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THE MAIL BAG

ONLY TWO COURSES LEFT FOR SMALLWOOD SAYS HENRY

March 20th, 1959,
Oakville, Ontario.

Dear Sir:

According to recent reports Premier Smallwood of Newfoundland has said that he would like to quit politics. If this is true there are two courses open to him.

1. He can resign his seat in Parliament, or
2. He can dissolve Parliament and call an election.

Either one would comprise the greatest service he has ever rendered to the welfare of Newfoundland and would at least make some atonement for the damage he has done to the reputation of what used to be regarded by many people as the world's finest police force. Today I hear many people comparing the Royal Canadian Mounted Police with Hitler's Gestapo.

Yours truly,
JACK HENRY

England Worries About Industrial Development

Industrial development in the whole area must stop or it will soon demand twice as many workers as the district can house. There is such a labour shortage that one local engineering firm has to have its export orders fulfilled in Belgium.

This was stated during a public inquiry at Woking when, contending that three industrial buildings on an island site in an industrial area at Oyster Lane, Byfleet, would not affect either the industrial or housing position, a firm of developers appealed against the failure of Surrey county council to issue a decision on their application for building consent.

For the developers (Ronald Lyon (Estates) Company Ltd.) Mr. R. F. Ventris (chartered surveyor) stated that they had recently developed estates in other areas, including Hershaw and Chertsey.

In November, 1956, it was decided to develop this site of just over one acre in Oyster Lane, Byfleet, as a speculative venture. The first few months were spent on negotiations with the vendors and planning authority and were taken up with discussions on the layout of industrial units, with particular reference to car parking facilities. This resulted in agreement with the developers in principle as to the layout of three industrial units on the site, and at that time they did not press the authorities for a speedy decision.

Mr. P. Turnbull (Deputy County Planning Officer) described the site as an "L-shaped one in the centre of a small post-war industrial estate of about 25 acres. He dealt with the industrial development of the Woking, Walton-Weybridge and Chertsey areas and stated that between July, 1948, and October, 1956, a substantial amount in millions of square feet of factory space had been approved (98 per cent had in fact been carried out). In 1948 the combined populations of the three urban districts was 113,220, in 1955 it was 130,490, an increase of 17,270 persons. It was estimated that by 1971 a further 16,310 persons could be accommodated (and this excluded the capacity of West Byfleet Golf Course, about 3,000 persons, not now to be developed.)

Growth of industry locally was outstripping population and creating pressure on the Green Belt in daily passenger traffic to Central London from local railway stations also indicated pressure on local housing space by London itself. It was necessary to call a halt to speculative factory building and the granting of permission for the use of further land for industry in the Woking, Walton-Weybridge, Chertsey and Egham areas.

Mr. Ventris maintained that development of the site would not impose pressure on housing because folk could travel long distances to work there owing to its proximity to the railway. He thought more mechanization would result in fewer employees per square foot of factory floor area.

M. E. A. Vaughan-Neil (the Inspector) asked Mr. Turnbull: Are the local council in favour of this application? Yes, they are.

Even after having heard the statement of policy? Yes. The inspector asked it was common for a local council to approve development discouraged by the local planning authority — Mr. Turnbull replied that anything of a restrictive nature was not necessarily accepted. The local authority would be disposed to view this proposal with favor because it was industrial development in an industrial area.

Mr. G. Sandys-Winsch, assistant solicitor for the county council, said if industrial development was allowed to continue there would be insufficient land for housing under the provisions of the development plan. Moreover, the industrial demands for labour would become double the number of folk who could be accommodated without encroaching on the Green Belt.

Referring to the difficulty of control in such cases as this, he said that being under 5,000 square feet would be without the Board of Trade having control, and it was not really possible for the local authority to refuse permission. At Hershaw 220,000 square feet had been developed with only three industrial development certificates covering an area of 43,000 sq. ft. This was an indication of what could be done by subsequent applications which in many cases, were, like the present ones, just under 5,000 square feet.

This was something of a test case and if granted would lead the way to further similar applications there and elsewhere in the area, where the county council was so concerned with this increasing population resulting from industrial development. There was the danger of having twice as many people as housing could properly cater for and it was a situation which the county council was trying to contain.

The director of a local firm said further industrial development would increase the difficulty of obtaining engineers and workers. Although the erection of these factories would benefit him financially because of a road he had built, he doubted whether

WHAT COUNCIL DID

Threaten Court Suit For Auction Damages

Threat of a court suit against the town was contained in a Toronto lawyer's letter read at Monday's council meeting.

Samuel Resnick, representing British Canadian Sales, itemized a list of expenses totalling \$563, which he said were incurred for an advertised September 17 auction sale in the arena which subsequently had to be cancelled when the firm was told the sale could not take place. Unless the town or the arena board settles the claim, he has been instructed to commence a legal action, the letter said.

He would be repaid because of the long-term policy of reducing the amount of labour available. As a result of these labour difficulties his firm had to get its overseas orders done in Belgium rather than in this country. They had workers elsewhere in England but could not transfer them to Surrey because of the lack of houses. Although his firm paid 1s. 6d an hour above the local rate they still could not get workers.

A representative of another firm declared that skilled labour tended to be absorbed by Vickers. For the developers it was contended that these small "buffer" industries were a safeguard — thought everyone hoped Vickers and the aircraft industry would not run into trouble.

The inspector then visited the site. His findings will be made known later.

Council turned the letter over to the Board of Parks Management.

A claim for car damage on Sargent Road by Mrs. Robert Platts, 15 Mackenzie Drive, was referred to the town's insurance company. At Cr. McGillivray's suggestion the company will be asked to supply a report on claims handled during the past year.

Asking refund of a \$10 building permit for a garage at his home for which he has cancelled plans, William Mahony, 51 Prince Charles Drive, was given no answer until council checks on policy with the building inspector.

A letter from county weed inspector Vern McArthur suggested several things the town should do to control weeds. Appointment of a weed inspector, purchase of mowing equipment, keeping of proper records, control of golden rod and spraying of the 8th and 9th Lines were things mentioned. Decision on the recommendations was left to the property committee.

A letter from Canadian National Railways in answer to one from the town said the company is not prepared to replace bridges on Main Street North and Mountainview. The town should contact the Board of Transport Commissioners if action is wished, the company said, and that body would make a decision on cost-sharing.

Stan Finlay, representing the public school board, informed council that the board has awarded a tender to the Hofmann Construction for the new Weber public school, and asked council to proceed as fast as possible with issue of \$200,000 in debentures for its cost. The \$168,000 tender has been increased by \$33,000, he explained, because the government, subsequent to tender call, has insisted that ceiling height be increased 5 inches over the specifications.

Mr. Finlay estimates that 6 classrooms and a K-P will be in operation in September, based on current statistics which show a monthly increase of 15 to 20 pupils in Harrison School. Answering a councillor's question, Mr. Finlay said a one-storey school has been found to be cheaper up to fourteen rooms, but that larger schools are cheaper when built as 2-storey structures. The Weber school will eventually be a 20-room school if town expansion continues.

Reg McCosh, 16 Norton Cres., brought a problem of a 'lake' in the centre of the crescent which he said is dangerous for children. The matter had come before council previously, and councillors feel they can do little to solve it, because it is private property. It was suggested that ratepayers in the area ask town engineer Carr if he can give them any advice, and also, if they wish, contact NHA which could possibly be some help.

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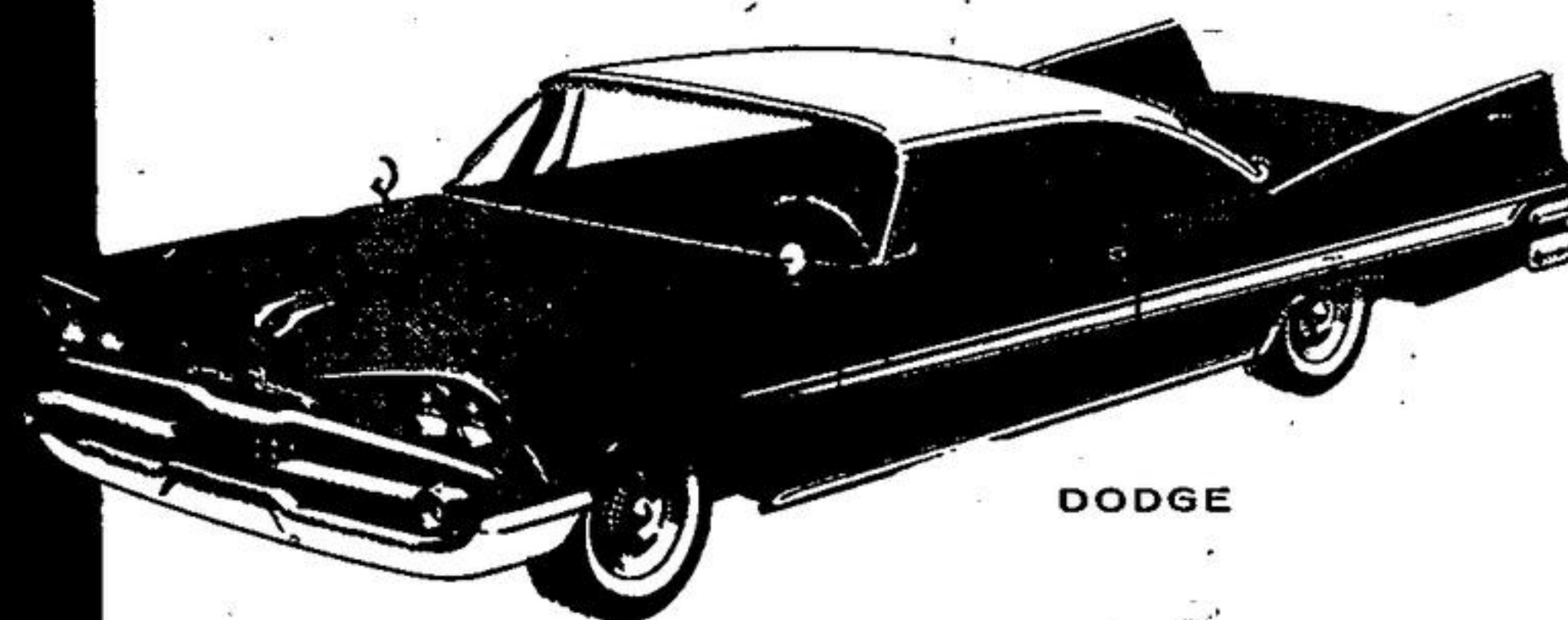
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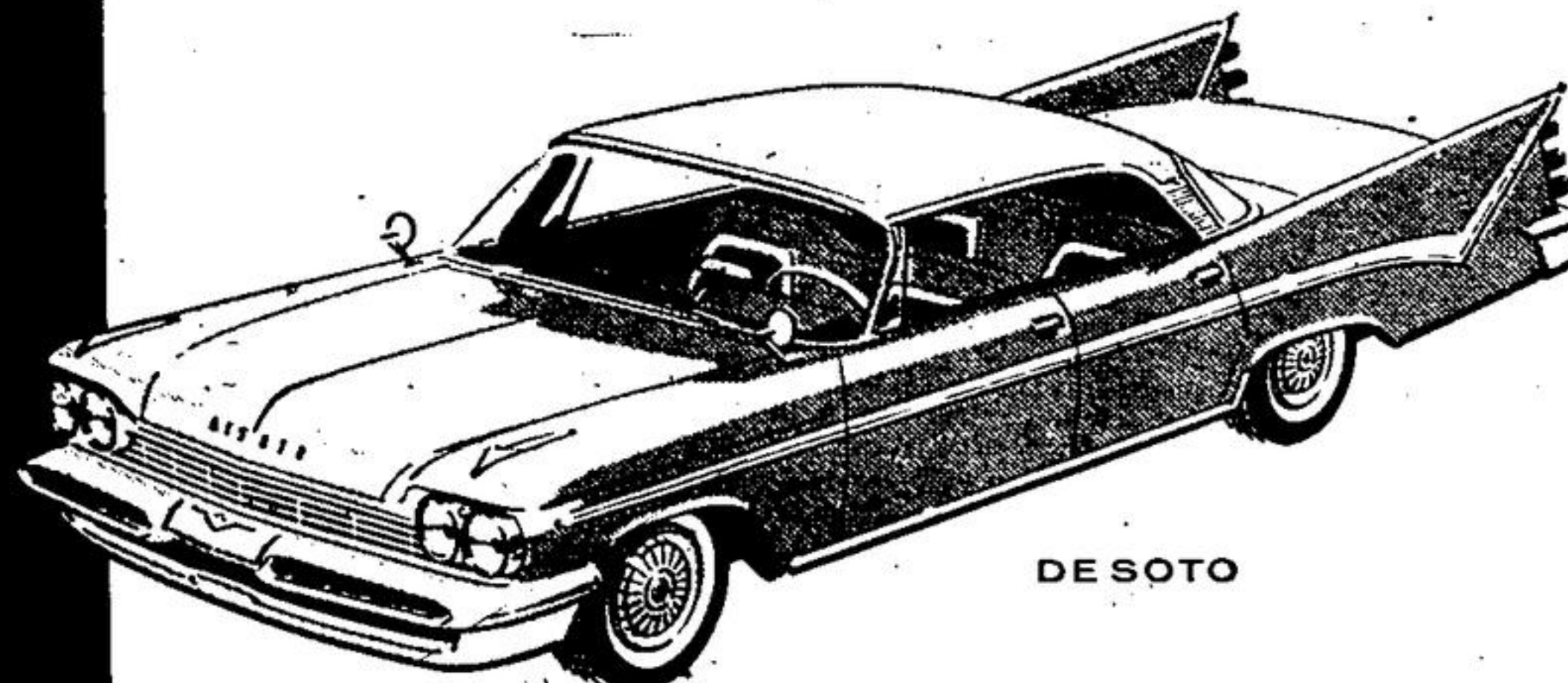
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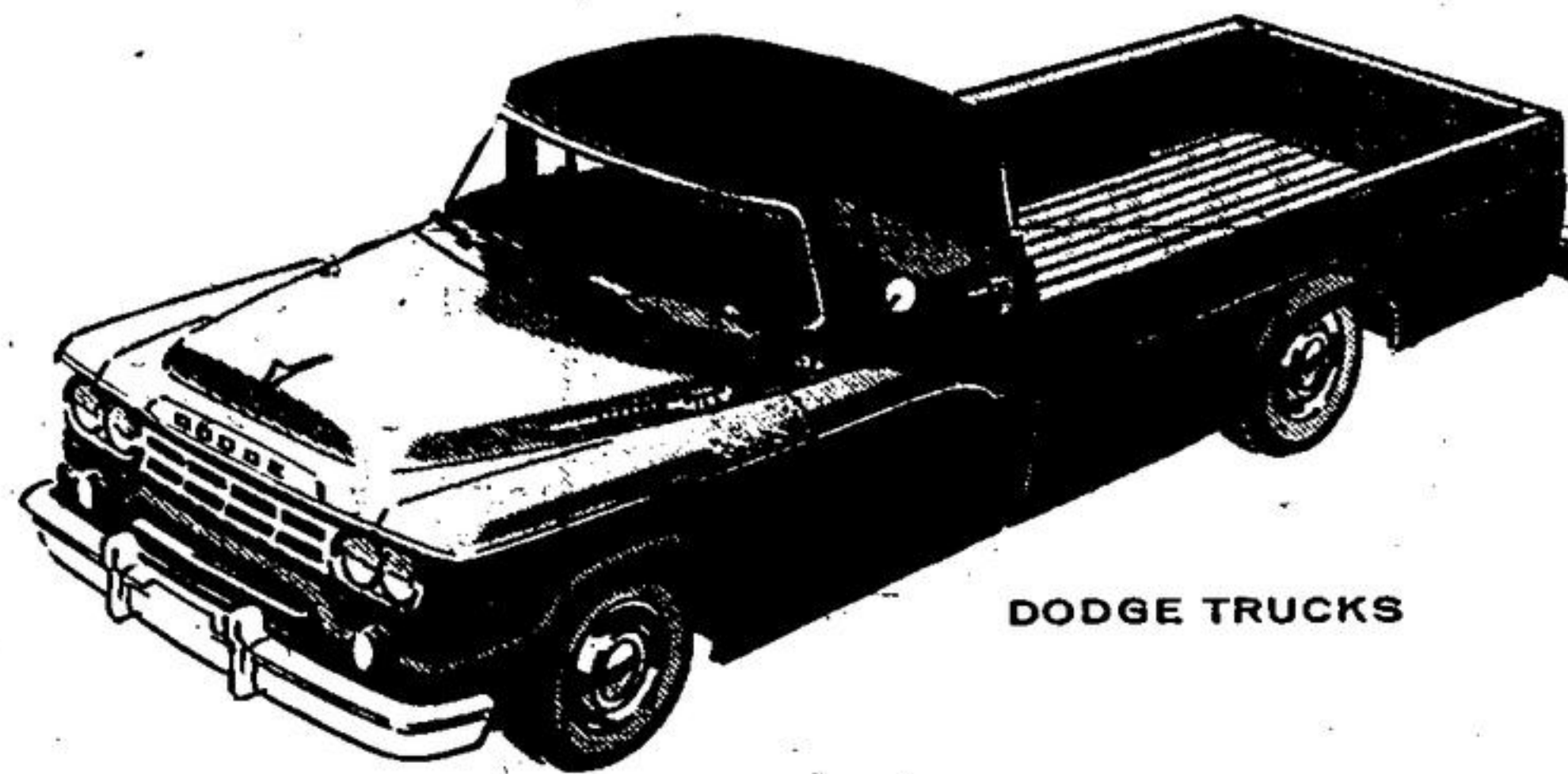
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