on the street, but if you walk up the street, it is quite apparent they want the change without stating it in public. In fairness to them this request should be granted."

Alderman Lane: "Is Maynard Street the only street in Halifax out of bounds and if so, are we likely to have an influx of change of names? It would be very confusing."

His Worship the Mayor: "There was a dance hall located on Maynard Street where a few incidents occurred. That is the basic reason for the ban on this particular street. I am not aware of any other streets."

Alderman O'Malley: "The only dance hall I know of is located right in this block."

Alderman Lloyd: "Has there been any objections from the residents of Maynard Street?"

His Worship the Mayor: "There has been no objection."

Alderman Lane: "Are there any other streets banned to

November 13, 1952.

the U. S. Navy?"

Chief of Police: "No. The dance hall being banned in my opinion is not justified. There are a number of houses out of bounds."

The motion was then put and passed with Aldermen Kitz and O'Malley wishing to be recorded against.

LEASE OF LANDING OAKLAND ROAD FERRY

His Worship the Mayor: "This item is withdrawn from the agenda. Under the Ordinance the matter is finalized. It does not require Council approval.

Alderman Lane: "Was a license granted?"

His Worship the Mayor: "Yes. There was one from Mr. A. W. Burns and Mr. Cruickshank. Mr. Burns has been operating this ferry since 1948. It was approved and he was granted a license."

LEASE CATHEDRAL BARRACKS

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

Date: Nov. 12th, 1952.

From: Clerk of Works.

Subject: Re: Lease - Cathedral Barracks

At a meeting of the Committee on Works held on November 10th the attached report from the City Solicitor relative to executing a lease between the City and the Department of National Defence for the Cathedral Barracks site owned by the City at a rental of \$1,200.00 per year, was approved.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per J. B. Sabean,
CLERK OF WORKS.

Date November 3, 1952.

From: Carl P. Bethune, Q. C.,
City Solicitor.

Re: Lease, Cathedral Barracks.

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

Dear Sirs:

At the meeting of the City Council held January 17th, 1952, my report recommending that the lease of this property be

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renewed for a period of 5 years at the sum of \$1200.00 a year was accepted. Since that time I have been endeavouring to have this lease finalized but due to a transfer of the administration of the buildings on these lands from the Department of Public Works to the Department of National Defence the matter has not been finalized.

I am now advised, however, by the Deputy Minister of National Defence that they are now prepared to proceed in the matter and I have informed the Deputy Minister that the new lease should commence from the date of the expiration of the old lease, namely February 15, 1952.

The purpose of this letter is to secure the approval of the Council for the preparation and execution of a lease between the City and the Department of National Defence for the Cathedral Barracks site owned by the City at a rental of \$1200.00 per year.

When this property ceased to be used for the purpose of the Exhibition a subdivision was made, upon which a laneway running from Summer Street to Tower Road, 20 feet wide, was laid out. The previous lease did not include this laneway, although the land covered by it was used by the Department for the purpose of the Cathedral Barracks. It is now requested that the land comprising the laneway be included in the lease. Apart from the persons who are parties to the lease, namely the Diocese of Nova Scotia, the Ladies of the Sacred Heart and the City, there is only one owner of property who might perhaps have an interest in the laneway and that is the owner of the property on the north side of the laneway fronting on Tower Road. So far as this property is concerned it will not be affected by the closing off of the western portion of the laneway. I would therefore suggest that if the other parties to the agreement, being owners of land fronting on the laneway, are agreeable to include the laneway in the lease that the City should also agree. The approval of your Committee and the Council to this matter is also requested.

Yours very truly,

Carl P. Bethune,
CITY SOLICITOR.

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

STREET LIGHTING WARREN & DUDLEY STS.

Date: Nov. 12th, 1952.

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

From: Clerk of Works.

Subject: RE: Street Lighting - Warren and Dudley Streets

At a meeting of the Committee on Works held on November 10th, a report from the City Electrician recommending that 2 - 250 c.p. lights be installed on Warren Street and 3 - 250 c.p. lights be installed on Dudley Street, at an installation cost of approximately \$338.00 to be charged to Capital Borrowing for Street Lighting New Subdivision, was approved and recommended to Council.

Respectfully submitted,
W. F. Publicover, CITY CLERK.
Per J. B. Sabeau, CLERK OF WORKS.

November 13, 1952.

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

ILLUMINATED SIGNS

To: His Worship the Mayor and Members of City Council. Date: Nov. 12th, 1952.

From: Clerk of Works.

Subject: Re: Illuminated Signs

At a meeting of the Committee on Works held on November 10th a report from the Building Inspector recommending that the following signs be allowed to be erected was approved:-

280 Barrington St.
THE JEWEL BOX \$ 5.00

101 Gottingen Street
E. L. RUDDY CO. LTD. \$ 5.00

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per J. B. Sabeau,
CLERK OF WORKS.

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

APPLICATION CLEVELAND INDUSTRIES LTD.

To: His Worship the Mayor and Members of City Council. Date: Nov. 12th, 1952.

From: Clerk of Works.

Subject: Re: Application - Cleveland Industries Ltd. to occupy Building at Oxford and Oak Streets.

At a meeting of the Town Planning Board held on November 10th the attached report from the Building Inspector relative to an application from Cleveland Industries Ltd. for a permit to occupy and conduct business at #266 Oxford Street was considered.

The Committee directed that this be forwarded to City Council without recommendation.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per J. B. Sabeau,
CLERK OF WORKS.

November 13, 1952.

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

Date: November 10th, 1952.

From: C. E. Day, Building Inspector.

Gentlemen:

I am in receipt of an application by Mr. W. B. Cleveland, President of Cleveland Industries Limited to occupy a building at 266 Oxford Street on the corner of Oxford and Oak Streets.

This building is now occupied by James T. MacDonald Ltd., groceries. Mr. Cleveland wishes to occupy this building to retail Johnson Sea Horse outboard motors and their accessories and equipment such as outboard motor parts, power lawn mowers etc. however, in addition to this retail business he wishes to service this equipment.

As this location is now in a residential zone and is non conforming use it is the duty of Council under section 18 paragraph 4 of the Town Planning Act to say whether Mr. Cleveland can occupy this building or not.

I must point out that I believe that this retail business would be of a similar nature to the grocery business; however, the fact that he wishes to repair motors etc. would in my opinion change the type of occupancy in this building.

Mr. Cleveland has stated that he will make a fireproof and sound proof room in which to repair these motors, however, I believe that this would increase the fire risk and may cause some inconvenience to those living in this district.

Respectfully submitted,

Charles E. Day,
Building Inspector.

His Worship the Mayor advised the Council what Mr. Cleveland intended to do if the application were approved.

Moved by Alderman Lloyd, seconded by Alderman O'Malley that the request be approved with the express understanding that precautions satisfactory to the Building Inspector with respect to fumes and noise be provided.

Alderman DeWolf stated that areas for commercial enterprise were getting short in the City and that Mr. Cleveland wanted a place where he could display his lawnmowers with grass around. He felt his request should be granted.

The motion was then put and passed with Aldermen Lane and Hatfield wishing to be recorded against.

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STREET LINE JACOB STREET

Date: Nov. 12th, 1952.

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

From: Clerk of Works.

Subject: Re: Street Widening - Jacob Street - Upper Water St.
to Barrington Street

At a meeting of the Town Planning Board held on November 10th the attached report from the Commissioner of Works relative to altering the southern official street line of Jacob Street from Upper Water Street to Barrington Street, was considered.

The Board recommended that the southern boundary of Jacob Street be moved to the southern red line as shown on Plan # QQ-6-12256 and that Council set a date for a public hearing.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per J. B. Sabeau,
CLERK OF WORKS.

Moved by Alderman Vaughan, seconded by Alderman Hatfield that the report be approved and that Council fix Thursday, December 11, 1952 at 8:00 P. M. in the Council Chamber, City Hall, Halifax, N. S., as the time and place for the hearing. Motion passed.

AMENDMENT PART II ZONING BY-LAW

Date: Oct. 30th, 1952.

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

From: Clerk of Works, J. B. Sabeau.

Subject: Re Amendment to the Halifax Zoning By-Law.

At a meeting of the Town Planning Board held on October 28th the attached letter from the City Solicitor submitting two proposed amendments to the Halifax Zoning By-Law concerning the number of buildings on one lot, was considered.

The Board approved the report and recommended that it be forwarded to City Council to set a date for a Public Hearing.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per J. B. Sabeau,
CLERK OF WORKS.

November 13, 1952.

Date: September 11, 1952.

From: The City Solicitor.

Re: Amendment to the Halifax
Zoning By-Law

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

Your Worship and Aldermen:

Pursuant to instructions received at the last meeting of the Town Planning Board I am submitting herein the substance of two proposed amendments to the Halifax Zoning By-Law concerning the number of buildings on one lot. They are as follows:

1. An amendment to Section 12 of Part II, as follows:

12. (1) Every building hereafter erected shall be located on a lot as herein defined and in no case shall there be more than one building on one lot except as otherwise provided in this By-Law.

(2) Wherever more than one building has been erected on one lot prior to the coming into effect of this By-Law, only such buildings so erected that have been used or occupied on each such lot for residential or commercial purposes shall continue to be so used or occupied and no other building on any such lot shall be altered or converted for either residential or commercial purposes.

2. An amendment to Section 1 of Part XV, as follows:

(1) Notwithstanding anything in this By-Law contained, the City Council may, in a specific case, after public notice and hearing, if deemed necessary, permit the location or erection of more than one building on one lot or the alteration or conversion of any building that will result in the use or occupation of more than one building on one lot for residential or commercial purposes.

The first amendment re-enacts the present Section 12 of Part II and adds a prohibition against the conversion of buildings erected on one lot before the coming into effect of the By-Law.

The second proposed amendment is a saving power granted to the City Council in justifiable cases to permit more than one building in one lot or the conversion of buildings erected on one lot before the effective date of the By-Law.

Under Section 16 (1) of the Town Planning Act the application of the Town Planning Engineer, Mr. W. A. G. Snook, for these amendments should be referred to the Town Planning Board for consideration and report. It is accordingly recommended that this procedure, as laid down by statute, be followed.

Yours very truly,

Carl P. Bethune,
CITY SOLICITOR.

Per R. Leo Rooney.

Moved by Alderman Vaughan, seconded by Alderman Hatfield

November 13, 1952.

that the report be approved and that Council fix Thursday, December 11, 1952 at 8:00 P. M. in the Council Chamber, City Hall, Halifax, N. S. as the time and place for the hearing. Motion passed.

AMENDMENTS PART V ZONING BY-LAW

IN THE MATTER OF THE ZONING BY-LAW
OF THE CITY OF HALIFAX

BE IT ENACTED by the Mayor and City Council of the City of Halifax, under the authority of the Nova Scotia Town Planning Act, as follows:

1. Section 1 of Part V of the Zoning By-Law of the City of Halifax, approved by the City Council on the 11th day of May, A. D. 1950, is amended by striking out clause (c) and substituting therefor the following:

(c) Duplex and double duplex dwelling houses and dwellings containing not more than four apartments.

2. Section 3 of said Part V of the said Zoning By-Law is repealed and the following substituted therefor:

3. Buildings erected, altered or used for R2 uses in an R2 zone shall comply with the following requisites:

	<u>Requirements</u>		
	<u>Lot front- age ft. Min.</u>	<u>Lot area sq. ft. Min.</u>	<u>Side yard ft. Min.</u>
R1 uses	40'	4000	3
Semi-detached	70'	7000	6
Duplex	50'	5000	6
Double duplex	70'	7000	8
4 Apartment Building	60'	6000	6
Converted Multiple Dwelling house	60' (Note 1)	7000 (Note 2)	6
Fraternity House	60'	6000	6

(Note 1: except where lot faces outer side of a curve when frontage may be reduced to 25 feet.)

(Note 2: except where existing two storey dwellings are converted to a three storey dwelling in which case the minimum lot frontage may be 40 feet

November 13, 1952.

and the minimum lot area may be 6000 sq. ft.)

(Note 3: A building in existence on the date of the coming into effect of this section, situated upon a lot having a width of not less than 33 feet and an area less than 5000 square feet, but not less than 3300 square feet, may, with the approval of the Inspector of Buildings, and subject as hereinafter provided, be converted into a duplex dwelling. No such approval shall be given unless accessible accommodation is provided upon the lot upon which such building is situated for the storage of motor passenger vehicles, consisting of an area of not less than 160 square feet exclusive of the area of the front yard and the entrance or driveway leading to such storage accommodation, and the building as so converted will comply with the other provisions of the Zoning By-Law.)

City Solicitor: "The Building Inspector suggested an additional amendment to the original amendments that were advertised for hearing. I think to be on the safe side that addition should receive public notice. People may be affected by it and should have the opportunity of being heard."

Moved by Alderman Vaughan, seconded by Alderman Hatfield that the report be approved and that Council fix Thursday, December 11, 1952, at 8:00 P. M. in the Council Chamber, City Hall, Halifax, N. S. as the time and place for the hearing. Motion passed.

REZONING THOMPSON PROPERTY LADY HAMMOND ROAD

Date: Oct. 31st, 1952.

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

From: J. B. Sabean, Clerk of Works.

Subject: Request to Rezone Thompson Property - 42 Lady Hammond Road

At a meeting of the Town Planning Board held on October 28th the attached report from the Town Planning Engineer relative to request from Mr. G. S. Cowan, Solicitor for Mr. S. C. Thompson, asking that the entire Thompson property at 42 Lady Hammond Road be rezoned from second density residential to general business zoning, was considered.

The Board recommended that the Thompson property be rezoned to General Business Zone (C.2 Zone) and that Council set a date for a Public Hearing.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.
Per J. B. Sabean,
CLERK OF WORKS.

November 13, 1952.

Moved by Alderman Vaughan, seconded by Alderman Allen that the report be approved and Council fix Thursday, December 11, 1952 at 8:00 P. M. in the Council Chamber, City Hall, Halifax, N. S. as the time and place for the hearing. Motion passed.

LEAMCO SUBDIVISION

Date: Oct. 30th, 1952.

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

From: J. B. Sabeau, Clerk of Works.

Subject: Resubdivision of Leamco Subdivision - Leaman Street

At a meeting of the Town Planning Board held on October 28th Plan #00-5-12248 was presented for a public hearing.

As no objections were received the Board recommended that the resubdivision be approved and the necessary By-Law prepared for submission to the Department of Municipal Affairs for approval.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per J. B. Sabeau,
CLERK OF WORKS.

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

Alderman Vaughan: "Can these lots be offered for sale before next Council meeting?"

City Solicitor: "No but immediately on the approval of the Minister of Municipal Affairs."

Moved by Alderman Vaughan, seconded by Alderman Hatfield that the lots be advertised for sale immediately upon receipt of the approval from the Minister of Municipal Affairs. Motion passed.

COLLISHAW SUBDIVISION

Date: Oct. 30th, 1952.

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

From: J. B. Sabeau, Clerk of Works.

Subject: Resubdivision of Collishaw Property - Coburg Road

At a meeting of the Town Planning Board held on October

November 13, 1952.

28th Plan # 00-5-12255 was presented for a public hearing.

As no objections were received the Board recommended that the resubdivision be approved and the necessary By-Law prepared for submission to the Department of Municipal Affairs for approval.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per J. B. Sabeau,
CLERK OF WORKS.

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

GREENWOOD AVE. STREET LINES

Date: Oct. 31st, 1952.

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

From: J. B. Sabeau, Clerk of Works

Subject: Greenwood Avenue - Official Line Removal - Belmont
to Oakland Roads

At a meeting of the Town Planning Board held on October 28th the attached report from the Commissioner of Works recommending that the official street lines of Greenwood Avenue between Belmont and Oakland Roads, be removed from section 19 of the official City Plan, was considered.

The Board approved the report and recommended same to Council to set a date for a Public Hearing.

Respectfully submitted,

W. P. Publicover,
CITY CLERK.

Per J. B. Sabeau,
CLERK OF WORKS.

Moved by Alderman Allen, seconded by Alderman Fox that the report be approved and Council fix Thursday, December 11, 1952 at 8:00 P. M. in the Council Chamber, City Hall, Halifax, N. S. as the time and place for the hearing. Motion passed.

REQUEST TO REZONE LOT COR. CONNAUGHT AVE. & BAYERS RD.

November 5th, 1952.

To His Worship the Mayor
and
Members of City Council.
Halifax, N. S.

Sirs:-

November 13, 1952.

I, hereby request that the section of land at the North-East corner of Bayers Road and Connaught Ave. be rezoned from second density residential to third density residential.

I am the owner of the section of land measuring approximately 277 feet along Bayers Road. This section of land begins approximately 100 feet east of Connaught Avenue and extends east along Bayers Road 277 feet. I propose, if my request for rezoning is granted, to erect several modern apartment houses thereon.

I further agree to pay any costs involved in the rezoning procedure.

Yours very truly,

David Devlin.

Mr. D. Devlin: "This land is situated at the northeast corner of Bayers Road and Connaught Avenue. The City owns a piece of land on the corner. This land stretches 271 feet from that point east. If the rezoning is granted it is our intention to put up very modern apartment houses on this particular site. There will be 36 or 54 four room apartment suites."

Moved by Alderman Hatfield, seconded by Alderman Macdonald that the matter be referred to the Town Planning Board for consideration and report. Motion passed.

EXPRESS HIGHWAY

His Worship the Mayor: "Council is aware that efforts were made to consult with the Minister of Highways on the proposal for the construction of the express highway and the alternative that Howe Ave. be utilized for that purpose. On Friday the Committee met the Minister. There was a three hour discussion and what came out of that discussion was the opinion that we should at this time reconsider the entire question of the approaches on that side of the City with a view to determining whether or not the most advantageous procedure might not be to proceed first with the Kempt Road approach. It was felt by those present the desirable thing was to invite a qualified traffic engineer here to get his recommendation on it. I agree to recommend that Council pay one half of the expenses of that engineer; the other half to be paid by the Department of Highways.

November 13, 1952.

We can bring him here first and make a preliminary survey.

I would recommend that Council go on record as approving the employment of a traffic engineer to make recommendations to the City and the Province with respect to the best method of dealing with the approaches on that side of the City. The amount to start would be nominal. An amount not to exceed \$500.00 would be ample to cover the steps now proposed."

Alderman MacMillan: "The amount was \$5,000.00."

His Worship the Mayor: "The final amount might go as high as \$5,000.00. The Minister did not want a commitment on the amount at this time. He wanted a preliminary amount to bring the man here to give us his suggestions as to what his recommendations might be."

Alderman Breen: "Kempt Road only?"

His Worship the Mayor: "No. It was felt that the advice would be valuable because on a discussion of costs the arguments were advanced that it might cost the Province as much as it would cost them to build Kempt Road. I was always of the opinion that Kempt Road was the most formidable way of entering. I felt that Kempt Road would be more suitable than the By-Pass on Howe Ave. The opinion of the Provincial Officials seemed to be you would only get one of the three alternatives. If the cost of the By-Pass on Howe Avenue route were to approximate the Kempt Rd., I was of the opinion that we should reconsider Kempt Road."

Alderman DeWolf: "Will they consider all entrances?"

His Worship the Mayor: "Just this one particular problem. It might be fair to say that the decision on the traffic circle at the Arm Bridge is suspended by the Province awaiting future developments. It has a relation to developments on this side of the City they are considering with respect to alternative means of linking the Bedford Highway with the Bay Road."

Alderman DeWolf: "Has it ever been considered extending

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Dutch Village Road parallel with the Bedford Highway? It might be cheaper to do that rather than build a bridge and it would open up new territory."

Alderman O'Malley: "I feel the suggestion you (Your Worship) are presenting to us is a very sound approach to this perplexing problem. During the war the City engaged traffic experts with respect to the Birney cars. When the change over took place with trolley coaches we were all well satisfied that it was a sound investment. I firmly believe this is the proper way to approach this question."

Moved by Alderman O'Malley, seconded by Alderman Kitz that a sum not exceeding \$500.00 be appropriated towards the City's expenses in bringing a traffic engineer to Halifax to make a preliminary survey on the highway entrances.

Alderman Lloyd: "I think it is a wise move as you (Your Worship) suggest and put by Alderman O'Malley. I am glad to support you. I hope there will not be a long delay in receiving the report. Is there any indication on that?"

His Worship the Mayor: "The Provincial Government said they had several names of persons they might engage. It is made perfectly clear that neither party to this proposed survey is in no way committed to the findings or comments that may be submitted."

The motion was then put and passed.

CLOSING LANE BETWEEN PHILIP & JOSEPH STS.

Date: November 12, 1952.

From: Carl P. Bethune, Q.C.
City Solicitor.

Re: Closing lane between
Philip and Joseph Streets.

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

Your Worship and Aldermen:

By Section 61 of Chapter 86 of the Acts of 1952 the City was authorized to close to public use the above named lane. The matter was considered at two meetings of the Council, namely July 17th, 1952, and October 16th, 1952, but in none of the reports

November 13, 1952.

submitted to the Council was there a definite recommendation that the Council could adopt that the lane be closed to public use. It is necessary for such a resolution to be passed by the Council before any conveyance is made of the lane or portions thereof.

I therefore recommend that the Council pass the following resolution:

RESOLVED that under the authority of Section 61 of Chapter 86 of the Acts of 1952 the City Council hereby declares the street or lane approximately thirty-three (33) feet wide and lying between Philip Street and Joseph Street in the City of Halifax, as shown on Plan QQ-4-12017, dated January 7th, 1952, and filed in the office of the Commissioner of Works, closed to public use.

Yours very truly,

Carl P. Bethune,
CITY SOLICITOR.

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

Read the following questions submitted by Alderman Kitz:

The Remembrance Day ceremonies in the City Parade last Tuesday were most impressive. Many thousands of spectators, however, saw little of the colorful spectacle as they were crowded behind the Parade Ground stone wall. These included among many others, several classes of the School for the Deaf.

Would the City Manager consider and report on

- (a) the cost and feasibility of making temporary bleachers on the south end of the Parade Ground for this and similar occasions.
- (b) whether it would be advantageous to erect such bleachers on the east side of Argyle Street.
- (c) how many times a year they might be utilized.
- (d) the costs of erecting and dismantling
- (e) whether it would be easier to bring the advantage of a loud speaker if spectators were grouped in this way.

Same were referred to the City Manager.

ALDERMAN VAUGHAN RE FEDERAL GRANT 1952

Alderman Vaughan: "I went back over my records. I think we had a summary of what went on when the grants were instituted. Reference was made to the stand taken by the Federal Officials with respect to the assessment on the Shipyards property and the exemption provided by statute. I cannot find in that

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correspondence or in any of the notes any weight being given to the part the Shipyards plays as an adjunct to the H. M. C. Dockyard. It is a point the Federal Officials have overlooked in making their grants. They are doing an injustice to the City of Halifax and they are not apparently aware of the facts. The graving dock was designed to offer repairs to ships entering this port. The first ship using the dock was a British Warship. When the Naval Bill was prepared in the House of Commons in 1911 or 1912 the suggestion was made what need be done to equip the Admiralty Property so that these properties might be made to handle the Canadian Navy or a branch of the Royal Navy?

Hon. Sir George Ross, Liberal leader in the Senate in a letter to Senator Lougheed of Calgary said that in developing a Canadian Navy adequate facilities would have to be built on both coasts. He suggested a drydock on both coasts. Sir Robert Borden, Premier, speaking on the Naval Bill debate also advocated a drydock in H. M. S. Dockyard.

It was found that it was not necessary because we had a drydock in the shipyards. We all know what was done in the Shipyards to repair ships in time of war. The City of Halifax has from the inception of this Company granted financial assistance either by direct money grants or exemptions from taxation. I don't think these facts were ever placed before the Government of Canada to show the role the Shipyards played to the H. M. C. Dockyard. I think these facts should be placed before the Minister of Finance when you (Your Worship) go to Ottawa to interview Mr. Chevrier on the Airport. It means a lot to us in the matter of our grants. The matter of the adjunct the Shipyards plays to the Dockyard should be given to the Government."

Alderman Kitz: "The Alderman is to be commended for the historical background on this. The information gives a great deal of ammunition. That assistance has been given over the years and it seems most onerous that we should be penalized for the assist-

November 13, 1952.

ance we have given."

Alderman Lloyd advised that during the war Mr. Arthur Collins who administers millions of dollars in grants for the national Government of Great Britain was in Ottawa attending a Mayors Federation meeting. There were two people who suggested that the principles involved by the British Government with their relation to municipalities might be the pattern to be used in Canada and, he stated, it is working today. The business of giving grants he said is the British system. The principle used was that a national enterprise must locate and they serve a national purpose and are essential to defence and other important factors in the life of a nation therefore the national government gives a grant in lieu of taxation to the municipality where these national enterprises are located. He also said that Alderman Vaughan had pointed out that the same position exists with the Shipyards.

His Worship the Mayor thanked Alderman Vaughan for his information and advised it would not be lost sight of when he is in Ottawa.

Alderman DeWolf stated that that matter was pointed out to Mr. Abbott along the lines Alderman Vaughan outlined, but not as well. He said if the historical facts could be told to the Ottawa Department it would help.

SAFETY ZONE QUINPOOL RD. & WINDSOR ST.

Alderman O'Malley requested a report from the Chief of Police for the next Council meeting regarding the erection of a safety zone at the above location as people have a great deal of trouble trying to cross the street as well as motorists.

The Chief advised there is under consideration a traffic island and a set of lights to work in conjunction with the Willow Tree lights.

ONE WAY TRAFFIC LANE BETWEEN ROBIE
AND CLIFTON STS.

Alderman O'Malley requested the Chief of Police to

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consider the use of one way traffic on the above lane as he had complaints that traffic goes through very fast while children are playing there.

The Chief advised that he would have an investigation made on the matter.

CITY'S BRIEF ON FINANCIAL ASSISTANCE

Alderman Hatfield asked if there had been any word received from the Province respecting the above matter.

His Worship the Mayor advised that he had written to the Premier but he had not received an answer.

Alderman Hatfield asked if His Worship the Mayor would give him permission to approach the Premier direct to which he replied he would not give the permission, but the Alderman could do it on his own.

PETITION RE LUMBER PILING D. V. ROAD

Alderman Lloyd stated that a petition was filed with the City Manager in August by citizens living on Dutch Village Road objecting to the piling of lumber on the east side of that road and asked if the petition had been lost as he had been requested to voice an inquiry as to what was happening to the use of the lands in question.

His Worship the Mayor: "Back in August and at intervals there have been complaints concerning the fact on land not belonging to the McCulloch Company there was lumber being piled. The Company was contacted and gave its undertaking that there would be no further piling and that the lumber presently piled would be removed. I don't know whether there is any infringement of the Zoning Regulations that there be no lumber piled 200 ft. from the road."

City Manager: "All the lumber has been removed except a few stragglng pieces."

His Worship the Mayor: "Regarding your question if a petition has been lost in the files without undue attention, it is

November 13, 1952.

not accurate. There is a rezoning matter that arrived at City Hall only today. The Town Planning Engineer had not had this petition before him and no opportunity to consider it. The matter is under consideration and will in due course, if it is properly brought forward, be dealt with."

City Manager: "I told the two ladies that it would not be on the agenda tonight as Mr. Snook would have to have some time to consider it. It would be a matter of finance as well as zoning."

His Worship the Mayor: "The petition was delivered at my business office this afternoon."

Alderman Lloyd: "I understand the property across the road is entailed."

His Worship the Mayor: "It is an estate. It has been held in trust."

Alderman Lloyd: "Is it a fact that you are a trustee?"

His Worship the Mayor: "Yes. As a trustee I am interested in the land."

Alderman Lloyd: "People say 'what's the situation? I got a petition in front of me dated October. There was one in August."

His Worship the Mayor: "The matter in August was complaints from one lady in particular that she did not like the way the lumber was piled. There was no petition until today. The lady who called me indicated to me that the City Manager told her that the item could not go on the agenda. It will go on in due course. When I spoke of interest I am referring to this only and I intend to refer it to the Solicitor. These people are interested from the point of view that the property adjoins their property. They have no title to the lands. They are seeking to have it rezoned. I have to get it correct from the Solicitor as to who may initiate proceedings."

Alderman Lane: "The complaints have come from two ladies residing and both on the County side of the line. The City Manager

November 13, 1952.

has done a lot of research and some of the officials of the City. Some of the Aldermen have used their own time on Sunday and had a look. The request as I understand it for rezoning has come from County residents. A lot of work has been going on and it has had immediate attention from myself and the City Manager."

His Worship the Mayor: "And from myself in my capacity."

Alderman MacMillan: "I happen to be interested in that section of the City and also the City at large. Several complaints have come to me. I took it up with the City Manager. I also took it up with His Worship the Mayor. These people have become impatient and have discounted the efforts of their Aldermen and have gone far afield. I made a trip out there and I estimate that 200 ft. was clear from the road. I believe it will be alright from now on."

Alderman Lloyd: "We have a regulation for zoning anything within 3 miles of the City and it has to be approved by the Town Planning Board."

His Worship the Mayor: "The Solicitor advises me that any person may institute action for rezoning, it will be started when the Manager is ready to report on it so a reasonable and accurate decision can be made."

Alderman Lloyd: "The questions I asked you (Your Worship) were questions put to me by responsible persons of this City. They asked me why they could not get anywhere with their petition. Deal with them immediately and let us get it over with."

SEWER DUTCH VILLAGE ROAD

Alderman Hatfield referred to the fact that at present a trench was being dug on the east side of Dutch Village Road and only a short time before a trench was dug on the other side. He suggested that the City and the County get together so that both sewers be put in one trench. He felt that something should be done about co-ordinating efforts on the Dutch Village Road. He said that either ten or fifteen thousand dollars was wasted by the City or County in that two trenches were blasted out of solid rock for quite a distance.

November 13, 1952.

APPOINTMENT DOG CATCHER

Alderman Breen wanted to know what progress had been made with respect to the appointment of a Dog Catcher to which the Chief of Police advised that a man had been appointed but before he went to work he resigned but that another man had been appointed and the truck was ready for such work.

CLOSING ISLEVILLE ST. BETWEEN WARDEN AND LEEDS STS.

Alderman Vaughan advised that legislation was obtained in 1947 to close the above portion of Isleville Street but that same had never been done. He suggested that the street lines be lifted.

The matter was referred to the Commissioner of Works for a report and recommendation to Council.

RENTAL AUTHORITY

The City Manager advised that the Rental Authority would be located in the new Police Station after December 1st.

MOTION ALDERMAN BREEN Re: STEVENSON & KELLOGG LTD.

Deferred for one month.

LETTER MAJOR GENERAL E. C. PLOW Re: R. A. PARK

HEADQUARTERS EASTERN COMMAND

File No: EC 1045-1 (GOC)

HALIFAX, N.S.

7 Nov 52.

W. P. Publicover, Esq.,
City Clerk,
City Hall,
HALIFAX, N. S.

Dear Sir:

Thank you for your letter of November 3rd concerning R. A. Park.

The resolution passed by the City Council is very much appreciated, and it is hoped that we will be able to continue to improve the appearance of Army installations in the City of Halifax.

Yours very truly,

E. C. Plow,
Major-General
GOC Eastern Command.

FILED

To: His Worship the Mayor,
and Honourable Members of the Council

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

Date: October 30, 1952

Subject: Federal Grant - 1952

Given below are the essentials of the computation for this year's federal grant. There are underlying schedules of details which are available if any Alderman would like to see them.

A. A. DeBard Jr.
City Manager.

Calculation Federal Grant - 1952

Total value of Federal land & buildings		\$ 12,587,312.00
Total assessed value of taxable property		74,918,550.00
		<u>\$ 87,505,862.00</u>
1/3 of above total		\$ 29,168,520.67
<u>Computation of assessment</u>		
Total value of Federal land & Buildings		\$ 12,587,312.00
Deduction		<u>3,500,234.00</u>
		\$ 9,087,078.00
Local general & school real estate tax levy		\$ 4,655,786.64
<u>Computation of grant in lieu of taxes</u>		
$9,087,078.00 \times 4,655,786.64 \times \frac{75}{100} =$		\$ 362,611.00
Grant in lieu of fire protection rates		\$ 11,179.00
Total grant before deductions		<u>\$ 373,790.00</u>
<u>Deductions for services not rendered</u>		
Fire Protection - Dockyard, Stadacona, King's & Mitchell's Wharves	\$11,638.00	
Police Protection	7,432.00	
Garbage collection	7,432.00	
Fire boats	<u>18,820.00</u>	
Total Deductions		<u>\$ 45,322.00</u>
		\$ 328,468.00
Error last year		<u>1,000.00</u>
Net payment, 1952		\$ 327,468.00

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W. M. BELLW,
COMMISSIONER OF FINANCE.

FILED

November 13, 1952.

LETTER OF APPRECIATION FOR GRANT TO COMMUNITY CHEST

A letter was submitted from the Executive Secretary of the Community Chest expressing appreciation to the City of Halifax for its grant of \$6,000.00 for this year's campaign.

FILED

FEDERAL GRANT 1952

The City Manager submitted a report giving the essentials of the computation of the Federal Grant for the year 1952 and same is attached to the original copy of these minutes.

Copies of the report were furnished the members of Council for their information.

FILED

BORROWING APPROVALS ETC.

Approval of the following matters was reported to the City Council:

1. Borrowing \$100,000.00 for sewers.
2. Borrowing \$ 25,000.00 for sewers.
3. Replotting By-Law Lynch St.
4. Replotting By-Law Hemlock St.

ACTIVE BORROWING RESOLUTIONS

November 10, 1952.

His Worship the Mayor and
Members of the Finance & Executive Committee,
City of Halifax,
City Hall.

Gentlemen:-

I attach herewith, for the information of your Committee and City Council, a statement of Active Borrowing Resolutions on Capital Expenditures amounting to \$8,050,987.30. Of this amount \$4,020,177.99 has been spent as at October 31, 1952. This does not include such amounts as the Prefabricated Housing programme which is a self-reducing debt.

The amounts shown in this list have yet to be borrowed by way of debenture.

Respectfully submitted,

M. L. Bellew,
COMMISSIONER OF FINANCE.

FILED

November 13, 1952.

APPROPRIATIONS UNDER SECTION 316"C"

November 7, 1952.

His Worship the Mayor and
Members of the Finance and Executive Committee,
City of Halifax,
CITY HALL.

Gentlemen:-

The following is a list of items approved by the City Council this year, under Section 316"C" of the City Charter for which no appropriation was provided in the 1952 Budget, or for which the appropriation provided was insufficient.

<u>AUTHORITY CITY COUNCIL MINUTES, 1952</u>	<u>AMOUNT AUTHORIZED</u>
Page 155 Snow Removal Appropriation	\$ 30,000.00
" 214 H. J. Egan, Transfer Water Assets and Pension Plan	1,565.00
" 219 Superannuation, Grants	7,745.86
" 221 S. P. C. Grant	1,000.00
" 228 Rental Control Appropriation	10,500.00
" 229 Trade Fair	1,500.00
" 232 City of Halifax Versus Kaiser	194.55
" 236 Taxation Committee	10,000.00
" 329 City Prison Roof and Chimney Repairs	325.00
" 331 Howe Avenue Railway Crossing	1,200.00
" 411 Grant, Salvation Army Red Shield Appeal	2,000.00
" 411 " N. S. Divn. Canadian Cancer Society.	1,000.00
" 411 " Halifax Community Chest	5,000.00
" 411 " Stellarton Mine Disaster Fund	500.00
" 411 " Can. Red Cross Soc. (N.S. Divn)	2,500.00
" 411 " Can. Red Cross Soc. (Homemakers Service)	2,000.00
" 411 " Halifax Infirmary	10,000.00
" 411 " St. John Ambulance Association	750.00
" 411 " Childrens Hospital	30,000.00
" 411 " Bengal Lancers	1,000.00
" 411 " Halifax Musical Festival Ass'n	500.00
" 411 " St. Joseph's Orphanage	5,000.00
" 411 " Halifax Protestant Orphan's Home	5,000.00
" 411 " Supplementary, Dalhousie Health Clinic	10,000.00
" 411 " Walter Callow Wheel Chair Coach Fund	500.00
" 471 Parking Meters, Brunswick Street	1,200.00
" 487 Natal Day Celebrations	3,500.00
" 535 Traffic Island, Gottinger & Duffus Sts.	500.00
" 535 Convention Union N. S. Municipalities	1,000.00
" 541 H. R. Doane and Company, Audit Fees	525.00
" 607 Civil Defence Appropriation (\$1500.00 per month, Sept. to Dec.)	6,000.00
" 678 Advertising Appropriation	1,000.00
	<u>\$155,005.41</u>

This can constitute a deficit in this year's current operations unless sufficient sums are realized from unexpended balances of appropriations or surplus revenues.

Respectfully submitted,

M. L. Bellew,
COMMISSIONER OF FINANCE.

FILED

November 13, 1952.

TAX COLLECTIONS MONTH OF OCTOBER

Civic Year	Reserves	O/S Balance Sept. 30/52.	New Accounts and Adjustments	October Collect- ions.	O/S Balances Oct. 31/52
1950	\$68,385.90	\$ 92,403.84		\$ 7,748.69	84,655.15
1951	67,595.42	271,713.08		13,906.79	257,806.29
1952	70,011.75	898,325.24		130,447.00	767,878.24
		<u>\$1,262,442.16</u>		<u>\$152,102.48</u>	<u>\$1,110,339.68</u>

Poll Taxes

1943-44	22,265.70	4.00	22,261.70
1944-45	2,672.71	6.79	2,665.92
1952	<u>35,319.68</u>	<u>9,696.48</u>	<u>25,623.20</u>

Additional Collections:

	<u>1952</u>	<u>1951</u>
Arrears 1925-26 to 1949	4,475.23	
Corresponding Period Last Year		7,222.95
Collections as per statement above	152,102.48	
Corresponding Period Last Year		113,095.48
	<u>\$156,577.71</u>	<u>\$120,318.43</u>

Collection Poll Taxes Jan. 1 to Oct. 31/52	\$105,952.21	
Corresponding Period Last Year		\$100,256.57

Respectfully submitted,

(Sgd.) H. R. McDonald,
CHIEF ACCOUNTANT.

FILED

November 13, 1952.

APPROPRIATIONS AS AT OCTOBER 31, 1952.

TO THE CITY COUNCIL:

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

APPROPRIATIONS	LEGER BALANCE	UNPAID ORDERS	BALANCE LESS UNPAID ORDERS
City Home	62,403.38	2,341.81	60,061.57
Point Pleasant Park	4,343.82		4,343.82
Library	19,003.94	530.79	18,473.15
T. B. Hospital	74,748.14	4,997.09	69,751.05
Inf. Disease Hospital	16,399.31	1,364.38	15,034.93
Public Health	35,342.30	741.63	34,600.67
Welfare Dept.	15,061.26	32.26	15,029.00
Police Dept.	66,985.00	856.38	66,128.62
City Prison	9,498.99	149.52	9,349.47
Wks., Sal. & Bonus	24,948.92		24,948.92
Streets	17,632.54	9,347.54	8,285.00
Office Supplies	1,714.54	403.95	1,310.59
Town Planning	1,179.81	.40	1,179.41
Internal Health	14,277.99	15,142.95	29,420.94
Sewer Maint.	7,589.44	1,366.07	6,274.37
Snow Removal	25,095.49	480.00	25,575.49
St. Lighting	22,769.97	65.65	22,704.32
Traffic Lights	2,968.73	1.03	2,067.70
Wiring Inspection	1,113.45	83.43	1,030.02
Building Inspection	5,046.94	76.25	4,970.69
Public Gardens	13,009.04	2,065.84	10,943.20
Fleming Park	1,145.97	60.00	1,085.97
City Property	23,186.73	865.87	22,320.86
Insurance	3,903.31		3,903.31
Telephones	4,489.80		4,489.80
Fairview Cemetery	2,375.29	713.31	1,661.98
Recreation Committee	2,504.73		2,504.73
Fire Dept.	53,350.99	5.52	53,345.37
Fire Alarm	5,603.71	119.90	5,483.81
Printing & Stationery	4,583.27	505.40	4,077.87

Respectfully submitted,

H. R. McDONALD,
CHIEF ACCOUNTANT.

FILED

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

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

Date: November 13, 1952

Subject: Monthly Administrative Report - October 31, 1952

1. City Home Addition

a. Excavation	90%
b. Masonry	85%
c. Carpentry	85%
d. Electrical	50%
e. Plumbing	85%
f. Heating	75%
g. Ventilation	10%
h. Sprinklers	10%
i. Lata & Plastering	60%
j. Terazzo & Tile	10%
k. Roofing	10%

The concrete roof has been poured and is now ready for the roofers. The concrete floor slab to the main kitchen area has been poured and the elevator shaft is progressing rapidly. The walls and ceilings of the large dining rooms are almost completed.

The value of the contract on October 31, 1952 was \$ 167,047.00 on which \$ 43,187.62 had been paid.

2. Sidewalk, curb and gutter construction

All scheduled work has been completed (38 streets) with the following exceptions:

a. Streets complete except for sodding (expected to be complete by November 30, 1952)

1. Ontario from Agricola to Maynard.
2. Devonshire from Richmond to Dartmouth Avenue.
3. Robie from Young to Kaye
4. Hamlock from Hamford rd. to Abbott Drive.
5. Clermont from Maxwell to Luffus
6. Albert from Young to Russell
7. Beaufort from Hitchie Drive to Bellevue Avenue.
8. Lower road from Atlantic to Bridges.
9. Inglis from Bellevue to Beaufort.
10. Pinchill Drive from Existing work to Francklyn.

b. Other incomplete projects.

1. Oakleigh- complete as far as we can go until Stanford Street Street is graded.
2. Dutch Village road - Bayers to Deal - one hydrant to be moved, one driveway to complete.
3. George Dauphinee Drive from Edward Arab southerly. One pole to be moved next Summer when Westmount School can do without service for two days. Double driveway temporarily cold patched.
4. Leeds Street from Gottingen to Merson. In order to avoid displacing of the curb and gutter we have to check the southern boundary of the City Prison property. A matter of three feet is questioned in the development of property adjoining the City Prison. This work will probably not be done this year.
5. Stanford Street - street must be rough graded first.

c. Cunard Street from Clifton to Windsor is part of the widening program for Cunard Street.

the building.

3. Sidewalk renewals, June 1 - October 31, 1952.

<u>Street</u>	<u>Sq. yards of Sidewalk</u>	<u>Lineal ft. of Curb & Gutter</u>
Barrington from Green to Kent - West Side	222	21
" " Kent " Tobin " "	243.5	-
" " Tobin " South " "	92.8	-
" " Proctor " Gray-East " "	178	117
" " 599 Barrington to Gray	90	87
" " Carrisholt Artz - West Side	588	587
Dresden Row from Morris to Spring Garden - Both Sides	380	-
St. Paul's Hill	145	-
Ontario from Agricola to Belle Aire Terrace - South Side	144	149
Morris from South Park to Barrington Both Sides	1723	-
Kent from Barrington to Queen - South Side	69.8	-
Total	3876.1	961

The cost of this work to date is approximately \$ 19,000.00.

4. City Prison Heating Plant.

The building has been completed except for the shingling of the coal shed roof, flashing between the coal shed roof and main building, windows and doors fitted and hung, wood-work painted and lights to be installed. About one quarter of the brick work for the chimney is completed.

We have put every pressure on the contractor to take short cuts in securing the boilers which are delayed because of a strike. All piping will be ready for connection when delivery of the boiler is made.

5. Belle Aire Terrace

A petition from the residents of this street was presented at a Council meeting and "No Parking" signs have been decided upon after a traffic survey which supported the request of the residents. In addition to granting the request of the residents fire apparatus can more easily pass through this street with parking restricted on the West side.

6. Buckingham Street Parking Lot.

The meters will be shipped from Toronto on December 9, 1952 by express and we hope to have them installed and in operation by December 15, 1952. We hope to secure pipe without cost upon which to hang the fence. A wire fence will be too expensive and we will use the wooden fence now there, repainted for appearance. At the corner of Buckingham and Argyle we will cut the fence on a diagonal for better vision. Several buttresses will be constructed which will help hold the wall but it will not have the permanence of a retaining wall such as we will have at the Grafton Street lot.

7. City Home exterior walls.

In repairing the ell at the east end of the building we find that the brick is two inches thick whereas standard brick is 2 1/8". About three-quarters of the bricks on the front and sides of the ell have been stripped and replaced with new brick. While the face brick showed cracks running from the top to the bottom of the building, there were no interior breaks.

We are using two bricklayers and mortar mixer. A laborer was recently added to hoist mortar and brick and to help cut out brick which must be replaced. The sound brick removed will be cleaned and used to patch cracks in other parts of the building.

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

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

Subject: Manager's Report of City Manager's Convention -
September 28 - October 2, 1952 at Kansas City, Mo.

Below appear the notes I made at the convention I attended as a representative of the city. Although the points there noted express the opinions of the individual speaker, taken as a whole they represent the best thinking in the art of city administration. Some points will be inapplicable to the City of Halifax, others are very pertinent.

Although it is a long report I would ask that each one of you read it completely and make notes on the points you would like to discuss with me. You may wish to secure additional information on some items and I can secure further details from the managers advancing a theory on their experience.

Opening General Session

Addresses of welcome were given by the Mayor and the President of the Association. The keynote address was given by Arthur W. Bromage, Professor of Political Science, University of Michigan, who is also a Councilman for Ann Arbor, Michigan. His talk was titled "The Art of Management". He stressed nine factors which were not given in the order of their importance.

1. Leadership - the ability to delegate responsibility and authority. The good leader usually coordinates and rarely commands. Department heads acting within the limits of their authority should be supported by the manager but mistakes must be rectified. The power of removal is one belonging to leadership but is an ultimate power to be used when all else has failed.

2. Fact-finding - for Council members. Recommendations must be supported by all the facts. Leading through to decisions based on the facts and then using the facts in public relations presentations.

3. Technical assistance - is used in advance planning for policy making. The wise manager does not make up his mind until the specialists (department heads) have had their say and he has consulted outside consultants; if possible.

4. Timing - is an important factor and involves departments, the council and public relations. Sometimes wrong interpretations or impressions are created by the newspapers or radio because of poor timing. Thought and research on various problems must be started enough ahead to permit proper planning - water installations, highway planning, etc.

5. Responsibility. The City Manager must not only read and use reports but must also review and evaluate them. Out of all the reports must come a knowledge of what the total program is accomplishing.

6. Conferences - are a means of learning and directing. The number and size of conferences is determined by experiment. The wise manager knows when he is working department heads too hard or under-cutting and by-passing them and not giving them their share of responsibility.

7. Decision making - You cannot wait forever before making decisions. This statement is not an advocacy for making off-the-cuff decisions but decisions now not always in the future. Department heads soon learn when a manager will not take responsibility or when he makes up his mind before they can present all the facts.

8. Direction - who is to carry out decisions. This point should be clearly understood when new policies are set up, changes made from established procedure, or for emergency decisions.

2. Radio - appearance by members of Council, the manager or even by department heads. Never turn down an opportunity to speak on this medium or any other.

3. Talks - by members of Council with manager's office furnishing any needed facts. Councilmen should be encouraged to advise the manager well in advance what facts they need.

4. Annual reports - should be placed in the hands of as many people as possible - not only people in your jurisdiction.

5. Budget - procedure is facilitated by public hearings. Held two or three nights, education hearings are the most attended.

6. All types of literature should be made available to schools, libraries, etc.

Putting the Program into Effect - Campbell (San Diego, California)

There are two theories in this regard. One is to give Council the facts and let them make up their own minds. No recommendation is made by the manager unless he is asked for it or unless the Council goes on a wrong tack then the manager can volunteer information or recommend.

The second theory is to not only give facts but also give recommendations whether the Council follows them or not.

Details - subordinates are responsible but if they are omitted the manager gets the blame. Make some one responsible.

Types of details:-

1. Legal processes - resolutions, ordinances and appropriations.
2. Financial processes - appropriations, account set up.
3. Personnel - do you have people? - train, transfer, promote.
4. Equipment, space, office appointments, etc.
5. Instructions, manuals, etc.

Conducting a Management Audit - Pope. (Exec. Dir.-Public Administration Service).

A management audit means different things to a Councilman, manager, department head or employee. Easy and unreliable measures of success are salary increases or popularity in the community. Such things can mean everything or nothing.

Manager's relation to:

1. The public. Is he contributing to the prestige of municipal service? Are the points of contact for the public easy and satisfactory?
2. Councilmen - deals with them primarily as a unit. Facilitates the business of the Council and tries to prevent nasty or ill-advised action by the Council.
3. Department heads - they know their responsibilities and to whom. They would have a frame of reference to judge efficiency and should know their subordinates.

Conference for Managers from Cities over 50,000 population.

George E. Bean, Grand Rapids, Michigan.

Problems considered were:

1. How to sustain active citizen interest in good government.
Various techniques can be used. Some suggested were the assignment of one-half hour for citizen discussion before Council meetings, having councilmen represent the city at P.T.A. meetings, recording of council meetings and the rebroadcasting of an edited version, organization of community citizen groups, attendance of members of the League of Women Voters at council meetings and radio forums. Glendale, California has an open house for school children during the day and for adults at night. In Quincy, Mass., there is a ten minute radio presentation each week with a five minute live question period.
2. What can cities do about the elderly citizens?
The consensus of opinion was against the city assuming the financial burden of welfare since the problem may be more on the provincial or federal level. Deegan of Quincy, formerly of Superior, Wisconsin, developed a leisure time program for widows. Recreation leaders trained in adult education, particularly home industries were used. The recreation program is only part of the question, employment on a part-time

basis was also considered. The advisability of putting the program under the Recreation Department or having a separate activity was discussed. Foster homes for the aged were suggested but they must be supervised to prevent abuses. The responsibilities of churches and church activities in this problem were discussed.

3. New and effective methods to promote traffic safety.

In Santa Monica, California (Dorton) there was a Rotary sponsored safety campaign with a week set aside. A booklet was sent to each child. Cities would have to step up their safety programs to keep pace with the 50 per cent increase in automobiles since 1946. Testimony from drunken drivers was recorded for use on radio broadcasts. An increase in the number of women used for school traffic patrols was noted which relieves regular traffic people. The use of drunkometers was noted by 20 cities, radar detection devices by 15 cities, and electric signs by 5. The use of the drunkometer sometimes requires special legislation.

4. Policy on annexation of unincorporated fringe areas.

5. Financial public improvements in annexed areas.

In Grand Rapids there is an urban service policy. Fringe areas must conform to planning regulations of Grand Rapids. Charges for services are about 50% more than in the city. Macmillan of Pasadena said they charged so much on acre for annexed territory. Allison of Ogden, said water will amortize itself in ten years. The American Waterworks Association manual contains information on extending service to new sub-divisions. Shaw of Greenville, South Carolina said the central city must realize its obligations to the outlying areas and the cost of bringing them up to the same level as the central city. Annexed areas must know what to expect and when (time table schedule). If no industrial territory is included in an annexation it will not pay its own way for quite awhile. Fuller of Fulton County (Atlanta) Georgia related their experience and McClure of Dayton, Ohio, made a study but there were no results.

6. Policy and extent of coverage of fire alarm systems

Many managers, on the basis of evidence question the necessity for fire alarm boxes in many locations. There is a very high percentage of false alarms from fire alarm boxes. A very high percentage of alarms come by telephone, relatively few from boxes. Those present felt the Association should request information and if alarm boxes are not needed the Underwriters should change their regulations. A committee is working on this problem. Underground aeriels with radio transmitted alarms may meet Underwriters' specifications. Jennings is conducting experiments and frequencies can be controlled satisfactorily under all climatic conditions. There is no costly cable installations and perhaps lower maintenance costs.

7. Providing adequate mass transit service.

Municipal government has passed the day when public transit lines were a source of considerable revenue. They should be sympathetic to privately owned transit lines or they will end up operating the lines themselves. The day of large franchise fees is over, cities may have to subsidize if they are not careful. Transit lines may need such assistance as a low franchise fee per bus, snow removal by the city, surface paving by the city, etc.

Relations with Employee Unions - Panel

Carleton P. Sharpe - Chairman

In some municipalities unions are forbidden, in others there are no laws, and in still others they are provided by law. Unions play council against administrators or the council against the public or one group of employees against another to gain their ends. With regard to outside organizers coming into a city the unions have been unable to tell way such outsiders should be more interested in the welfare of city employees than the councilmen, city manager, businessmen or churches. The problem is very broad, perhaps too much for one manager and managers as a group should come up with an answer. In St. Petersburg the garbage and refuse collectors went on strike - the business men and councilmen backed up the manager, collected garbage and the men went back to work on the same terms. In New York State public employees cannot strike or even slow down without losing their jobs. If they come back to work

they can receive no more compensation for three years and have no tenure for three years.

Cities should not pay their employees more than what the taxpayers who are the employers receive for similar services. The danger in so-called fact-finding committees or commissions were pointed out as were elected judges as "disinterested" third parties. Proper procedure in dealing with unions was discussed. There was some question as to the advisability of superimposing dealing with unions on job classification, etc., which is designed for individuals. To prevent strikes a city should have a good personnel system and an expression of policy covering items to be included in the contract or by law. It was suggested that there be unified negotiation with all employees' unions.

Trends in Finance - Agard (Kansas City)

There has been a great increase in public service in the last 25 years. These increases have not always been the result of public demand, some were initiated by municipal government itself. In 1950 the local government cost was 65% greater than in 1940. No adjustment was made for more services rendered in 1950 so most of the increase due to inflation was absorbed by more effective administration. Population increases were mostly in the lower income group - these become charges in one way or another on local government. The greater the population increase the more chance there is that property values are declining because of overcrowding.

There is a backlog of public works valued at one hundred billion dollars some dating back to the depression. Parks, auditoriums, etc. are built by the central city but are enjoyed by many more who live outside the city. There is also the problem of fluid populations - moving in or out of some cities - defence workers.

Revenue is always a problem, payroll tax is used by 32 cities, the sales tax is used extensively on the West Coast. Service charges and special assessments should be considered for additional services. There was a strong feeling that more autonomy for cities was needed because legislatures were dominated by rural representatives who do not understand the needs of cities.

When the group broke up for discussion six topics were specially considered:-

1. Manager support of bond issues. Active support of a bond issue which is coming up for referendum should be left to a citizen's committee. The manager may supply technical information and advice but should remain in the background. If the council approved he might take a more active part if necessary to secure voter approval.

2. Work programs in budgeting. The manager of Richmond, Va., stated that even after three years they were just getting started with budgeting in terms of work. Comparisons with other cities are difficult because cities vary considerably even when they are of the same size. Machine accounting can be inefficient and expensive unless the systems are properly installed. Management sometimes fails to use accounting information and reports to the best advantage but on the other hand cost accounting techniques can be over-refined.

3. Municipal insurance. The bid basis can be used to buy insurance but the coverage should be checked to see if it is adequate or more likely over-covered. Some cities are trying self-insurance but have not built adequate reserves for good protection. Driver-training and safety programs reduce the liability rate on city equipment.

4. In-lieu tax payments. Such payments do not cover the cost of municipal services to the projects involved. Legislation permitting full taxation is the only answer.

5. Public support of property revaluation (reassessment). Citizens must be sold on the desirability of reassessment if it is to be well received. Actual revaluation may be done by a citizens' committee, an assessor or an outside agency. Even with careful assessment values get out of relation to one another and need revaluation to correct them. Since the property tax is still the major source of revenue it must be equitably distributed.

6. Long range planning and capital expenditures. With rising costs it is necessary to review such plans periodically, perhaps annually. The danger of depression with heavy debt loads is always a possibility. "Five-year" plans can be overdone but a list of projects for the future keeps them before the public and the most important come to the top and take precedence.

Personnel - Kenneth O. Warner, Consultant

This speaker advocated putting the person in personnel; labor is not a commodity. In selecting personnel intelligence and aptitude tests are not the sole measure but the individual must have stability and adaptability on the job. Managers must learn to manage themselves before they can manage others. A manager needs physical vigor and emotional stability. The proof of these needs is shown by the number of coronary thromboses in executives about the age of 50.

The discussion period covered the following:-

1. Integration of police and fire functions. Use of the same men by training for both fields. This plan should reduce costs and be successful in new communities and small cities. Employees, politicians and clashes of personalities are the chief obstacles to success.

2. Fire and police workhours. Out of 150 managers ten cities had reduced hours during the year. For firemen 5 cities worked 48 hours or less, 7 cities 60 hours or less, 9 cities 70 hours or less and 30 have over 70 hours a week. Police hours were 40 per week in 13 cities, 40 cities between 40 and 48 hours, and 8 cities over 48 hours a week. From the standpoint of job evaluation higher skills are required for policemen than of firemen because policemen deal with people, firemen things. Furthermore policemen put in overtime on court appearances. Parking meter repair in one city was done by three men in the Fire department who received \$ 10.00 a month extra. Most cities pay firemen and policemen the same. Only a few cities in the group pay police more than firemen, the amount being \$ 5.00 to \$ 10.00 a month. Police can receive added compensation through higher uniform allowances, days off for pistol shooting.

3. Discipline and removal of personnel. Oral discipline is less formal than written and is seldom needed in well-organized and well-managed cities. Discipline should be prompt and should not penalize the employee's family and should be aimed to improve behavior. Treatment should be consistent, and may take the form of changing work, withholding increases, suspension, demotion and finally dismissal. The form of discipline is not as important as the manner.

Personnel - they must know what is expected of them, what their specific deficiencies are and the manager should have offered to help them. Incompetence and instability frequently have a physical basis which would be revealed by examination. Home conditions are also a contributing factor.

4. Improving the effectiveness of department heads and staff conferences were considered together. A breakfast meeting from 7:00 a.m. to 8:30 a.m. four or five times a year with the staff and including the Mayor and some aldermen in rotation was one suggestion. Only a few managers invite councilmen to attend department head - staff meetings. Managers were urged to lead their department heads to raise their sights and be interested in their development and progress.

5. Adjusting effect of inflation on real net earnings of employees and keeping salaries of professional employees up with the increases granted clerical workers and laborers, was the last topic. The City of Eakersfield keeps the spacing by uniform increases. Another manager suggested raises in five steps of one, two, three, ten and twenty years. About ten cities were tied to the cost-of-living index and about twenty consider cost-of-living figures in setting raises. Employees should know what it costs the City for fringe benefits.

The speaker pointed out that population figures are not of much value unless analyzed. The only city in a certain state whose population did not change from 1940 to 1950 (remaining at 167,000) was very satisfied until it was found that there was an excess of births over deaths of 20,000. 20,000 people between the ages of 20-45 had moved away. In Chicago the non-white population increased 250,000 which was offset by 250,000 excess white population births who moved away.

An economic survey should be conducted to see what the potential is. One city had 250 industries fill out questionnaires. The speaker pointed out there was no point in trying to get industry to come into a city and neglecting industry already there. Off-street parking is needed for industry as well as retail stores and industrial zones are not land that have no other use. A city can go bust trying to solve transportation problems by widening streets and making new highways. A good deal of automobile traffic has only one rider- the driver.

A city council should not be concerned over the powers of a planning commission composed of citizens because funds are controlled by the council itself. Citizen and business men's participation in planning the city should be encouraged.

City managers felt the planning engineer should serve as a staff assistant to the manager and be directly responsible to him. By having direct contact the manager can time the presentation of projects which fit the general fiscal policy instead of having planning run ahead of ability to pay. The manager on the other hand, should be careful not to use the planning engineer exclusively and prevent him from developing ideas suggested by the planning commission.

Annual Business Meeting

This session was naturally devoted primarily to association business. Opponents of council-manager government say there is a lack of development of leaders. This is not so as one could count on the fingers of one hand the leaders developed under the old system. Others claim the vote for municipal officials is being cut down due to its non-partisan aspect. This charge usually comes from entrenched political gangsters centered in state capitals. The way to combat such charges is to do the best possible job of administration. The citizens themselves will take care of the politicians. Since 1914 there have been only two members of the association who were suspended and expelled for violation of the Manager's code of ethics.

Leadership - Getting Things Done General Session.

1. Inventory of training needs - C. A. Miller.

The need for training shows through an abnormally high personnel turnover or many employee complaints based on lack of knowledge of other department functions. Public relations, supervisory and technical training are the types most needed. Supervisors feel the need for training in handling others because they are often selected on their ability to perform technical aspects of work. This is good if it is supplemented with human relations. For example if police officers are inept and discourteous they should be trained to handle the public better and prepare their cases better.

2. Methods of Training - Matthews.

The training program should be looked over yearly. The conference method is good for coordination of departments, budgets, annual reports and bond issues. Day to day conferences are useful for getting work done. Department heads should know what the manager is likely to approve and the manager should know what department heads are likely to decide. The way to learn is to do. Make people work. One manager had department heads write scripts for the radio. Another manager used the local college and the city paid the fees for city employees to monitor college courses. Other managers use the International City Managers' Association textbooks as a basis. The City of Lubbock, Texas budget \$ 1.50 per employee for training. Another city spends \$21,000.00 for all training, one per cent of all salaries and wages.

3. Administration of Training - Eldar Junter.

Training should be free of cost to employees. The city buys texts, pays instructors or college tuition. Most cities have better success with courses given on city time. One two-hour session rather than two one-hour sessions is preferable. Late afternoon is very satisfactory and physical conditions should be good. Compulsion may be needed to get under way. If courses are good it may not be needed later. There should be recognition of completion - certificates, a dinner, newspaper pictures, on the record for promotion, etc.

4. Appraising Training Results - Bert W. Johnson.

If complacency is a disease of city employees your training program is not effective. Job evaluation should be understood by workers. Reports should be better, the budget should originate with departments and should reflect awareness of the needs of other departments. The improvement of operating standards is the best measure shown by a reduction in complaints, increase in commendations, lower costs and fewer accidents show effectiveness of training.

Discussion - The manager need not always be there but may head up the course and assign subjects to different individuals. Training sometimes encourages complaints and results in betterment. Enjoyment of the course is not much of a criterion. Some managers advocated training in the morning from 9:00 - 11:00 one day a week when employees are freshest. The question is: Does the course result in a change in methods. In addition to a text the instructor should use a case for illustration and build around it. He should use his own background experience to solve the case without giving his own experience.

Conference Symposium

The idea of this session was to give a resume of all conference sessions (25) for the benefit of those who were interested in a session which they could not attend.

Cities under 4,000 - Earl P. Wagner.

In considering paying employees for overtime the matter of sick policy was considered. There should be a definite sick leave policy to cut off at a predetermined point. Reports should be made to the public to augment financial reports. Publishing the entire proceedings of the Council usually is not worthwhile. Anything coming from the manager's office should be known by the Council first. Information to citizens can be sent with water or electric bills.

Cities 4,000 to 6,000 - N. L. McCarver.

The sources of non-property revenue were considered. Gross receipts taxes on utilities range from 2 to 5%, the maximum in Florida is 10%. Trailer-houses are hard to assess most communities have found. The cigarette tax per pack in Colorado is 2¢, in Florida 5¢. In purchasing insurance some cities use different agencies as a check. Mutual companies are usually not barred. Managers should try to save time by referring complaints to department heads unless the complainant insists on talking with the manager as he sometimes does.

Cities 6,000 to 9,000 (40) - R. B. Morris.

Councils should not be organized in permanent standing committees because they tend to get into administration and should meet not more than twice a month. For cities of this size self-insurance for liability is not advised as they are not large enough to spread the risk. For communities of this size if they are in a county which is well organized - rubbish collection, purchasing, fire and police, and public health functions may be combined. Suburban areas are charged 2½ times the regular cost for water and sewer. A run by the fire department was increased from \$ 25.00 to \$ 175.00 by one community. The best basis for supplying services outside the city limits is to charge what the traffic will bear. About 25% of the managers in the group were against providing services outside the city limits. Refuse removal is usually not done by contract and only five out of 40 cities had special assessments for this service.

Cities 9,000 to 12,000 (34) W. G. Arrowsmith.

A standard policy is needed in developing and selling improvement programs. The use of citizen groups is good if controlled. One city arranged for plumbing in houses and gave the citizens twenty years to pay. Some of the managers in this group commented on councilmen not

managing reports. So far as boards and commissions are concerned go only when invited. Councils should develop rules so a separate board or commission's policies do not conflict with the city administration. Managers agreed it made no difference whether the manager was active in civic organizations but he should not take an office. It was agreed if people like the city manager they like what he is doing.

Cities 12,000 to 17,000 (60) R. E. Layton.

In the integration of police and fire services Sunnyville, California, is an example. They saved 22% on salaries and 30% of the fires were put out by the safety officer with a foam extinguisher. This group felt that the manager should be connected with at least one civic group to sell himself and his program. They also felt off-street parking is a responsibility of the community and the revenue should be earmarked. Many cities have adopted zoning regulations which require all new business and dwellings to supply off-street parking.

Cities 17,000 to 25,000 (45) - N. G. Damoose.

This group felt the integration of police and fire activities in one department was not economical unless there was a saving in buildings and equipment. Citizen advisory groups are capable of good work but often become obnoxious. The Council should retain control and never permit the group to act on technical problems. The furnishing of city services to fringe areas left no inducement for annexation many managers felt. Some cities supplied services because employees of concerns in the city live outside the city. One city which has refused to supply services outside the city since 1936 has had 78 annexations in the last three years. Another city reported it had been liberal and created good will so it had no trouble annexing needed areas. A well informed public is the best way to stimulate citizen interest in civic problems. Talks by the mayor, councilmen and manager help. The manager should stay out of politics. If the manager does a good job he will attract good councilmen.

Cities 25,000 to 35,000 - G. W. Ray

In selecting a police chief if a better trained man can be secured outside the city he should be selected. Opposition ceases after about a year and the men are better trained. Twenty-two managers in this pursue an open door policy and will see any visitor or complainant at any time. Only five of these had assistants. Some managers train their secretaries to find out what is wanted and refer the visitor to the proper department head. For traffic planning the planning engineer or specially trained police can be used. The position of the city in encouraging industry was discussed. Most managers felt that concessions on taxes and utility rates were not a sound practice. Local taxes rank as eighth in costs therefore they are not a determining factor in location. In evaluating the work of departments the manager should not only study reports but also make frequent inspection trips to see how municipal activities are being carried out.

Cities 35,000 to 50,000 - R. Baumberger.

This group was interested in the relative cost of renting or owning police cars. Some managers advocated rental on a flat fee per month or mileage basis. Some managers felt if a good car was bought there would be no problem of replacement. Since the public is becoming more claim conscious particularly in resort cities liability insurance is advocated. State legislation to put such claims in the hands of a referee instead of a jury is being considered.

County Managers (9) - T. M. Haggland.

Police employees are more interested in take home than working hours which are trending to 40 hours. In the eastern part of the country special benefits such as uniforms are more common. Improved organization does not always result in lower cost because needs become more apparent and to meet them costs more money.

Selling Good Government - B. J. Hockwood.

Citizens should realize what is being done for them. The manager must watch that the publicity does not become propaganda. The Council should get the credit, the manager does not present the program as his but as the Council's.

Relations with the Council - K. Thompson

The work must exist between the council and the manager, there is no room for individual stars. Some councilmen are overly conscientious and they interfere in administrative matters. The manager may call his overzealousness to other council members or may ignore his overstepping and do his own work. The manager may be able to train such a councilman to stay in the policy-making phase. Where the Council tries to circumvent the manager he should be patient for time is on his side and he should have a frank discussion with the Council. Informal council sessions may be necessary in larger cities but the press should be admitted. A manager has to be prepared at some time in his career to have one or more councilmen who are inconsiderate, uncooperative and even discourteous.

Public Relations - E. H. Colter.

Crank letters addressed to newspapers are best ignored. If erroneous information is in the paper correct it for the benefit of the editor rather than seek a public correction. Uniforms should be supplied for all outside employees. For extreme discourtesy the penalty is suspension; one city gives four annual prizes of \$25.00 each for courtesy. One city uses a "weekly report" to the people published in the newspaper. Several cities over 30,000 population have this detail. The population should be encouraged to attend council meetings.

Financing Public Utility Extensions - H. J. Martin

In older sections utilities are financed by special assessment districts. In new sections the sub-divider is responsible. Current revenues should not be used for this purpose as it is not adequate. A revolving sewer fund is used but it may be illegal in many places. Sewer rental charges are another means of financing. Connection charges would have to be very high to compare with septic tank costs. The charge runs about \$3.00 per front foot. Sewer bonds should be issued without public approval and paid for by sewer charges.

Bedroom City Problems (35) D. B. McCabe.

Hard to balance industrial and residential use of land. Only weekly papers are published and there are no local radio stations so it is hard to keep up citizen interest. Fear was expressed that permitting industrial development to spread the tax base would also bring low-income groups which more than offsets the advantage of the industrial development. Civic pride is very high in bedroom cities, which must be overcome before annexation can be achieved. If there are other bedroom cities they can all combine their sewer, water and garbage disposal plants and even fire, police and school services.

Landfill Refuse Disposal - W. A. Wolff.

Incineration for disposal of garbage is increasing but so is sanitary landfill. Abutting property owners must be educated to overcome their objections. This is a good way to reclaim waste lands for parks, recreational or industrial areas. Blowing papers can be controlled by surrounding the site of operations with snow fence or chicken wire. Tractor type bulldozers and draglines are usually used. Since 1946 one city has used a 75 acre site with about 9,000 tons of garbage and rubbish per year. They use a trench ten feet wide, five feet deep and a cover of one foot. One operator handles the bulldozer and a ½ yard dragline. Almost an acre a year is filled at a compaction rate of 5 to 1. For the winter top soil is removed in the fall and covered with leaves from the streets and parks. Not counting depreciation on equipment the cost of collection and disposal is 83 cents a ton.

Calling in Consultants - W. B. Moran.

Cities should use what is at hand first, local staffs may be belittled by using outsiders. Government Agencies, municipal leagues and professional organizations give much free information. Consultants should be used when absolutely necessary and the manager is the best one to decide knowing the limitations of his own staff. The manager should never hesitate to recommend employing outside consultants when such assistance is needed. Employment of welltrained men will cut down the need for outside help. In choosing consultants have them tell all the jobs they have done not just the good jobs. The lower bidder is not always the best; make those interested submit a proposal.

Planning Subdivisions (35) - H. D. Spitz

The amount of planning in city offices requires careful sub-division control both within and outside the city, by cooperation between the planning commission, building inspector and city engineer. Code and zoning laws require the developer to install storm and sanitary sewers, sidewalks and road grading streets. Building permits will not be issued until this is done. In many cities a surety bond, certified check or cash equal to the cost of improvements must be posted before a plot is platted. A maintenance for five years is sometimes required for sidewalks and sewers. This group was in favor of developers paying all or most of the cost of improvements. One California city charges \$5.00 per lot for recreation facilities.

College Town Problems (25) J. R. Hammen.

College town problems represent 25% to 100% of all the taxable properties in a city. State universities generally do not make tax or in-lieu payments for municipal services. For sewer and water some colleges contribute as much as 30% of the cost of construction and sometimes the college owns and operates the utility. Colleges and universities should pay for municipal services on a contract basis. Various arrangements exist on police protection from state police protection, to university police. Colleges and universities try to avoid paying fees and licenses and zoning regulations are ignored in dormitory and residence halls. Streets are sometimes built by colleges and maintained by the city. If the streets have not been dedicated the proper council action should be taken for dedication.

November 13, 1952.

CITY MANAGER'S MONTHLY REPORT

A report was submitted from the City Manager for the month of October and same is attached to the original copy of these minutes.

Copies of the report were furnished the members of Council for their information.

FILED

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

Meeting adjourned. 10:30 P. M.

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R. A. Donahoe
R. A. Donahoe, Q. C.,
MAYOR AND CHAIRMAN.

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

CITY COUNCIL MEETING
THURSDAY
DECEMBER 11, 1952
A G E N D A

Prayer

Minutes

1. Public Hearing Removal Street Lines Greenwood Ave. Belmont Rd. to Oakland Road.
2. " " Altering Street Line Jacob St. Up. Water St. to Barrington St.
3. " " Rezoning Thompson Property Lady Hammond Road.
4. " " Amendment Part II Zoning By-Law (Concerning Number of Buildings on one Lot).
5. " " Amendment Part V Zoning By-Law (Duplex & Double Duplex Dwellings).
6. Petition Dutch Village Road Zoning.
7. Accounts over \$500.00.
8. Use of Coat of Arms on School Banners.
9. Boxing Day.
10. Ordinance #45 Parking Lot Buckingham St. (2nd reading).
11. Tax Exemption Halifax Community Chest.
12. Extra Bonus to Pensioners.
13. Grant Pension Mr. A. J. Smeltzer.
14. Leave of Absence Mr. Reginald Hann.
15. Appropriation Public Works.
16. " Hospitals.
17. " Recreation & Playgrounds Commission.
18. Rental Authority.
19. Authorization of Bond Issue.
20. Halifax Memorial Library.
21. Claim Mr. A. C. Pettipas.
22. Tax Certificates.
23. Write-off Uncollectible Taxes \$4,792.68.
24. Shopping Centre Westmount.
25. Closing City Collector's Office January 2, 3, 5 and 6, 1953.
26. Overhanging Signs.
27. Street Lighting.
28. Fishermen's Market Ltd. (Foot of George St.).
29. Application to erect canopy #483 Barrington St.
30. Garage #39 Sherwood St.
31. Claim Mr. Victor Shipley re Broken Eye Glasses.
32. Tenders for Equipment Works Department.
33. Tenders for Supplies as follows:
 - (a) Sand and Gravel.
 - (b) Application of road oils etc.
 - (c) Road surfacing materials.
 - (d) Crushed Stone.
 - (e) Special Castings.
 - (f) Coal
 - (g) Fuel oil
 - (h) Salt
 - (i) Gasoline and motor oil
34. Rezoning Bayers Road. (To set date for public hearing.)
35. Street Lines MacKintosh, Bayne & Forrester Sts. (To set date for public hearing).
36. Street Lines First St. (To set date for public hearing).
37. Application to Rezone Corner Vestry & Lynch Sts.
38. Altering Lots Robert Macon Subdivision Normandy Drive.
39. School Board Appointments.
40. Questions.
41. Deferred Item
 - (1) Motion Alderman Breen re Stevenson & Kellogg Ltd.

FOR INFORMATION ONLY

Sales Tax Exemption City Home.
Debentures Matured December 1952.
Active Borrowing Resolutions.
Appropriations under Section 316 "C" City Charter.
Administrative Report City Manager.
Tax Collections Month of November.
Appropriations Month of November.
Approval Replotting By-Laws.