

Africville

H. Mader
Engineer, Works Dept.

FROM *H. Hagan*
REF. *Acting Real Est. Assistant*
DATE *Oct. 20/71.*

SUBJECT

Message: In a check of the Negro Point area yesterday, we noticed a number of old car bodies and garbage. It would be appreciated if you could instigate some action ^(there) to this area cleared up. We are pleased to note that our request to have some of the parking lots graded and gravelled have been complied with. Thank you.

cc. C.A. Copp.

H. Hagan

Reply:

DATE
OF
REPLY

32832

Readi-Memo

Mr. D. C. Slayter, Administrative Asst.

F. W. Roberts, Supervisor of Surveying
and Drafting
February 1, 1971

Acreage - Africville Relocation Scheme

With reference to your memorandum of December 31, 1970 regarding the amount of land acquired by the City for the Africville Relocation Scheme the following figures pertain:

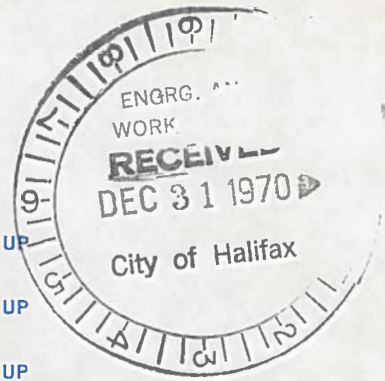
- (1) Total Area covered by the Expropriation Plan -
(includes Incinerator Site) 50.925 acres
- (2) Incinerator Site 10.5 "
- (3) Total area acquired within the
scheme for which titles could be
established; also included in (1) 10.5 "

It is very difficult to give an accurate figure for the area acquired specifically for the Africville relocation scheme because the actual property ownership of relocated people could not always be established. It was for this reason, presumably, that the City decided to expropriate to gain clear title to all properties involved.

These figures should probably be used only in a general manner and not as the basis for accurate determination of the area involved.

Charles L. Dodge
 F. W. ROBERTS
for SUPERVISOR OF SURVEYING
 AND DRAFTING

FWR/vm



TO: Mr. Fred Roberts
Supervisor, Surveying and Drafting

FROM: D. C. Slayter, Administrative Assistant

DATE: December 31, 1970

SUBJECT: Acreage - Africville Relocation Scheme

1. FOLLOW UP
2. FOLLOW UP
3. FOLLOW UP
4. COMPLETION DATE

Would you arrange for one of the draftsmen to calculate the number of acres acquired by the City in the Africville relocation scheme. We need these figures to augment a report Council has asked for on the entire Africville problem.

D. C. Slayter
Administrative Assistant

DCS/mjm

Areas calculated by planimeter

$$\begin{array}{r}
 1. \quad 2775 \\
 \underline{2152} \\
 6.23
 \end{array}
 \quad
 \begin{array}{r}
 3408 \\
 \underline{2775} \\
 6.33
 \end{array}
 \quad
 \begin{array}{r}
 6.23 \\
 \underline{6.33} \\
 12.56
 \end{array}
 = \textcircled{6.28}$$

$$\begin{array}{r}
 2. \quad 4696 \\
 \underline{1893} \\
 28.03
 \end{array}
 \quad
 \begin{array}{r}
 8360 \\
 \underline{4696} \\
 36.64
 \end{array}
 \quad
 \begin{array}{r}
 12006 \\
 \underline{8360} \\
 36.46
 \end{array}
 \quad
 \begin{array}{r}
 15641 \\
 \underline{12006} \\
 36.35
 \end{array}$$

$$\begin{array}{r}
 36.64 \\
 36.46 \\
 \underline{36.35} \\
 109.42 \\
 \underline{\quad 3} \\
 36.48
 \end{array}
 = \textcircled{36.48}$$

$$\begin{array}{r}
 3. \quad 3082 \\
 \underline{1514} \\
 15.68
 \end{array}
 \quad
 \begin{array}{r}
 4635 \\
 \underline{3082} \\
 15.53
 \end{array}
 \quad
 \begin{array}{r}
 15.68 \\
 \underline{15.53} \\
 31.21 \\
 \underline{\quad 2} \\
 15.60
 \end{array}
 = \textcircled{15.60}$$

$$\begin{array}{r}
 4. \quad 2820 \\
 \underline{0150} \\
 16.70
 \end{array}
 \quad
 \begin{array}{r}
 5490 \\
 \underline{2820} \\
 26.70
 \end{array}
 \quad
 \begin{array}{r}
 8188 \\
 \underline{5490} \\
 26.98
 \end{array}$$

$$\begin{array}{r}
 10866 \\
 \underline{8188} \\
 26.78
 \end{array}
 \quad
 \textcircled{26.88}$$

$$\begin{array}{r}
 5. \quad 5730 \\
 \underline{1222} \\
 45.08
 \end{array}
 \quad
 \begin{array}{r}
 10254 \\
 \underline{5730} \\
 45.24
 \end{array}
 \quad
 \textcircled{45.16}$$

$$\begin{array}{r}
 6. \quad 2857 \\
 \underline{1650} \\
 12.07
 \end{array}
 \quad
 \begin{array}{r}
 4081 \\
 \underline{2857} \\
 12.24
 \end{array}
 \quad
 \textcircled{12.16}$$

Apr. 20 600 rolls
 12 copies
 charge at cost
 1/20/71

7.

$$\begin{array}{r} 3861 \\ 3249 \\ \hline 6.12 \end{array}$$

$$\begin{array}{r} 4474 \\ 3861 \\ \hline 6.13 \end{array}$$

6.12

8.

$$\begin{array}{r} 4895 \\ 1250 \\ \hline 36.45 \end{array}$$

$$\begin{array}{r} 8539 \\ 4895 \\ \hline 36.34 \end{array}$$

36.40

9.

$$\begin{array}{r} 7703 \\ 4014 \\ \hline 36.89 \end{array}$$

$$\begin{array}{r} 10397 \\ 7703 \\ \hline 26.94 \end{array}$$

$$\begin{array}{r} 15114 \\ 10397 \\ \hline 47.17 \end{array}$$

$$\begin{array}{r} 8780 \\ 5114 \\ \hline 36.66 \end{array}$$

$$\begin{array}{r} 12470 \\ 8780 \\ \hline 36.90 \end{array}$$

36.75

$$221.83 \times 10,000 = 2,218,300$$

$$2,218,300 \div 43,560 = 50.925 \text{ acres including incinerator site.}$$

Incinerator site = 10.5 acres.

1962 → 12.8 acres

TOTAL EXP AREA =	50.925 acres
Inc. Site	10.500 "
ACT HAND LIVED ON	10.5 "

Mail - Star

Jan. 26, 1970

NSAACP charge backed by BUF

The Black United Front said Saturday it is solidly backing a NSAACP charge that Aaron Carvery was coerced into selling his Africville property.

In a short statement, Mrs. Carrie Best of BUF, said, "the board of directors of BUF unanimously endorsed the actions taken by the NSAACP about the Aaron Carvery case.

"BUF will be following this case with interest." Mrs. Best said Carvery was offered

\$14,000 in cash for his property during a meeting with city representatives.

City Manager Arnold Ward said Saturday the Africville property was already expropriated before the incident with city representatives.

Mr. Carvery was simply "shown" the money was available, explained the city manager.

Mail - Star

A-13

Jan. 7, 1970

City buys last property in Africville

Halifax has acquired the last property in the Africville area of the city.

"Satisfactory settlement" was reached with the owner and the building was demolished Tuesday, a spokesman for the city said.

The city undertook acquisition of a cluster of slums in the area along the shore of the Bedford Basin, adjacent to the city dump.

At one time, about 100 Negro families lived in the community.

Price paid by the city for the property was not disclosed. The land is required for approach roads to the Narrows bridge.

Messrs. H.D. Crowell
D.F. Murphy
C.L. Dodge ✓
R.B. Grant
G.B. Jefferson

A. W. Churchill, Administrative Assistant

December 17, 1969

Relocation of Aaron Carvery



A clear and definite course of action must be determined with respect to this problem as quickly as possible. At the moment, Mr. Carvery is insisting on having one of his former houses moved, and arrangements have been made for the Building Inspection Supervisor and an Assistant Building Inspector to examine the house thoroughly on Thursday, December 18, to determine the feasibility of moving it.

Would you please arrange to meet in the Aldermen's Room off the Council Chamber at nine o'clock Friday morning, December 19, to decide on a course of action.

A. W. Churchill
A. W. Churchill
Administrative Assistant

AWC/mjm



Narrow's Bridge
Africville

D.F. Dec 29/69



TO: C. L. Dodge, Esq., City Engineer

FROM: D. F. Murphy, City Solicitor

DATE: December 12, 1969

SUBJECT: Arron Carvery - Bridge Approach Problem

1. FOLLOW UP
2. FOLLOW UP
3. FOLLOW UP
4. COMPLETION DATE

As you are aware, Dr. MacKay of the Bridge Commission, has indicated there might be a serious claim for extras from Dineen Construction Company as a result of delays which they will allege result from the City's failure to acquire and clear the Arron Carvery site. Dr. MacKay has indicated that he would expect this claim to be paid by the City of Halifax.

You expressed the view yesterday morning that if the Bridge is late in opening, it will not result from the City's failure to obtain the Carvery property, but for other reasons. If you are correct, it would seem to me that we should be in a position to prove this at sometime in the future. The best way will be for the City to be able to prove the conditions as they exist today and as they develop in the near future.

I would therefore suggest that pictures of the Bridge and the Carvery property and Ramp "J" as it is constructed, should be taken. I would recommend that on one day each week for the next couple of months that a picture or pictures be taken from the same position, so that the progress, or lack of it, ~~xxxxxx~~ ~~xxxxxx~~ and the extent to which the continued presence of the Carvery house is a factor, can be recorded.

Since the duties of your engineers take them out of doors I thought perhaps a member of your staff might be visiting the site or near it, who can appreciate the problem and take the necessary pictures.

Donald F. Murphy
Donald F. Murphy
City Solicitor

DFM:F

Ma Fu

D. F. Murphy, City Solicitor

R. H. Stoddard, City Clerk

November 19, 1969

Expropriation - Arron Carvery Property -
Africville



I am advised by Mr. H. Crowell, Social Planner that Mr. Arron Carvery has rejected a settlement of \$14,387.76 for his property in Africville.

Pursuant to the resolution of City Council of October 15, 1969, kindly prepare the necessary plan and description so that this property may be expropriated.

The Council resolution appears on Page 886.

A handwritten signature in cursive, appearing to read "R. H. Stoddard".

R. H. Stoddard, City Clerk

/lr

cc: C. L. Dodge, City Engineer ✓
S. J. Langmaid, Real Estate Supervisor
H. Crowell, Social Planner

M. C. L. Dodge

Africville

Mrs. Alexa McDonough, Special Projects
Supervisor

J. M. Coe, for Chief Planner

November 7, 1969

Request for Map Plotting Former Dwelling
No. 20 Africville



In reply to your memorandum dated October 15, 1969 I enclose a map to scale of 40' = 1" on which crosshatched in red and numerated is the above property.

I am uncertain whether this is sufficient for your purposes or whether, in fact, you need the property boundaries to be defined. Should you need a surveyed map your request should be directed to the City Engineer as surveys are dealt with by his Division.

It is my understanding that Council have agreed to assist Mr. Carvery in this matter and that this is the reason for the City supplying such a survey map but no doubt Mr. Dodge will require full clarification of the situation from you on this point.

A handwritten signature in blue ink, appearing to read "J. M. Coe".

J. M. Coe
for Chief Planner

JMC/plh
Attachment

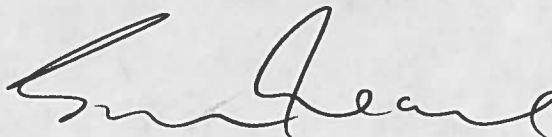
c.c. Mr. C. L. Dodge, City Engineer
Mr. S. A. Ward, City Manager

TO: His Worship the Mayor and Members of the Finance & Executive Committee,
FROM: S. A. Ward, C.A., City Manager,
DATE: 17th October, 1969,
SUBJECT: Transfer Overfunding to Africville Account.

At the October 15, 1969, meeting, City Council approved settlement of \$ 14,387.76 to be offered to Arron Carvery, last remaining Africville resident.

As the Africville account as approved only has a balance of \$ 7,051 remaining, it is recommended that \$ 8,000 be transferred from overfunding of the capital account "Sanitary Sewer Westwood Park".

Respectfully submitted,



S. A. WARD, C.A.
CITY MANAGER

DBH/db

Mayor To Probe Africville Claims

Seeks Way To Help

By JIM ROBSON
Staff Writer

Mayor Allan O'Brien said today he would discuss with council and former Africville residents appropriate ways to assist the 80 families from that community who were relocated by the city between 1964 and 1967.

A group of six persons representing the Africville action committee met with Mayor O'Brien Thursday to discuss their problems and present him with a petition signed by former residents.

PROMISES PROBE

Mayor O'Brien said that while a special project officer of the city's social development department was working closely with the former Africville residents, there will be further investigations into alleged promises which the action committee said were made by the city and not fulfilled.

Group spokesman, George Grant Sr., said Mayor O'Brien was sympathetic towards their cause but up until yesterday "was not acquainted with all the facts" surrounding the Africville relocation program.

"The facts were shown to Mayor O'Brien as they appeared in black and white in City Hall's own minute books," said Mr. Grant. "The mayor was concerned, said he was going to investigate, and wants to meet with us again soon," he added.

THREE PROMISES

The action committee told Mayor O'Brien the 80 Africville families were promised three things basically: a year's free rent upon relocation into city housing or other type of accommodation; all families were to receive \$1,000 towards new furniture, and the city was to review the value of the Africville land purchased and place any adjustment money into a trust fund for the former residents.

Mr. Grant said the mayor

stated he was "not aware of these promises" and sent for the council minutes.

Mayor O'Brien said today "a decision was made according to council minutes that it would be better for the Africville residents if they waited until development of their land started before any reassessment would be carried out."

"The value of the land is not so great now due to the heavy costs of servicing it," said the mayor.

NOT IN MINUTES

Mayor O'Brien said, "the resolution regarding the reassessment stated that if the land value went up over the price the city paid the residents for the land, the difference would go towards a scholarship fund."

Mayor O'Brien said "there was nothing written in the minutes concerning free rent or grants for furniture. However, there will be a further investigation to see in fact if these promises were actually documented."

Mr. Grant said "according to our figures the people of Africville were paid a total of \$480,000 for their land."

Mayor O'Brien said this point was discussed at the meeting yesterday and he had social planning director Harold Crowell call the finance department on the matter. He said the figures Mr. Crowell got indicated that the city spent from \$606,000 to \$650,000 on the land.

Mr. Grant said the action committee has consulted different land appraisers who feel the city should have paid more for the land at Africville.

"THROWN IN DEBT"

"The move from Africville meant that most of the families were thrown into more debt because of high rents, mortgages, fuel bills and transportation costs," he said. "This has kept their noses to the grindstone and they can't get ahead because of these bills."

"Mayor O'Brien asked us what we thought was a rough figure on what the 80 families owed in bills," said Mr. Grant. "We gave him an estimate of \$70,000."

Mr. O'Brien said "I am sympathetic with their case and agree that some proposals should be put forward to council to see how the city can appropriately help the Africville residents.

The mayor added that if anyone did make these promises to the Africville people "it was not done in bad faith." He said the biggest weakness of the relocation program was a lack of follow up on the city's part.

Mr. Grant said he told Mayor O'Brien of a letter he had in his possession dated June 20, 1967 and signed by City Clerk Ralph Stoddard. "Among other things, the letter states that if I get sick or become disabled or am out of work, the city would assist me with mortgage and bills." The same type letter was sent to other former Africville residents.

OUT OF WORK

"I was out of work for nearly three months last year," said Mr. Grant, an

employee of Canadian National Railways. "I took my letter and went to the city for help but I didn't get any," he said.

Another member of the action committee, Ken Cassidy, a young married man, said he applied to the city for the "free rent deal and got it only one or two months. I was sent down to join a welfare line which I found degrading. After that I didn't bother."

Mr. Cassidy estimated that between 50 and 60 per cent of the Africville families received "free rent" from the city for a couple of months and then didn't get any more.

Referring to the \$1,000 furniture promise, Mr. Cassidy said few people actually got furniture in this manner. Some, he said, got perhaps \$500 worth while several got furniture only to be billed for it later by the store.

"The families had no choice but to pay for the furniture or else lose it," he said. "This expense added to the family's debt load and caused many problems."

a-13

Mail-Star
Oct 3/69

public housing are moving out as soon as possible because of high rents," said Mr. Cassidy.

DRIFTING APART

"Some families are drifting apart because of the undue strain put on the head of the household in trying to meet his family's needs and pay off bills at the same time," he said.

Faced with their problems and few apparent solutions to them, Mr. Cassidy said that several persons got together and approached the city last spring for assistance. This move resulted in a credit union being established which is managed and operated entirely by former Africville residents.

The city of Halifax put up \$20,000 and the province \$50,000 to give the credit union a working capital of \$70,000. Set up in June, 1969, the credit union will loan residents up to a maximum of \$1,500 over a 36 month period at nine per cent interest.

Mr. Grant estimated that only about 50 of the 80 families relocated could take advantage of the credit union because of credit limitations. To get a loan, a person must pay a \$5. membership fee, following this he must be able to demonstrate his ability to pay.

Administrative setup of the credit union consists of a manager, Harry Carter, a credit committee, a board of directors and a supervisory committee. The credit committee, with three members, screens all membership applications. They also sit once a month and process loan applications.

While members of the action committee feel the credit union is certainly helpful, they say it doesn't help all the people, only those who qualify. "What is really needed is an emergency fund that all families with a pressing need can draw from," said Mr. Grant.

BEYOND MEANS

Mayor O'Brien said he was told by staff that some people in fact did receive \$1,000 for furniture. However, he said staff also mentioned a particular case where a family spent beyond their limit then came back and wanted the city to pay the extra. "The city refused to do this," said the mayor.

Mr. Cassidy said "the people think they were cheated out of their land, their homes, and what small luxuries they possessed. They were bitter over the promises made to them right in their homes by a city representative, only to find later the promises were never kept.

"People are having problems keeping up their mortgages," he said. "One family had to sell their home because of the lack of transportation costs to and from city limits. Another family lost their home while still another is in the process of losing theirs because they can't meet the expense," said Mr. Cassidy.

When the relocation took place, families were moved into city and public housing units for the most part. A few managed to buy another home while others moved to areas such as Sackville and Kearney Lake.

"Many large families are having it hard finding apartments," he said. "Those in

TO: His Worship the Mayor
and Members of the Finance and Executive Committee

FROM: S. A. WARD, City Manager

DATE: October 2, 1969

SUBJECT: Settlement for Last Remaining Africville Resident
Arron Carvery

In December, 1966, City Council passed a motion that the City purchase the estate of William Carvery for the sum of \$30,000, plus relocation expenses. Four of the five heirs of that estate agreed to the approved terms of settlement. The fifth heir, Arron Carvery, has refused to accept those terms as well as subsequent terms of settlement offered by the City, and continues to reside in one of the four remaining dwellings on the property in Africville. In recent months, urgent representations have been received from Mr. Leo Burke of the Bridge Commission and from the contractors constructing the Narrows Bridge approach. Both have indicated that serious problems have now arisen with regard to completion of the approach roads due to the fact that the remaining dwellings on the William Carvery Estate are impeding both surveying operations and actual construction. Mr. Burke has recently stated that Dineen Construction will be unable to proceed further with the work scheduled for completion this Fall unless they receive assurance by October 15th that the four dwellings in question will be demolished.

The Estate of William Carvery contained 22,500 square feet of land and was purchased by the late William Carvery from His Majesty King George VI in 1945. Mr. Carvery died intestate and the basis of settlement was that under law all his descendents shared equally in his assets.

Mr. Arron Carvery, the eldest of the five heirs, who is now 71, has kept the deed in safe keeping since his father's death, has paid the Property Taxes over the years, and erected dwellings. Because of this, he feels that the property is his and he has indicated that he will only sell it to the City for \$35,000.

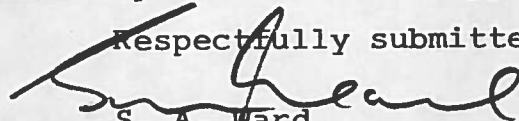
On September 29, 1969, the Africville Sub-Committee was asked to reconvene under the chairmanship of Alderman James Connolly to discuss the foregoing and convey a recommendation in regard to settlement, which would be consistent with the spirit and intent of the total Africville relocation program.

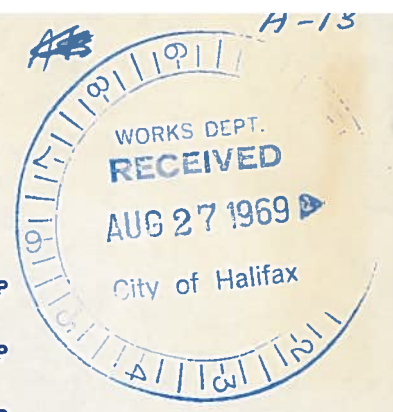
On the basis of recommendations made by the Sub-Committee members in attendance, City Staff wish to recommend to Council that a total settlement of \$14,387.76 be offered to Arron Carvery, to include compensation for his interest in the William Carvery Estate, his dwellings remaining on the property, his interest in the Estate of Maizie Carvery, furniture and moving allowances, and refund of an amount equal to property taxes paid by him subsequent to the (1953) death of William Carvery, Senior.

In the event that Arron Carvery should be unwilling to accept the above offer of settlement, it is further recommended that the City proceed immediately with expropriation, ensuring that construction of the Narrows Bridge be delayed no further, but that City Staff make every effort to facilitate Mr. Carvery's relocation by offering suitable accommodations, presently being held in reserve for this purpose. Staff support the recommendation of the Sub-Committee that Mr. Carvery should be assured a settlement from the City of an amount at least equal to the \$14,387.76 being offered, regardless of any decision reached in the law courts.

It is further recommended that City Staff be directed to interpret to Mr. Carvery his right to legal counsel of his own choice, at the expense of the City, should he wish formal representation in opposing the terms of relocation offered him.

Respectfully submitted,

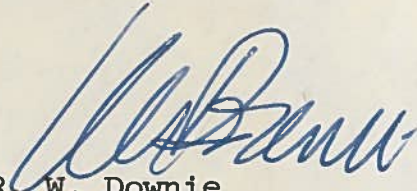

S. A. Ward
City Manager.



TO: Mr. G. F. West, Director of Works
FROM: R. W. Downie
DATE: August 27, 1969
SUBJECT: Two Properties of William Carvery
Adjacent to the Incinerator

- 1. FOLLOW UP
- 2. FOLLOW UP
- 3. FOLLOW UP
- 4. COMPLETION DATE

Some time ago I understood that Mrs. McDonagh of the Social Assistance Department wrote you concerning the demolition of the above properties. William received his money from the City, however, he is still living there. Would you please demolish these properties as soon as possible as they are in the way of the Bridge Approach Roads. The buildings are marked with a yellow 'X'.


R. W. Downie
Development Assistant
Real Estate Division

RWD:dmc

Mr. R.H. Stoddard, City Clerk
Donald F. Murphy, City Solicitor

August 4, 1969

Acquisition of Property - Africville



Mr. William Carvery and his wife Ethel have conveyed to the City of Halifax their interest in Africville, by deed dated July 4, 1969, each having signed a separate deed.

Council, at its meeting of July 2, 1969 agreed to purchase the interest of the Carvery's in Africville for the sum of \$6,000.00, and Mr. and Mrs. Carvery agreed to accept \$5,250.00 and \$750.00 respectively for their interests in Africville.

I am enclosing deeds executed by both William Carvery and Ethel Carvery, both dated July 4th, 1969, conveying the property to the City of Halifax, for your safekeeping.

The deed from William Carvery has been recorded in the Registry of Deeds in Book 2326 at page 380; and the deed from Ethel Carvery has been recorded in Book 2326 at page 382.

D. F. Murphy
Donald F. Murphy
City Solicitor

→ Copy to
Mr. C.L. Dodge
City Engineer
Mr. J.D. Campbell
Chief Draftsman



FILE

To: Mr. D. Campbell, Chief Draftsman
FROM: D. Russell, Planners Helper.
DATE: May 28, 1969

- 1. FOLLOW UP
- 2. FOLLOW UP
- 3. FOLLOW UP
- 4. COMPLETION DATE

SUBJECT: Africville Expropriation Plan.

I confirm that D. Campbell, Chief Draftsman, Engineering Services Division has agreed to notify me upon location of Africville Expropriation Plans.

David Russell
David Russell,
Planners Helper.

DR/agf

OFFICE OF SOCIAL PLANNER
CITY HALL
HALIFAX, N. S.



CITY OF HALIFAX



C.C. C. A. CORR -
PLEASE DO

A-#3

AREA CODE 902
TEL. 423-8181
LOC. 241

July 16, 1969

Mr. George F. West
Director of Works
City of Halifax
Nova Scotia

Re: Demolition of William Carvery's Dwellings in Africville

Dear Mr. West:

This will confirm that a Quit Claim Deed in favor of the City was obtained from William Carvery, Monday, July 7th, for his two dwellings which form part of the William Carvery Estate in Africville.

These two dwellings may now be demolished by Works in order to facilitate the construction taking place on that site.

We would suggest that Mr. Harry Carter, Special Project Worker with Social Planning, accompany Works to the site in order to identify correctly the two buildings to be demolished.

Please contact either Mr. Carter, or Mrs. Alexa McDonough at Social Planning, 423-8181, local 245 to suggest a time.

Yours truly,

Harold Crowell
Social Planner

AMcD/f

RECALL

DATE BY

In hands of S. Plan. 7/9/69

DATE	BY
<i>Jul 28/69</i>	<i>G. J. ...</i>
.....
.....
.....
.....
.....

Copy sent July 21/69,

CONFIDENTIAL

Finance and Executive Committee
June 6, 1968

TO: His Worship the Mayor and
Members of the Finance
and Executive Committee

FROM: S. A. Ward, City Manager

DATE: June 3, 1968

SUBJECT: Staff Report - Possible Acquisition - Properties Nos. 144
145, and 146, City Plan P500/46, Africville

A-13

Mr. Kendrick Elcock has a deed to a parcel of land bordering on Bedford Basin, which is approximately 2,460 square feet in area.

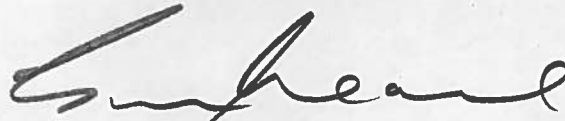
A description of the improvements are as follows:

- No. 144 - A garage type structure estimated to be over forty years old which has been vacant for a number of years and is in a very poor state of repair.
- No. 145 - This building was built approximately fifteen years ago by Mr. Aubrey Howe, Mr. Elcock's stepson. Mr. and Mrs. Aubrey Howe lived in this building until they purchased their present home approximately ten years ago. Mr. Elcock now resides on the property. It is a five-room bungalow in poor to fair condition. The exterior is covered with wood shingles and the interior is partitioned with gyproc panels.
- No. 146 - This is an outbuilding.

Mr. Elcock has agreed to accept \$8,000 for the land plus building No. 144 plus \$1,000 for necessary household items. Mr. Aubrey Howe has agreed to accept \$3,500 as settlement in full for building No. 145.

IT IS RECOMMENDED, therefore, that City Council approve the purchase of Properties Nos. 144, 145, and 146, City Plan P500/46, Africville, for the total sum of \$12,500 as settlement in full.

Respectfully submitted,



S. A. Ward
City Manager

RWD/bah

Mr. R.H. Stoddard, City Clerk

Mr. L.E. Cote, Solicitor

May 30th, 1968

Property Acquisition -

Building No. 25 Africville - Vincent Simms and June Jackson

Please be advised that the City of Halifax acquired the above noted property for the sum of \$500.00 for the purpose of redevelopment in the Africville area. Council approved of this on October 12th, 1967.

I am attaching hereto the deed dated May 14th, 1968, conveying the property from Vincent Simms and June Jackson to the City of Halifax.

The deed has been recorded in the Registry of Deeds at Halifax in Book No. 2242 at Page 313.

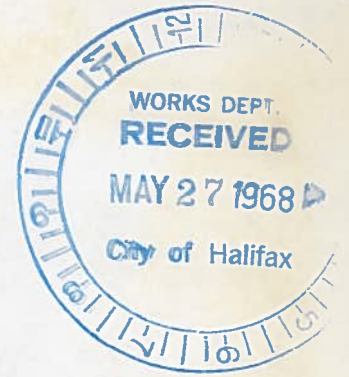
Louis E. Cote,
Solicitor.

:vmc
Att.

c.c. Mr. G.F. West,
Comm. of Works.

Mr. D. Campbell, ✓
Chief Draftsman.





TO: Mr. G. F. West, Commissioner of Works
FROM: R. W. Downie, Property Negotiator
DATE: May 27, 1968
SUBJECT: Africville Buildings

1. FOLLOW UP
2. FOLLOW UP
3. FOLLOW UP
4. COMPLETION DATE

There are a number of buildings in the Africville area which the City now owns and would like them demolished as soon as possible. When time is available, would you please contact the writer and I will go out and show you the buildings to which I refer.

R. W. Downie
Property Negotiator
Real Estate Division

RWD/bah

c.c. Mr. C. A. Copp

REPORT - PORT OF HALIFAX COMMISSION RE:
INDUSTRIAL USE OF AFRICVILLE LANDS

A-13

Sharks
May 21/68

The following report was submitted for the information of the Committee from the Port of Halifax Commission:

"A copy of the minutes of your meeting of March 5, 1968, was forwarded to this Commission under cover of City Clerk's letter of March 8. These minutes call for a report by this Commission on the industrial use of Africville land now cleared.

The delay with which this report is rendered was caused by efforts to discover how much of this land will be absorbed by the approach roads and by the footings for the Narrows Bridge. Also, in order to make intelligent comment on the problem it would be highly desirable to know the shape of the remaining bits of land after these needs have been satisfied. Unfortunately, it seems that none of this information is available yet, as decisions as to footings and approach roads have not yet been finalized. We are further advised that it would be useless to speculate on these factors, as the gradients are such that no one can as yet say how much land may be necessary to accommodate the bridge and its road, or roads.

Furthermore, members of the Committee are probably aware that the feasibility study for the Kauffeld project shows the whole of the shore area and railway marshalling yard there, from Negro Point West and then North to well past Fairview as a terminal for the handling of some 15 million tons of bulk and general cargo annually.

It is felt that once this huge terminal is operational, various ancillary operations such as container stuffing and destuffing, freight forwarders, warehouse operations, break-bulk and handling operations and in general distributing operations on a near-continental scale, will wish to locate as close to the terminal as possible. Such operations, if they can be served direct by private road can receive and despatch their containers very economically by the large terminal transfer trucks which are however too large to operate on public roads.

In saying this, however, we must point out that it will probably be five years before any such terminal is in operation. However, even the relatively small pilot scheme the Port Commission is studying now should attract some of these operations.

Over -

The terminal for the pilot scheme will probably be at new Pier C, now building at Ocean Terminals, plus the back-up land behind. The terminal itself will probably occupy all the available space there, and consequently these ancillary operations will, in this case, be unable to locate near it. With the shortage of land generally in Halifax, it is possible these ancillary operations will have little choice but to go to the same land at Africville and the few available acres thereabouts once the new bridge has been accommodated. They will, of course, go there the more willingly knowing that in a few years the terminal through which their business comes will be located on Bedford Basin.

The foregoing is somewhat speculative because, of course, no one can yet say this will definitely happen. It is, nevertheless, a possibility.

Members of the Committee will be aware that the movement of approximately 15 million tons of cargo, approximately half of it general cargo, would create a very considerable opportunity for commercial activity of this nature at the port. Some of the benefit such activity can create locally will depend on its efficiency, and insofar as location is concerned, the most efficient site will be the one closest to the terminal.

The Committee may not feel justified in letting these lands lie idle for such a period of time. On the other hand there is very little demand for industrial land at the moment. The pace of industrial development is slow in the Halifax-Dartmouth area due to the lack of the Area Development Incentive Act

grants from which we have been excluded.

Furthermore, the writer can say from personal experience that the reaction of industrial site-seekers to the land in question has not so far been favourable, chiefly on the score of cost. Some years ago this Commission obtained estimates for laying out industrial sites on the section immediately west of Africville which is very similar terrain. The cost of this was estimated then at \$3.00 per square foot. It would certainly be higher now.

Respectfully submitted

(Signed) Ray March
Executive Secretary

A-13

EXPROPRIATION PROPERTIES 144, 145 and 146, AFRICVILLE

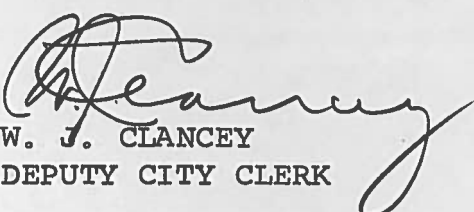
May 9, 1968

To His Worship the Mayor and Members
of the Finance and Executive Committee.

The Committee on Works, at its meeting held on May 7, 1968, had for consideration the above matter which had been referred to it by the Finance and Executive Committee from its meeting held on April 18, 1968.

After hearing a brief outline of the situation from the City Manager and after consideration, the Committee on Works recommends that expropriation proceedings be instituted immediately with respect to Properties Nos. 144, 145 and 146, City Plan P500/46, Africville.

Respectfully submitted,


W. J. CLANCEY
DEPUTY CITY CLERK

/jl

Works
May 7/68

EXPROPRIATION PROPERTIES 144, 145 and 146 AFRICVILLE

A-13

The above matter was referred to this Committee from the Finance and Executive Committee for consideration.

The City Manager outlined briefly the situation, as contained in a Staff Report dated April 8, 1968 to the Finance and Executive Committee.

MOVED by Alderman Sullivan, seconded by Alderman Black that expropriation proceedings be instituted immediately with respect to Properties Nos. 144, 145 and 146, City Plan P500/46, Africville. Motion passed.



A-13

The Port of Halifax Commission

1859 Granville Street
Phone: 422-1696
422-1697

Halifax, Nova Scotia
Canada

Ref. 04/68
134G/68

May 6, 1968.

His Worship, Mayor Allan O'Brien
Members, Committee on Works,
City Hall,
Halifax, N.S.

Your Worship and Aldermen:

A copy of the minutes of your meeting of March 5, 1968, was forwarded to this Commission under cover of City Clerk's letter of March 8. These minutes call for a report by this Commission on the industrial use of Africville land now cleared.

The delay with which this report is rendered was caused by efforts to discover how much of this land will be absorbed by the approach roads and by the footings for the Narrows Bridge. Also, in order to make intelligent comment on the problem it would be highly desirable to know the shape of the remaining bits of land after these needs have been satisfied. Unfortunately, it seems that none of this information is available yet, as decisions as to footings and approach roads have not yet been finalized. We are further advised that it would be useless to speculate on these factors, as the gradients are such that no one can as yet say how much land may be necessary to accommodate the bridge and its road, or roads.

Furthermore, members of the Committee are probably aware that the feasibility study for the Kauffeld project shows the whole of the shore area and railway marshalling yard there, from Negro Point West and then North to well past Fairview as a terminal for the handling of some 15 million tons of bulk and general cargo annually.

It is felt that once this huge terminal is operational, various ancillary operations such as container stuffing and destuffing, freight forwarders, warehouse operations, break-bulk and handling operations and in general distributing operations on a near-continental scale, will wish to locate as close to the terminal as possible. Such operations, if they can be served direct by private road can receive and despatch their containers very economically by the large terminal transfer trucks which are however too large to operate on public roads.

...../2

In saying this, however, we must point out that it will probably be five years before any such terminal is in operation. However, even the relatively small pilot scheme the Port Commission is studying now should attract some of these operations.

The terminal for the pilot scheme will probably be at new Pier C, now building at Ocean Terminals, plus the back-up land behind. The terminal itself will probably occupy all the available space there, and consequently these ancillary operations will, in this case, be unable to locate near it. With the shortage of land generally in Halifax, it is possible these ancillary operations will have little choice but to go to the same land at Africville and the few available acres thereabouts once the new bridge has been accommodated. They will, of course, go there the more willingly knowing that in a few years the terminal through which their business comes will be located on Bedford Basin.

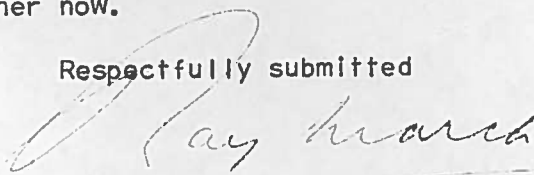
The foregoing is somewhat speculative because, of course, no one can yet say this will definitely happen. It is, nevertheless, a possibility.

Members of the Committee will be aware that the movement of approximately 15 million tons of cargo, approximately half of it general cargo, would create a very considerable opportunity for commercial activity of this nature at the port. Some of the benefit such activity can create locally will depend on its efficiency, and insofar as location is concerned, the most efficient site will be the one closest to the terminal.

The Committee may not feel justified in letting these lands lie idle for such a period of time. On the other hand there is very little demand for industrial land at the moment. The pace of industrial development is slow in the Halifax--Dartmouth area due to the lack of the Area Development Incentive Act grants from which we have been excluded.

Furthermore, the writer can say from personal experience that the reaction of industrial site-seekers to the land in question has not so far been favourable, chiefly on the score of cost. Some years ago this Commission obtained estimates for laying out industrial sites on the section immediately West of Africville which is very similar terrain. The cost of this was estimated then at \$3.00 per square foot. It would certainly be higher now.

Respectfully submitted



RAY MARCH
Executive Secretary

RMM/rpc
c.c. Mr. G. Douglas Anderson

A-12

CONFIDENTIAL

Finance and Executive Committee
April 18, 1968

TO: His Worship the Mayor and
Members of the Finance
and Executive Committee

FROM: S. A. Ward, City Manager

DATE: April 8, 1968

SUBJECT: Staff Report - Expropriation of Properties Nos. 144, 145, and
146, City Plan P500/46, Africville

Mr. Kendrick Elcock has a deed to a parcel of land bordering on Bedford Basin, which has approximately 2,460 square feet. The land is assessed for \$1,500 and the buildings on the land, Nos. 144, 145, and 146, are assessed for \$1,000 making a total assessment of \$2,500.

A description of the improvements are as follows:

- No. 144 - A garage type structure estimated to be over forty years old which has been vacant for a number of years and is in a very poor state of repair.
- No. 145 - This building was built approximately fifteen years ago by Mr. Aubrey Howe, Mr. Elcock's stepson. Mr. and Mrs. Aubrey Howe lived in this building until they purchased their present home approximately ten years ago. Mr. Elcock now resides on the property. It is a five-room bungalow in poor to fair condition. The exterior is covered with wood shingles and the interior is partitioned with gyproc panels.
- No. 146 - This is an outbuilding.

Mr. Elcock is asking for \$10,000 for Buildings Nos. 144 and 146 plus the land. The total settlement includes \$1,000 for necessary household items. Mr. Aubrey Howe is asking for \$5,000 for Building No. 145 making a total claim of \$15,000; the sum of which is deemed excessive in line with what the City paid for similar properties in the area. A settlement figure of \$8,500 is deemed to be reasonable; the sum of which includes \$1,000 for necessary household items.

In view of the asking price by Mr. Elcock and Mr. Howe, Staff recommended expropriation proceedings be instituted.

Respectfully submitted,



S. A. Ward
City Manager

Mr. Dodge

File No. 261/1

Mr. S. J. Langmaid, Super. Real Est. Div.

R. B. Grant, Director of Development

April 2, 1968

Africville

Some time ago the matter of expropriating the Africville properties was placed before City Council. The actual expropriation was deferred for some time pending completion of the expropriation plans. Subsequently, expropriation was deferred by the City Solicitor because of the fact that no report was placed before City Council relating to negotiations with Mr. Alcock.

The City Solicitor informs me that he will be prepared to permit the expropriation to take place as soon as a report on Mr. Alcock is available for consideration by City Council. This report should be similar to the report that accompanies our requests for expropriation of other properties. The most notable recent examples are, of course, the waterfront properties.

I wonder if you would be good enough to have a report prepared on our negotiations with Mr. Alcock. I think it important that we attempt to clean up this programme as soon as possible not only for the sake of the people involved but because of the fact that we will want to start construction of the new City Field on certain lands now occupied by buildings. These are the lands immediately adjacent to the incinerator. I believe that there are few loose ends with respect to these properties, particularly the ownership interests of Aaron Carvery, Vincent Sim, and a person by the name of Jackson.

R. B. Grant

R. B. Grant
Director of Development

RBG/mob

c.c. Mr. Dodge ✓
Mr. Lubka

Africville

Mr. D. Murphy, City Solicitor

C. L. Dodge, P. Eng., City Engineer

February 28, 1968

Description of Lands to be Expropriated at
Africville by the City of Halifax.

Attached is the description of lands and lands covered
by water to be expropriated by the City of Halifax at Africville
for Redevelopment purposes.

Yours truly,



CHARLES L. DODGE, P. ENG.
CITY ENGINEER

JDC/mwg
Attachment

A-13

TO: His Worship, the Mayor,
and Members of the Finance & Executive Committee

FROM: Mr. S.A. Ward, City Manager

DATE: March 26th, 1968

SUBJECT: Osborne Farrell - Estate David Dixon - Africville

On June 15th, 1967, City Council authorized staff to acquire the interest of the Estate of David Dixon in a property at Africville. By that authorization, the heirs of the Estate were to execute a Quit Claim Deed in favour of the City of Halifax.

All signatures, with the exception of that of Osborne Farrell, have been obtained. Staff, to this point, has been unable to purchase Mr. Farrell's interest because of his inability to provide his wife's signature. The wife's signature is necessary at-law to bar her dower interest in the property. The dower interest is something in the nature of an encumbrance. Because the right of dower is a nominal encumbrance only, the City of Halifax has a right either to compel Mr. Farrell to remove it, or to seek an abatement in the purchase price in respect of such encumbrance. Because all efforts to obtain his wife's signature have been unsuccessful, staff is of the opinion that of the \$360.00 payable to Mr. Farrell, \$60.00 should be withheld in the event Mrs. Osborne Farrell seeks compensation for her dower interest.

It is therefore recommended that staff be authorized to pay Mr. Farrell all but \$60.00 of the \$360.00 amount in hand, thereby obtaining his interest in the Estate of David Dixon.

Respectfully submitted,



S. A. Ward,
City Manager.

LEC:vmc

February 27, 1968

Description of Lands to be Expropriated at
Africville by the City of Halifax

All those certain lots, pieces or parcels of land and land covered by water in the northern portion of the City of Halifax at Africville being Lots 'A', 'B', 'C' and 'D', as shown bordered in red on a plan entitled "Expropriation Plan of Certain Lands ^{AND LANDS COVERED BY WATER} Required by the City of Halifax for Redevelopment Purposes", dated February 14, 1968 and being on file in the office of the Development Officer of the City of Halifax at City Hall as Plan #TT-8-17186, the said lands being more particularly described as follows:

Lot 'A'

Beginning at the point where the southwestern official street line of Robie Street is intersected by the western boundary line of the Canadian Government Railways Willow Park Branch and the southeastern boundary line of other land now or formerly owned by the City of Halifax;

Thence southwestwardly along the said southeastern boundary line of other land now or formerly owned by the City of Halifax for a distance of five hundred and fifty feet and forty-seven hundredths of a foot (550.47') to the southwestern boundary line of said other land now or formerly owned by the City of Halifax;

Thence northwestwardly along the said southwestern boundary line of other land now or formerly owned by the City of Halifax for a distance of one hundred and ninety-five feet (195') to the southern boundary line of the Canadian Government Railway's Deep Water Branch, Bedford Subdivision;

Thence southwestwardly along the said Canadian Government Railway's southern boundary line for a distance of one hundred and ninety-one feet more or less (191'-⁺) to the eastern boundary line of other lands now or formerly owned by the City of Halifax;

Thence southerly along the said eastern boundary line of other lands now or formerly owned by the City of Halifax for a distance of one thousand four hundred and eighty-four feet (1,484'-⁺) to the official north eastern street line of Mackintosh Street.

Thence southeastwardly along the said north eastern official street line of Mackintosh Street for a distance of fourteen feet more or less (14'±) to the north western official street line of Forrester Street.

Thence northeastwardly along the said north western official street line of Forrester Street for a distance of three hundred fifty-eight and two tenths of a foot (358.2') to the north eastern boundary line of lands now or formerly of the Mackintosh Subdivision.

Thence southeastwardly along the said north eastern boundary line of land now or formerly of Mackintosh Subdivision for a distance of three hundred and fifty feet more or less (350'±) to the north western boundary line of lands now or formerly owned by Standard Paving Maritime Limited;

Thence northwardly along the said northwestern boundary line of lands now or formerly owned by Standard Paving Maritime Limited for a distance of nine hundred and forty-one feet more or less (941'±) to the northwestern boundary line of lands now or formerly owned by Canadian Government Railway's, Willow Park Branch;

Thence northwardly along the various courses of the said north western boundary line of lands now or formerly owned by Canadian Government Railway's, Willow Park Branch for a distance of nine hundred and twenty-nine feet and five tenths of a foot more or less (929.5'±) to the place of beginning.

Lot 'B'

Beginning at the point where the southwestern official street line of Robie Street is intersected by the western boundary line of the Canadian Government Railway's, Willow Park Branch and the northeastern boundary line of lands now or formerly owned by the City of Halifax;

Thence northwestwardly along the said northeastern boundary line of lands now or formerly owned by the City of Halifax for a distance of four hundred and eighty feet (480') to the southeastern boundary line of lands now or formerly owned by Canadian Government Railway's, Deep Water Branch Subdivision;

Thence northeastwardly along the various courses of the said southeastern boundary line of lands now or formerly owned by Canadian Government Railway's Deep Water Branch for a distance of one thousand, four hundred and twenty-two feet (1,422') to the northeastern official street line of Gottingen Street;

Thence southeastwardly along the said northeastern official street line of Gottingen Street for a distance of one hundred and thirty-eight feet (138') to the northwestern boundary line of lands now or formerly owned by Canadian Government Railway's, Willow Park Branch;

Thence southwestwardly along the various courses of the said northwestern boundary line of lands now or formerly owned by Canadian Government Railway's Willow Park Branch for a distance of one thousand, five hundred and thirteen feet more or less (1,513'±) to the place of beginning.

Lot 'C'

Beginning at the point where the northeastern official street line of Gottingen Street is intersected by the southeastern boundary line of lands now or formerly owned by Canadian Government Railway's Willow Park Branch;

Thence southwestwardly along the various courses of the said southeastern boundary line of lands now or formerly owned by Canadian Government Railway's, Willow Park Branch for a distance of five hundred and forty-nine feet (549') to the northeastern boundary line of land now or formerly owned by the City of Halifax;

Thence southeastwardly along the said northeastern boundary line of said lands now or formerly owned by the City of Halifax for a distance of one hundred and eleven feet (111') to the northwestern boundary line of said lands now or formerly owned by the City of Halifax;

Thence northeastwardly along the northwestern boundary line of said lands now or formerly owned by the City of Halifax for a distance of five hundred and seventy-eight feet (578') to the said northeastern official street line of Gottingen Street;

Thence northwestwardly along the northeastern official street line of Gottingen Street for a distance of one hundred and seventeen feet (117') to the place of beginning.

Lot 'D'

Beginning at the point where the southern boundary line of lands now or formerly owned by Nova Scotia Co-operative Abattoir Limited is intersected by the western boundary line of lands now or formerly owned by Canadian Government Railway's Deep Water Branch, Bedford Subdivision;

Thence southwestwardly along the said western boundary line of lands now or formerly owned by Canadian Government Railway's Deep Water Branch for a distance of three hundred and seventy-six feet and nine tenths of a foot (376.9') to the ^{NORTH} eastern boundary line of lands now or formerly owned by Fairview Development Limited;

Thence northwestwardly along the northeastern boundary line of lands now or formerly owned by Fairview Development Limited for a distance of eighty-four feet and one tenth of a foot (84.1') to the eastern boundary line of lands now or formerly owned by the National Harbours Board;

Thence northwardly along the eastern boundary line of lands now or formerly owned by the National Harbours Board for a distance of seven hundred and eighty feet more or less (780'+);

Thence northwestwardly along the northeastern boundary line of lands, and lands covered by water now or formerly owned by the National Harbours Board for a distance of two hundred feet more or less (200'+);

Thence northeastwardly along the southeastern boundary line of land and lands covered by water now or formerly owned by the National Harbours Board for a distance of seven hundred and fifty feet more or less (750');

Thence northwestwardly along the northeastern boundary line of lands and lands covered by water now or formerly owned by the National Harbours Board for a distance of four hundred and ninety feet more or less (490');

Thence northeastwardly along the southeastern boundary line of said lands covered by water now or formerly owned by the National Harbours Board for a distance of one hundred and fifty feet (150') to the southwestern boundary line of lands now or formerly owned by the National Harbours Board;

Thence southeastwardly along the southwestern boundary line of lands and lands covered by water now or formerly owned by the National Harbours Board for a distance of one hundred and fifty feet more or less (150'+);

Thence northeastwardly along the southeastern boundary line of lands and lands covered by water now or formerly owned by the National Harbours Board for a distance of eight hundred and forty feet (840');

Thence southeastwardly along the said southwestern boundary line of said lands and lands covered with water now or formerly owned by the National Harbours Board for a distance of two hundred feet (200');

Thence northeastwardly along the said southeastern boundary line of said lands and lands covered with water now or formerly owned by the National Harbours Board for a distance of fifty-five feet (55');

Thence northwestwardly along the northeastern boundary line of lands covered by water now or formerly owned by the National Harbours Board for a distance of four hundred feet more or less (400'+);

Thence northeastwardly along the southeastern boundary line of lands covered with water now or formerly owned by the National Harbours Board for a distance of three hundred and fifty feet (350');

Thence southeastwardly along the southwestern boundary line of lands covered with water now or formerly owned by the National Harbours Board for a distance of two hundred and sixty feet more or less (260'+) to high water mark on the shore of Bedford Basin;

Thence northeastwardly along the said highwater mark on the shore of Bedford Basin being the southeastern boundary line of lands covered with water now or formerly owned by the National Harbours Board for a distance of one thousand and seventy feet (1,070');

Thence northwestwardly along the northeastern boundary line of lands covered with water now or formerly owned by the National Harbours Board for a distance of four hundred and fifteen feet (415');

Thence northeastwardly along the southeastern boundary line of lands covered with water now or formerly owned by the National Harbours Board for a distance of three hundred feet (300');

Thence southeastwardly along the southwestern boundary line of lands covered with water now or formerly owned by the National Harbours Board for a distance of five hundred and ten feet (510') to high water mark on the shore of Bedford Basin;

Thence eastwardly along the said high water mark on the shore of Bedford Basin being the southern boundary line of lands covered with water now or formerly owned by the National Harbours Board for a distance of seven hundred and fifty feet (750') to the northwestern boundary line of lands now or formerly owned by the National Harbours Board;

Thence southwestwardly along the northwestern boundary line of lands now or formerly owned by the National Harbours Board for a distance of one hundred and eighty-five feet (185') to the northern boundary line of lands now or formerly owned by the Canadian Government Railway's, Deep Water Branch;

Thence westwardly and southwestwardly along the various courses of the northern and northwestern boundary line of lands now or formerly owned by the Canadian Government Railway's Deep Water Branch for a distance of three thousand four hundred and seventy-three feet (3,473') to the northern boundary line of lands now or formerly owned by Nova Scotia Co-operative Abattoir Limited;

Thence westwardly along the northern boundary line of lands now or formerly owned by Nova Scotia Co-operative Abattoir Limited for a distance of two hundred feet (200') to the western boundary line of said Abattoir property;

Thence southwardly along the western boundary line of lands now or formerly owned by Nova Scotia Co-operative Abattoir Limited for a distance of nine hundred and ten feet (910') to the southern boundary line of said lands now or formerly owned by Nova Scotia Co-operative Abattoir Limited;

Thence eastwardly along the southern boundary line of said lands now or formerly owned by Nova Scotia Co-operative Abattoir Limited for a distance of two hundred and twelve feet more or less (212'+) to the place of beginning.

Made By: *N.B.R.*

Checked By: *J.P.B.*



File No. 254/1

TO: Mr. C. L. Dodge, City Engineer 1. FOLLOW UP
FROM: R. B. Grant, Director of Development 2. FOLLOW UP
DATE: February 12, 1968 3. FOLLOW UP
SUBJECT: Right of Way Boundaries - Africville Area 4. COMPLETION DATE

I provided you with a copy of my letter of January 23, 1968 to Mr. Collins of the C. N. R. Could you let me know when the Africville expropriation will be placed before City Council.

R. B. Grant
Director of Development

RBG/meb

File

File No. 254/1

January 23, 1968

Mr. L. H. Collins
Manager of Real Estate
Canadian National Railways
Atlantic Region
Moncton, New Brunswick

Dear Mr. Collins:


RE: Your File A-8225, Railway
Right of Way Boundaries -
Africville Area

I apologize for the extremely long delay in replying to your letter of December 21, 1967. However, we have not yet been able to finalize our title situation in the Africville area.

To date, we have been successful in settling with all but two of the owners in the Africville area and we have three families to be relocated. As our negotiations have been unsuccessful with these families, we are, on instructions from City Council, proceeding to prepare expropriation plans for the area. As you can imagine, there are some survey difficulties in this area but we feel that most of these have been resolved. I am hoping that within the next month or six weeks we will have completed the expropriation plan and processed it through City Council.

When the expropriation plan has been filed, we should be able to sit down and resolve the boundary survey problems as between your organization and the City. I will get in touch with you about the end of February.

Yours very truly,



R. B. Grant
Director of Development

RBG/mob

P.S. to Mr. Dodge, ✓

I wonder if you could let me know where we stand on the expropriation of Africville.

R. B. G.

A-13

To: His Worship the Mayor
and Members of Finance & Executive Committee

From: S. A. Ward, C. A., Acting City Manager

Date: November 14, 1967

Subject: Establishment of Trust Fund - Africville

At the time of winding up its affairs, the Sub-Committee on Africville recommended that "if after complete expropriation of the Africville area, there is any increase in the value of the land, by re-sale, or a portion of same, as defined by the City Council of the City of Halifax, that such amount should be allotted to the Trust Fund which has been established by the settlement of the Seaview Baptist Church for the education of the descendants of the area, whose homes were expropriated, and such Fund to expire December 31, 1987."

The Finance and Executive Committee, on October 5th, 1967, agreed to defer consideration of the matter pending receipt of a staff report showing:

- (a) the total cost to the City of the land and buildings at Africville;
- (b) other costs associated with the relocation of Africville families; and
- (c) the value of the land as determined by an independent appraiser or appraisers.

The cost of property acquisition and relocation of families to date has been calculated by the Finance Department. Staff have, however, recommended against proceeding with an appraisal of the lands at the present time. It is considered that it would be more appropriate to appraise the land at a time when development proposals are under way, so that the appraisal will be closely related to the real economic value. It is the recommendation of staff that the Africville lands not be appraised at the present time, but that the matter be reviewed whenever development is proposed.

Respectfully submitted,

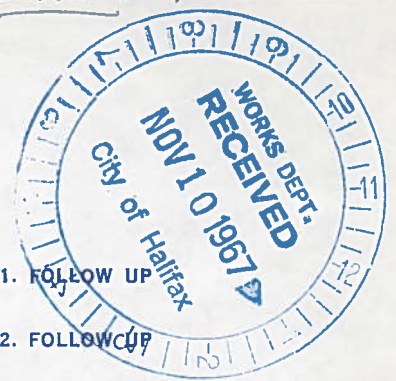


S. A. WARD, C. A.
Acting City Manager

AWC/H.



A13



TO: Mr. G. F. West, Director of Works

FROM: Mr. C. A. Copp, Jr. Supt. of Operations

DATE: November 10th, 1967

SUBJECT: Demolition of Dwelling and Shed - Africville

1. FOLLOW UP
2. FOLLOW UP
3. FOLLOW UP
4. COMPLETION DATE

The following is a statement from the men who worked on demolitions in Africville.

The house in question was built on stone foundation with cement between the stone. The depth of the foundation was approximately six feet. It was a one storey structure around sixteen feet by twenty feet in size. It was covered with wooden shingles. The roof was a low slope type covered with rolled roofing. The shingles were in fair condition. The interior had soft wood floors that were in poor condition. The walls and ceilings were covered with gyp-rock but where the building had been open to the public the walls had been damaged.

When we arrived to take down this building, we found some of the windows boarded up and some of them open. The door was off, laying on the ground, leaving the building open. The only thing found in the building was a telephone on an old stool. The phone was removed by the Maritime Telegraph & Telephone Co. Ltd..

The oil shed in back was approximately six feet by eight feet and was in a deplorable condition.

There was nothing in either of these buildings that would be any good for salvage.

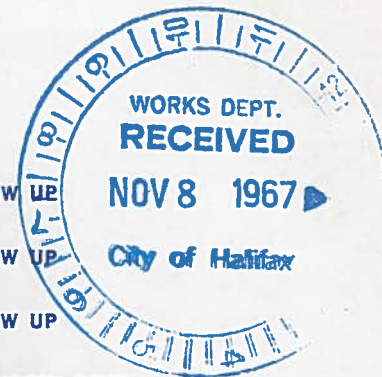
Yours truly,

D. MacDonald, Foreman
William Sennet, Sub-foreman
John E. Kendall, Ldr. Operator
William Wright, Labourer

CAC/dj



A 13



TO: Mr. George West, Commissioner of Works

FROM: D.F. Murphy, City Solicitor

DATE: November 7, 1967

SUBJECT: David A. Stewart Property
at Africville

1. FOLLOW UP
2. FOLLOW UP
3. FOLLOW UP
4. COMPLETION DATE

Property # 84,85 - Africville

Mr. Cecil Moore, Barrister, has written me on behalf of David Stewart, and concerning the demolition of Mr. Stewart's property in Africville, presumably by someone in the employ of the City of Halifax.

Would you kindly attempt to determine what was the condition of the Stewart property at the time of its demolition and what is the practice of the Works Department with respect to the possessions and furniture of people in Africville when their properties are being demolished.

It may be that the Stewart property was in such a state of disrepair resulting from vandalism and ransacked by vandals that our man might reasonably have expected that the property was scheduled for demolition.

D. Murphy
Donald F. Murphy
City Solicitor

A. 13
November 1, 1967.

To the Chairman and Members
of the Committee on Works.

At a meeting of the Africville Sub-Committee held on October 5, 1967, a report was submitted from the Acting City Manager relating to the Africville Relocation Program.

The report advised that as of October 5, 1967, there remains one property to be acquired. Negotiations have been in process for several months but a satisfactory settlement has not been completed because the asking price is \$27,000.00, as compared to the City's offer of \$8,500.00. It would appear that a settlement will have to be determined by expropriation.

It is recommended that the area of land known as Africville, Plan No. P500/46 be expropriated and that the necessary Expropriation Plan, Description and Resolution be prepared for approval by Council.

Respectfully submitted,



R. H. STODDARD,
CITY CLERK.

/McS.

Mail-Star
October 27/67

A-13

Africville Story

Maclean's Magazine last night came under fire from Halifax city council for inaccurate reporting of the city's Africville story.

Mayor O'Brien raised the matter.

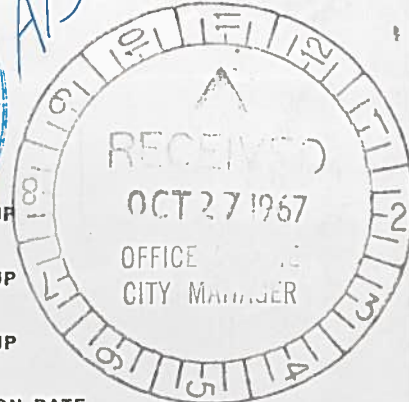
Without referring to the specific mistakes, he said the city had put up all the money itself, without a cent of federal help.

Ald. Black suggested that Ald. Connolly, former chairman of the Africville relocation committee, write to the magazine editor and correct the facts.

The council agreed.



A13



TO: Mr. S. A. Ward, Acting City Manager

FROM: Mayor Allan O'Brien

DATE: October 26, 1967.

SUBJECT:

1. FOLLOW UP
2. FOLLOW UP
3. FOLLOW UP
4. COMPLETION DATE

It has been pointed out to me by one of the Aldermen that there is a number of houses in Africville which are vacant and which have not been demolished. The fear is expressed that squatters may occupy them and we would then face a difficult problem of eviction.

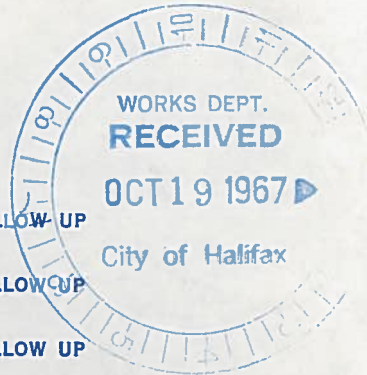
Is it possible to arrange for immediate destruction of vacant properties in Africville?

Allan O'Brien
 ALLAN O'BRIEN
 M A Y O R

*cc. to Director of Works
 Mr. Grant will be in touch with you in this connection.*



A-12



TO: G. F. West, Director of Works

FROM: H. G. Maclachlan, Real Estate Division

DATE: October 18, 1967

SUBJECT: Seaview Church-Africville

1. FOLLOW UP
2. FOLLOW UP
3. FOLLOW UP
4. COMPLETION DATE

This will confirm my telephone request to Mr. B. Earle of today's date.

The Sea View Church in Africville is ready for demolition. Would you please demolish this building as soon as possible as it is a fire hazard and children will break into this building.

Helen Rankin

HGM H. G. Maclachlan
Real Estate Division

HGM/h1

c.c. C. A. Copp, Superintendent City Field

*w/o 2994 - demolished
20/10/67 fml*

A-13

Finance and Executive Committee
October 19, 1967

TO: His Worship the Mayor and
Members of the Finance
and Executive Committee

FROM: S. A. Ward, Acting City Manager

DATE: October 12, 1967

SUBJECT: Staff Report - Africville - Additional Borrowing

The Africville Relocation Programme is virtually complete. Satisfactory settlements have been arranged with all but two or three owners in the area and the remaining properties will be cleared as alternative housing is found for the remaining families.

It is expected that within a short time a report will be placed before City Council recommending expropriation of all of the properties within Africville. This expropriation will ensure that the City acquires clear title to properties which have been conveyed to the City by Quit Claim Deeds. It will also permit those owners who are not satisfied with the settlements offered to have the Courts determine the amount of compensation due them.

To date, City Council has approved borrowing resolutions totalling \$530,000 to cover the Africville programme. The total disbursements made to this time are approximately the same amount. Additional settlements to a total of about \$40,000 have been negotiated but the funds have not yet been disbursed. In addition, it is expected that perhaps \$30,000 more will be required to complete settlements not yet negotiated and to assist in the final stages of relocation.

In summary, therefore, borrowing resolutions to a total of \$530,000 have been approved and disbursements to this amount have been made. It is estimated that a further \$70,000 will be required in order to complete the programme. It is, therefore, recommended that a borrowing resolution in the amount of \$70,000 be approved.

Respectfully submitted,



S. A. Ward
Acting City Manager

RBG/meb



File

TO: Mr. C.L. Dodge, City Engineer 1. FOLLOW UP

FROM: R. B. Grant, Director of Development 2. FOLLOW UP

DATE: October 10, 1967 3. FOLLOW UP

SUBJECT: Expropriation - Africville Area 4. COMPLETION DATE

The City has completed negotiations for all of the Africville properties except one or two and in these cases negotiated settlements cannot be achieved. A recommendation has, therefore, gone forward to authorize expropriation of all of the Africville properties. The purpose of this expropriation is to obtain title to the two properties yet to be settled and also to wipe any cloud on the title to the properties already acquired. The City could only accept Quit Claim Deeds and this is not a satisfactory form of title.

TFB-17251

I am enclosing a copy of Plan 500-46 on which has been superimposed the apparent boundaries of the individual properties. These boundaries are, of course, only approximate but they give an indication of the area. I feel that when we expropriate, we should do so in a manner so as to clarify all problems of title in the area.

As you can see, there are four general areas which constitute the Africville area. These are:

1. An area outlined in yellow which was expropriated from the Halifax Relief Commission in the mid-1950's. There is no need to re-expropriate this area as the interests of the Africville residents within this area were eliminated prior to negotiated settlements.
2. An area bounded by green between the two sets of tracks. In this area, the Africville properties overlapped C. N. R. lands. In addition, we do not know the ownership of the lands at the northeast extremity of the area.

We should prepare an expropriation plan covering the area between the two rights-of-way. This expropriation plan should be extended in a northeasterly direction to the point where definite title can be established.

3. An area bounded in blue between the C. N. R. right-of-way and Bedford Basin. These properties infringe on the C. N. R. right-of-way to some extent but again we cannot expropriate against the C. N. R.

We should, however, prepare an expropriation plan covering all of the lands in this area which are not known to have proper legal ownership. We know the eastern boundaries and the western boundaries but a careful study will have to be made to make sure that the expropriation plan is extended sufficiently far in a northeasterly and southwesterly direction to guard against future title difficulties.

4. An area bounded in black to the southeast of the C. N. R. tracks. The expropriation plan for this area should cover a sufficiently large area to ensure that the lands acquired by the City extend to lands in legal ownership of known persons or organizations. This again will require examination of existing records.

We would like to finish the Africville relocation programme as soon as possible. I would appreciate, therefore, if you could arrange for the preparation of the three expropriation plans required as soon as possible. If any queries arise from this memorandum, please let me know and we will attempt to resolve them.



R. B. Grant
Director of Development

RBG/meb
Attachment

c.c. Mr. D. Murphy

Mail-Star
October 13/66

A-13

Thanks For 'Job Well Done'

Ald. James L. Connolly, chairman of the city's Africville relocation committee, resigned his position last night, and the seven-member committee was dissolved.

Members of city council applauded the efforts of Mr. Connolly and other committee members.

The event marked the near-end of a long and complicated problem involving relocation of the Negro community in the city's north end.

Ald. Connolly said the city had purchased all but one of the properties, and this one was in process of settlement through expropriation.

Ald. Harry Butler moved a motion of commendation to

Ald. Connolly "for a job well done."

Deputy mayor Matheson suggested that the committee be given recognition "beyond

a formal vote of thanks."

The council agreed to invite the seven members as guests of honor at a special dinner in the near future.

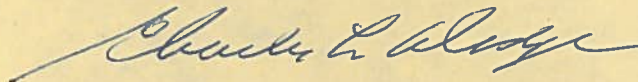
Mr. R. B. Grant, Development Officer

C. L. Dodge, Acting Commissioner of Works

March ²⁸~~10~~, 1967

Letter - E. M. Searles

Attached is a letter from Mr. Edsworth M. Searles, which was received in this department on March 10, 1967. As this letter deals with expropriation of a property in Africville, we feel it should be forwarded to you for your information.



Charles L. Dodge,
Acting Commissioner of Works

/new

Encl:

*Mail-Star
October 10/67*

A-13.

Africville Not Cleared For Profit—Mayor

Some people think the City of Halifax undertook the Africville slum clearance program just to make money with the land, Mayor Allan O'Brien said.

He made the observation at a meeting of the finance and executive committee.

Some public opinion was that the city wanted the Africville lands "to sell as an industrial site at a fancy price." The land was cleared for

purely social reasons, he explained.

Besides, the land had a relatively low economic value.

Mail Star
Aug 31/67

A-13

Bulldozers Will End All Trace Of Slum Housing

Bulldozers are scheduled to move into Africville next week and begin demolishing the last section of the Negro slum once described as an "indictment of society".

Nine families are still living in the area in Halifax's north end, but only two still have compensation claims to be settled by City Council. The council is expected to consider the claims next month.

Seventy families have been relocated and more than \$200,000 spent on the project since June, 1964.

Peter MacDonald of Sydney, provincial welfare officer responsible for liaison between the city and the people of Africville, said Wednesday the whole area should be levelled by the end of September.

He said the project is about four months behind schedule and has been held up by compensation claims.

Many Africville residents

had squatter's rights, he said. Before boundaries were marked out, land was often exchanged orally for the price of a pig or a sack of potatoes.

Some of the people of Africville are descendants of slaves who fled the United States or came as servants with their "white masters" almost 200 years ago.

Although Africville consisted only of rickety houses and patchwork shacks on a bleak hillside overlooking Bedford Basin, many residents were hostile when plans were first made to relocate them.

Mr. MacDonald said one of the greatest problems was the breakup of community life which was inevitable as the people moved into different areas and some left the province altogether.

"However hard their life in Africville was, it had one compensation, Mr. Donald said. "The people never suffered from loneliness."

The land has been rezoned for industrial purposes, and when the final traces of Africville have gone work will begin on rebuilding the area.

Program Complete In July

By SHEILA URQUHART

The final chapter in the unhappy history of Africville is being written this month.

After three years of slow but continuous progress—and considerable controversy—the city of Halifax is completing its relocation program for residents of that unique Negro community on the edge of Bedford Basin.

In 1964 about 80 families lived in the squalid shacktown under conditions that prompted criticism from every visiting newsman or sociologist looking for a lost cause.

This week only a dozen families remain, most of whom are waiting for alternate accommodation which may become available any day.

FIVE REMAIN

There are only five properties yet to be purchased by the city. Of these, three are expected to be settled within the next two weeks, the final two by the end of this month.

To date the program has cost the city about a half million dollars, including the acquisition of land. It actually became operative June 1, 1964, after Council's acceptance in Dec. 1963, of a hard-hitting report by University of Toronto social work professor, Dr. Albert Rose.

Dr. Rose strongly urged relocation along the guidelines finally adopted by the city.

As he said in that report:

"There is literally no community in Canada, perhaps none in North America, quite like Africville. Its long history, its special population and their employment characteristics, the years of neglect of this community by the administration of the city of Halifax, the unique importance of this settlement for all the people of Nova Scotia and for Canada, must be borne in mind by the negotiator."

That "negotiator" turned out to be a sort of super social worker named Peter MacDonald, loaned by the provincial government to the city of Halifax to work specifically on the relocation of Africville residents.

It's been the task of the quiet-spoken Cape Bretoner to establish a rapport between these people and City Council; to smooth the way for financial negotiations and employment opportunities; and to supervise the eventual relocation and integration of Africville residents into the city as a whole.

AVOIDING GHETTOS

One of MacDonald's biggest headaches has been finding the right spot for the right

Please Turn To Page 12

A-13

Mail Star
July 5, 1967

Program Nearly Complete

Continued From Page 3

family for the right results. Every effort has been made to locate families throughout the city to avoid the sort of ghetto life they have had in the past.

Most have moved to areas of Halifax's north end, in predominantly-white neighborhoods; a few families are now living in the County of Halifax; a few have moved to other areas of the province; and at least two former Africville families are living in Dartmouth.

MacDonald says most of the relocated breadwinners are self-supporting. This means they are paying their own rent, heat, light, etc. About 25 families have purchased homes and are handling their mortgage payments without financial aid from the city.

The social worker points out that newly-moved families must often rely on some subsidization from the city during the first few months of adjustment in new surroundings.

He says there will likely be more than five families who will be totally dependent on the city's welfare system when the relocation program is complete. "... This is very good."

Usually families choose rental accommodation themselves, and in MacDonald's opinion, all meet Ordinance 50 standards. Houses purchased were generally in the middle class range — from \$12,000 to

\$15,000 for most properties bought within the city.

Accommodation was never forced on any family being relocated, but the advice and opinions of city staff were always available if requested.

MacDonald has personally been involved in numerous visits to available lodgings with prospective Africville tenants, checking out the premises and the attitudes of the landlords.

He claims to have run into practically no problems based on racial prejudice, and doesn't think his clients have had many encounters with prejudice.

In a few cases where neighbors may have been a bit hostile before an Africville family moved in, the "prejudice factor cracked" after the families got to know one and other.

This opinion was borne out in interviews conducted by this reporter last year among more than a dozen relocated families who were pleased, and sometimes surprised, at the friendliness they encountered in new surroundings.

BELIEVED SATISFIED

"I think many of the families are satisfied now, and happier than before," says MacDonald. He is particularly heartened by the obvious advantages for the children of relocated families. They no longer live with the stigma of being "kids from the slums," or "kids from Africville" which had its own special connotations.

And it is much easier for them to attend school, thus the prediction that perhaps many of them will remain in school longer than they might have in the old environs.

For the adults, there are the advantages of sewage and running water, proximity to shopping and activity areas, and countless other services which have always been accessible to most Haligonians.

The relocation program has often been criticized for its lack of speed, but many of the delays were inevitable. A start could not be made until land settlements could be cleared. It took months just to

disentangle the separate properties of the 80 families. After a year, only 13 clear titles had been discovered and these were almost impossible to plot geographically.

Most of the remaining families claimed ownership stemming from Squatters Rights, equally vague to trace precisely.

But the most important reason for moving slowly and cautiously was to avoid an emotional, as well as physical break-up of a century-old environment. Africville residents were proud of their little community, hurt by outside criticism, and many felt it would have been better for the city to bring its services to them.

It was often difficult for MacDonald to explain the advantages of integrating into society as a whole and the job required gentleness, patience and endless reassurances.

In his 19 years as a social worker, Peter MacDonald has never before experienced an assignment just like this one. He admits he will miss these people and the problems which have kept him on 24-hour call during the past three years.

Would he do it again?

"I think so . . . my job would have fallen flat if I hadn't got the co-operation of the people there (Africville). They have always treated me with respect . . . and I've always had respect for them."

I've made lasting associations with some of these people."

"It's going to be a strange feeling, leaving this . . . you see results here. I'll miss it."

Peter MacDonald leaves with his family for Sydney next month, where he will take up a new post with the family court.

1
A
3
N
V

Program Nearly Complete

Continued From Page 3

family for the right results. Every effort has been made to locate families throughout the city to avoid the sort of ghetto life they have had in the past.

Most have moved to areas in Halifax's north end, in predominantly-white neighborhoods; a few families are now living in the County of Halifax; a few have moved to other areas of the province; and at least two former Africville families are living in Dartmouth.

MacDonald says most of the relocated breadwinners are self-supporting. This means they are paying their own rent, heat, light, etc.

About 25 families have purchased homes and are handling their mortgage payments without financial aid from the city.

The social worker points out that newly-moved families must often rely on some subsidization from the city during the first few months of a adjustment in new surroundings.

He says there will likely be no more than five families who will be totally dependent on the city's welfare system when the relocation program is complete. "... This is very good."

Usually families chose rental accommodation themselves, and in MacDonald's opinion, all meet Ordinance 50 standards. Houses purchased were generally in the middle class range — from \$12,000 to

\$15,000 for most properties bought within the city.

Accommodation was never forced on any family being relocated, but the advice and opinions of city staff were always available if requested.

MacDonald has personally been involved in numerous visits to available lodgings with prospective Africville tenants, checking out the premises and the attitudes of the landlords.

He claims to have run into practically no problems based on racial prejudice, and doesn't think his clients have had many encounters with prejudice.

In a few cases where neighbors may have been a bit hostile before an Africville family moved in, the "prejudice factor cracked" after the families got to know one and other.

This opinion was borne out in interviews conducted by this reporter last year among more than a dozen relocated families who were pleased, and sometimes surprised, at the friendliness they encountered in new surroundings.

BELIEVED SATISFIED

"I think many of the families are satisfied now, and happier than before," says MacDonald. He is particularly heartened by the obvious advantages for the children of relocated families. They no longer live with the stigma of being "kids from the slums," or "kids from Africville" which had its own special connotations.

And it is much easier for them to attend school, thus the prediction that perhaps many of them will remain in school longer than they might have in the old environs.

For the adults, there are the advantages of sewage and running water, proximity to shopping and activity areas, and countless other services which have always been accessible to most Haligonians.

The relocation program has often been criticized for its lack of speed, but many of the delays were inevitable. A start could not be made until land settlements could be cleared. It took months just to

disentangle the separate properties of the 80 families. After a year, only 13 clear titles had been discovered and these were almost impossible to plot geographically.

Most of the remaining families claimed ownership stemming from Squatters Rights, equally vague to trace precisely.

But the most important reason for moving slowly and cautiously was to avoid an emotional, as well as physical break-up of a century-old environment. Africville residents were proud of their little community, hurt by outside criticism, and many felt it would have been better for the city to bring its services to them.

It was often difficult for MacDonald to explain the advantages of integrating into society as a whole and the job required gentleness, patience and endless reassurances.

In his 19 years as a social worker, Peter MacDonald has never before experienced an assignment just like this one. He admits he will miss these people and the problems which have kept him on 24-hour call during the past three years.

Would he do it again?

"I think so . . . my job would have fallen flat if I hadn't got the co-operation of the people there (Africville). They have always treated me with respect . . . and I've always had respect for them.

I've made lasting associations with some of these people."

"It's going to be a strange feeling, leaving this . . . you see results here. I'll miss it."

Peter MacDonald leaves with his family for Sydney next month, where he will take up a new post with the family court.

1
A
3
M
V

A-13
Mail Star
July 5, 1967

A-13

17(f)

TO: Members of the Sub-Committee of Council on Africville and the Representatives of the Human Rights Advisory Committee

FROM: P. F. C. Byars, City Manager

DATE: March 20, 1967

SUBJECT: Staff Report - Mr. and Mrs. Ernest (Bernice) Flint, Africville

In December, 1966, the City purchased Property Nos. 105, 106, 107, and 108 from Mrs. Sarah Mantley. Building No. 106 is occupied by Mr. and Mrs. Ernest (Bernice) Flint and family (four children). Mr. and Mrs. Flint are prepared to relocate and have become involved in the purchase of a property on Duffus Street.

The down payment required is \$1,500 and the monthly mortgage repayment is \$130 per month with taxes included. The total cost of the Duffus Street property is \$14,000.

Staff has attempted unsuccessfully to influence Mr. and Mrs. Flint toward renting a one- or two-bedroom apartment in one of the City-owned public housing units. Mr. and Mrs. Flint feel that they can meet a mortgage commitment of \$130 per month and are prepared to become involved if and when negotiations can be completed. Mr. and Mrs. Flint have contacted Staff to inquire if the City would consider granting them \$1,500 total settlement which is the down payment required by J. F. Stevens Real Estate Limited. The settlement as proposed by Mr. and Mrs. Flint would be in lieu of a furniture allowance and rental assistance. Mr. and Mrs. Flint realize that they do not have any interest in land or building and would appreciate it if their request could be given extra consideration. Both Mr. and Mrs. Flint were born in Africville and have had continuous residence within the community.

Mr. and Mrs. Flint are a young couple (25 years) who are interested in eventually owning their own home. However, to accomplish this end, they require the necessary impetus from the City. Mr. Flint is steadily employed at the Nova Scotia Abbatoir and Mrs. Flint is steadily employed at the Basinview Home. Their average income is about \$350 per month.

It is suggested that:

1. An amount of \$1,500 be made payable to Mr. and Mrs. Ernest (Bernice) Flint; such an amount to be paid in lieu of furniture allowance and rental assistance.
2. The service of the Legal Department of the City be made available to Mr. and Mrs. Flint with regard to their mortgage commitment.
3. Assistance in moving Mr. and Mrs. Flint's furniture from Africville to their new residence.

Respectfully submitted,


P. F. C. Byars
City Manager

PJM/bah

Edsworth M. Searles, LL.B., B.A.

BARRISTER, SOLICITOR AND NOTARY PUBLIC

SUITE 26

501 YONGE STREET

TORONTO 5, ONTARIO

March 8th, 1967.



The Commissioner of Property,
City Hall,
Halifax, Nova Scotia.

Dear Sir:

Mr. Anthony Black, of this City of Toronto, formerly of Africville advises that he owned a house in Africville and is informed that this property was expropriated.

Could you please advise whether this is so and what price was offered and whether it has been paid out. This property was occupied until recently by Mrs. Loretta Black, wife of Anthony Black (also known as Blackie).

Yours very truly,

E. M. Searles
Edsworth M. Searles

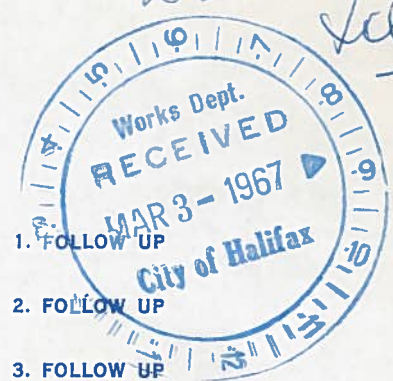
EMS/m



16530

AFRICVILLE

Feb



TO: Mr. C. L. Dodge, Deputy Director of Works

FROM: P. J. MacDonald, Social Worker

DATE: March 2, 1967

SUBJECT: Demolition of Building Nos. 109 and 60,
City Plan P500/46, Africville

1. FOLLOW UP
2. FOLLOW UP
3. FOLLOW UP
4. COMPLETION DATE

This is to advise that Building Nos. 109 and 60, City Plan P500/46, Africville, are vacant and may be demolished.

Peter MacDonald

P. J. MacDonald
Social Worker

PJM/bah
c.c. Mr. C. A. Copp

~~#1055~~
A-13

HALIFAX INDUSTRIAL DEVELOPMENT COMMISSION
5162 Duke St. Halifax, Nova Scotia
Phone: 422-1696

Ref. 18/67

March 2, 1967.



CONFIDENTIAL

Mr. G.D. Kiine
Manager
Public Service Commission,
6380 Lady Hammond Road,
Halifax, N.S.

Dear Mr. Kiine:

I am enclosing a plan of the shore of Bedford Basin and I refer you to the black outline of a factory site, approximately 6 acres about 2800 feet east of the abattoir and about 2000 feet west of pier 9, at Negro Point, Africville.

This may be the site of a ceramic wall and floor tile plant if we can keep the costs of site preparation to a reasonable figure.

They will need from 550 to 650 gallons of water per hour and I wonder if you would let me know the cost of installing the necessary pipes, etc., to get the water to the site.

Cordially yours,


RAY MARCH
Executive Secretary

RMM/rpc

c.c. Mr. G. Douglas Anderson
Mr. R.B. Grant
Mr. Robert McAlpine
Mr. George West ✓

HALIFAX INDUSTRIAL DEVELOPMENT COMMISSION

5162 Duke St. Halifax, Nova Scotia

Phone: 422-1696

File
A-13

Ref. 18/67

Mr. Robert F. McAlpine
Robert McAlpine Limited
1709 Hollis Street
Halifax, N.S.



February 28, 1967

Dear Bob:

I now have the authority from City Council to accept the kind offer made by Mr. Kenneth McAlpine when we had lunch together recently.

As I understood it, he offered to give us an estimate at no cost, of the cost of preparing a certain site in Halifax for a certain prospective plant. He did make this conditional on Robert McAlpine Limited being given an opportunity to bid on the eventual job. I do not think there would be any difficulty in this, although I cannot of course assume any obligation for the Commissioner of Works, who would presumably be responsible for calling any tender. However, I would personally undertake to do everything in my power to see that your firm had an opportunity to bid. Also City Council has been informed of your kind offer and no doubt it would feel the same obligation.

I am enclosing a plan of Negro Point on Bedford Basin with the site marked out roughly. I calculate that if the land were filled and levelled to the outline I have made it would be about 10,000 square feet more than 6 acres. Six acres is the minimum size of site necessary and it must be 1000 feet long to take the kiln. The maximum load is 2.5 tons per square foot and vibration must be kept to a minimum.

There has to be provision for a railway spur, although the cost of installing the spur will not be a part of site preparation. I mention it only because there is a considerable difference between the height of the main line at that point and the height I imagine the site will be when levelled, and this may create some problem. It seems to me however that the existing spur to the abattoir could be prolonged eastward to arrive at Negro Point. I am checking this with CNR.

I imagine also that the road round from Barrington Street to the site may have to be improved, or altered, and this would of course come under the head of site preparation. I am sending a copy of this letter to Mr. R.B. Grant, City Development Officer and to Mr. George West, Commissioner of Works, so these officials may know what is going on and advise you as to what has to be done in this connection.

...../2

February 28, 1967

It would seem that site preparation must include also a sanitary sewer to connect with the existing sewage system somewhere. There also appears to be a possibility that a lift station will be necessary to achieve this, though it seems to me there is at least a possibility that sewage from an eventual plant at Negro Point could simply be introduced into whatever sewage disposal arrangements the abbatoir may have.

I am also writing the Public Service Commission about water. The requirement is for between 550 and 650 gallons/hour.

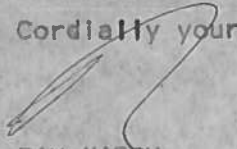
I trust this may give you enough to start work on the estimate and I am of course at your disposition for any further details you may require. Plans of the factory are not available. All we know is that the site has to be 1000 feet long by at least 300 feet wide. The representative of the firm thought that the shape I have sketched on the enclosed map would be satisfactory.

It might be as well if I emphasise that there is absolutely no certainty that the firm will accept the site. Eventually, if the site is feasible, if other financial details can be settled satisfactorily and if we can get economic rail rates from CNR to Central Canada, the Managing Director of the Italian parent firm will come out to review these arrangements and will make the final decision.

In these circumstances, it might be as well if you concentrated on letting us have approximate figures for the various costs involved. I am of the opinion that at this point speed is more important than great accuracy, so that if the deal is available to us we have some figures to discuss, remembering of course they are only approximations. In this way we can hold the firm's interest in Halifax without wasting too much time on difficult calculations that may never be used. If the deal then still looks good, we can get down to accurate costs.

I would be interested to hear how soon you might be able to let us have some such approximate figures.

Cordially yours,


RAY MARCH
Executive Secretary

RM/mg

c.c. Mr. G. Douglas Anderson
Mr. R. B. Grant
Mr. George West ✓
Mr. J.R. Mitchell

P. F. C. Byars, City Manager,

G. F. West, Commissioner of Works and Buildings

April 28, 1965

Water Supply - Africville

Re your memo of today's date received at 9:30 p.m.

The concern expressed in my previous memo today was mainly because of confusion or apparent misunderstanding existing among those concerned with supplying water to the Africville residents.

I spoke with Mr. MacDonald about a meeting and he agreed that one should be held as soon as possible. I then talked with Mr. Grant about whether or not I was expected to convene the meeting, especially since it appeared to be in the hands of the Development Department, and he advised that he had delegated Mr. MacDonald to convene the meeting.

Today, at approximately 3:30 p.m., I talked with Mr. MacDonald and he advised that the Reverend Mr. Coleman spoke to him and a meeting is being arranged to explain to the residents of Africville what is to be done and how it is to be done. This meeting, as I understand it, is to be held around May 8th.

I further understand that there are some prominent residents of Africville who feel that nothing should be done as far as supplying water by the use of storage tanks as they feel the water will soon become stagnant and be no better than the present supply of water.

If I am directed to install tanks, I will make provision tomorrow morning to install tanks as I see fit. I should reiterate that if the health of the residents of Africville is of particular concern to any of us, I think that they are entitled to running, chlorinated, fluoridated water which, as you know, is expensive to provide.

However, since there is a decision to provide storage tanks for this water, I still maintain that there is confusion, not only among the Sub-Committee on Africville, but also on the Location Committee. Each meeting I attend I hear a different version of what has been decided upon by the Health Dept.

On the one hand, Mr. Renner's (Public Service Commission) recommendation to bury 1,000 gallon tanks received enthusiastic support. Yet, when it comes down to serious discussion, talk about location of small tanks in residences seems to be most popular.

If I am to be charged with the responsibility of choosing the type of tank and method of installation which I feel is not feasible, I no doubt will be creating an upheaval in many quarters. However, if you so direct I shall initiate purchase orders tomorrow morning.

G. F. West
G. F. WEST
Commissioner of Works and Buildings

Mail - Star -
Sept 14/66

~~2170~~
A-13

Africville Move Painfully Slow

A recent story in this newspaper, about lack of progress in rehousing residents of condemned Africville, ended with these words, spoken by social worker Peter MacDonald, who is in charge of the social aspects of the scheme:

"I haven't lost confidence in the program. I seem to feel that rather than create a ghetto of colored people, there will be more advantages in integrating them into society at large."

Significantly, a headline, describing the tense situation in many of the large cities of the United States, runs across the top of the opposite page of The Mail-Star. "Negro slums incubators of seething hatred," it warns.

Happily, Halifax has begun to demolish its own Negro ghetto while relations between citizens of different races are still amicable. There is no doubt that Africville's demolition is long overdue. But it is regrettable that since January, when 34 of between 75 and 80 Negro families who had been living there had been moved out, only three more families have found homes elsewhere.

By an unhappy accident, Africville residents, many with large families, face the problem of finding better accommodation at a time when such accommodation is scarce, rents are high and tight money makes it exceedingly difficult for persons of limited means to buy their own homes.

For many, departure from their unlovely precinct is clearly impossible without help from the city. Yet there is in Halifax a marked shortage of low rental public housing. And for

such public housing that exists, Africville families must compete with other hard-pressed residents who also have an urgent need for a decent home.

The city is absolutely right in helping Africville people find new homes in various parts of the city, as opposed to settling them all in one particular area. A ghetto is still a ghetto, even if it takes the form of modern high rise apartments, or terrace homes. It is only by helping Africville residents to settle as individual families within the general community that the city can ensure that no group of Haligonians will feel that it is the victim of discrimination, whether social or racial.