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TELLS ROTARIANS OF ACCOUNTING HISTORY

Howard G. Vickery, Brampton auditor associated with the Lever and Hoskin firm which audits the Georgetown and Esquesing municipal accounts as well as a number of private firms in the district, was guest speaker at a recent meeting of Brampton Rotary Club. Mr. Vickery spoke about his profession, tracing chartered accounting back to the Victorian era and the original petition for a charter submitted to the sovereign by a group of Scottish accountants.

LEGION LADIES RAISE \$269.00 FOR HOSPITAL

Proceeds of a booth at the park on Gala Day, May 21st, plus returns from a lucky draw on a bride doll recently raffled, amounted to \$269.10.

The Ladies Auxiliary of the Canadian Legion donated the entire proceeds to Georgetown Hospital Association, to add to funds being collected for a future hospital in town.

Ask Reconsider Veto Highway Gas Station

Protesting action by Georgetown Planning Board in vetoing a service station at the Rexway Drive-Highway corner, which was subsequently confirmed by the town council at a meeting last week. W. G. Sutherland, 194 Guelph Street, one of two property owners affected is petitioning the board to reconsider their stand in the light of evidence submitted.

Properties owned by Mr. Sutherland and Albert Colman have been optioned by McColl Frontenac Oil, providing Georgetown will issue a building permit.

Last week, a company representative was told by council that no building permit will be issued at the present time, although it was suggested that if neighbouring residents gave indication they would favour the company locating, planning board and council feeling might alter.

The land has been zoned as residential in a proposed zoning by-law which has had initial council approval.

In a letter which the planning board will discuss at their next meeting, Mr. Sutherland has fully outlined the situation as he sees it.

Copies of the letter were addressed to all planning board members, chairman Edwin Wilson, councillors and the Herald. In it Mr. Sutherland says:

Dear Sir: "Regarding your recommendation on the request submitted by McColl Frontenac Oil Co. for a permit to erect a service station on property located at 180-184 Guelph Street, presently occupied by Mr. A. E. Colman and myself, I beg to submit herewith some facts which may have escaped the Planning Board's attention when it considered the application of the Oil Company.

(a) The Dept. of Highways proposed new speed limit, adopted at the Georgetown Council meeting of July 23, 1956 will allow speeds of 45 MPH westbound on No. 7 Highway decreasing to 35 MPH at a point almost opposite the above mentioned property. It can be anticipated that vehicles may be moving past this point at 40 MPH in process of slowing down to 35 MPH. Hardly a speed limit for a residential area.

(b) A sidewalk was constructed last fall in front of this property paralleling the highway. This walk is 3 feet above the level of the property and acts as a dam causing all storm drainage west from Rexway Blvd. to drain on the lawn and seep into the cellars. Prior to the construction of this walk, the drainage was to the ditch along the highway, where it was safely carried away. McColl Frontenac have expressed the opinion that it will require 1,000 loads of fill to bring the level of the property up to the walk.

(c) We find it impossible to have our front door or windows open due to the noise of passing traffic. The highway has a gradual rise past the property, and eastbound trucks find it necessary to drop down to a lower gear and accelerate, causing a deep roar and vibration. Westbound trucks decreasing speed on the down grade usually backfire right at our door. Last Friday, July 27th, during the period of 10 p.m. to 10:35 p.m. I took a traffic check and counted eighteen (18) transport trucks, mainly eastbound.

(d) The establishment of a service station on this property would not necessarily affect a great number of residents as the adjoining land to the East is apparently reserved for the "proposed" green belt. (At present a bed of overgrown weeds and clay.) The rear of the service station property would back entirely on my own property.

Deputy Reeve D. Sargent is reported as saying, at the council meeting of July 30, that the area is 100 per cent residential from Windsor Road to Rexway. This may be correct, but the highway frontage on option to McColl Frontenac Oil, plus the "park" land to the east totals well over 50 per cent of the highway frontage in this block.

(e) When I went before council to request permission to move my house to the rear of the lot, facing on Prince Charles Drive, it was for the reasons as outlined here. Eventual sale of the highway lot for commercial use was implied to cover the cost of moving and improvements, but I had not, at that time, received any offers to purchase or signed any options.

I do not consider this to be residential property, facing on the highway, and it is certainly not the place to raise a family. I have two children, and the baby cannot sleep with a window open at night due to the traffic noise. Traffic passing our front door at 40 MPH and upwards creates another hazard, and I submit this speed would not be allowed if the frontage was recognized as purely residential. Cars turning in the driveway cannot see 50 feet ahead due to the incline required to cross the sidewalk.

My lot runs from the highway to Prince Charles Drive approximately 300 feet, and consists of 20,000 square feet. It is not possible to maintain all this land as it should be and my intention was to move the house back to the rear portion of the lot, approximately 7,200 square feet, improve it and

landscape the lot so it would be a credit to the neighbourhood.

The highway frontage would certainly not be sold for residential land, and if left vacant, would not add anything to the appearance of the entrance to the town. Due to the triangular shape of the property, it is only suitable for a service station and the type of building proposed for the Texaco people would be a very welcome addition to the town's assessments and tax roll.

In closing I would like to quote a paragraph from an article appearing in the Georgetown Herald of July 11th, 1956, regarding "Zoning."

"Asked last week to consider a 'highway' zone, as a separate adjunct to the by-law, Dr. Faludi submitted a suggestion which would allow such things as restaurants, service stations, and motels to locate in the Georgetown area where two property owners have indicated a desire to erect commercial buildings."

It is hoped that these facts may assist the Planning Board to reconsider its stand on this application for a building permit and result in a more favourable recommendation."

NOTICE TO CREDITORS

IN THE MATTER OF the proposal of Leo Riemer trading as "Leo's Electric Service", of the Town of Georgetown, in the County of Halton.

Take notice that Leo Riemer trading as "Leo's Electric Service", of the Town of Georgetown, in the County of Halton, has lodged with us a proposal under The Bankruptcy Act, 1949, and a general meeting of the Creditors of the Debtor will be held in the office of G. T. Inch Esq., Q.C., Official Receiver, in the Court House, 150 Main Street West, in the City of Hamilton, Ontario, on Thursday, August 16th, 1956, at the hour of eleven in the forenoon (DST).

Dated at Toronto this 3rd day of August, 1956.

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