

THE DURHAM CHRONICLE

W. IRWIN Editor and Proprietor.

DURHAM, SEPTEMBER 5, 1912

NINETY MILES AN HOUR

Two motorcyclists and four spectators were killed, and a score of others injured in a motorcycle race at New York on Sunday afternoon. The machines that did the killing were traveling at the rate of ninety miles an hour, and left the track and ran into the bleachers when the drivers lost control of them. While disasters such as this always cause a feeling of sorrow to come over one, it must sometimes occur to a person to ask "what is it all about, anyway?" The Vanderbilt Cup race, and other automobile meets have also been the cause of innumerable deaths, and in every instance the machines have been going close to the hundred-mile mark.

It may be a great satisfaction to motorcycle and automobile manufacturers to know that their machines are a trifle faster than the other fellows', but we would again ask "what is it for?" The laws of nearly all lands require that machines shall not run faster than a certain speed on the public highway. These speeds vary in different countries, but in the majority of countries the law calls for a speed of not more than twenty-five miles an hour. Then why the object in building conveyances to run ninety miles, sixty miles, or even fifty miles an hour?

While the driver of a car should certainly be held responsible for any damage he does by careless driving, should not the manufacturers, too, get a taste of the law for building fifty, sixty and seventy miles an hour cars, for commercial purposes, when the law positively says that cars must not run over half that speed. Of course, for racing purposes, the builders should not be interfered with, so long as the crop of daredevil drivers can be supplied, but to build these cars and sell them broadcast to every Tom, Dick or Harry, just because he has the necessary price to pay for them, and turn him loose among careful autoists and unoffending citizens, is, in our opinion a crime, and the firm doing so should be punished. This thing of building ninety-mile-an-hour automobiles may be all right if the machines fall into proper hands, but with a fool at the helm, it is pretty hard to tell just what may happen. In our opinion, a man should be required to show that he possesses something more than the mere wherewithal to pay, before he is allowed to purchase and run a ninety-mile-an-hour devil-wagon.

MR. BORDEN'S RETURN

The Right Hon. R. L. Borden, Premier of Canada, has returned from his trip to England and the continent, and his home-coming is being honored all along the line. Great demonstrations and addresses of welcome have been given him at Quebec, Three Rivers, Montreal and Ottawa, and no single citizen has been welcomed with greater enthusiasm. The French and English speaking people are equally enthusiastic in their expressions of welcome. Partyism and national differences are forgotten in the demonstrations. The receptions are not the expressions of party homage, but a feeling of loyalty, that every true Canadian should possess towards the Prime Minister of the great Dominion, of which we have reason to feel proud. Every true Canadian, no matter what his politics may be, must honor the man who holds the highest office in the gift of the realm. No true Conservative can fail to respect Sir Wilfrid Laurier, who, for many years controlled the confidence of the majority of the electors. No true Liberal should fail to respect Mr. Borden, however much he may differ from his political views. Had the governing party been of the other side of politics, the home-coming of the leader would have met with just as much enthusiasm. The demonstrations of the people are nothing strange: they are extremely natural.

"I was cured of diarrhoea by one dose of Chamberlain's Colic, Cholera and Diarrhoea Remedy," writes M. E. Gebhardt, Oriole, Pa. There is nothing better. For sale by all dealers.



CHANCELLOR A. L. McCRIMMON, of McMaster University, Toronto who will preach at the Anniversary Services in the Baptist Church next Sunday, morning and evening.

The Post Office Site

The selection of a site for the new post office has received another jolt, and no one yet knows where the new building will be erected. During the Laurier Government an appropriation was made, and options were taken on a number of town properties. Of these the Edge property was recommended as the most suitable by an officer of the Public Works Department, and there is very little doubt the work would now be well under the way the late Government remained in power.

A change of administration came as the result of the general election of a year ago. A second examination of the properties was made, and the Edge property was again the choice, and again recommended. This recommendation was made, we think, since the change of government, but we are not exactly certain, neither was Mr. Hunter of the Public Works Department, who visited the town last week.

When it was known that a side street selection had been made, a number of citizens who preferred to have the office on Garafraxa street sent in a largely signed petition in favor of the lot at the north side of the river, just across the Garafraxa street bridge. This petition had an influence, and we have been informed that this site would have been received with favor, had it not been blocked by a much larger petition asking for a more central selection on the front street.

About this time, our representative in the House, Mr. R. J. Ball, seeing that the town was divided into two factions, and thinking to make a compromise, approved of the Edge property, the property already favored twice by officers of the Public Works Department. This seemed to settle the question beyond further dispute.

Just here a few of the more rabid supporters of the party began to use their influence with Mr. Ball, and if reports be true, they bullied him into holding the matter open for further consideration. A front street location was again demanded. About this time, however, an Order-in-Council had been passed authorizing the Government to purchase the Edge property, and to proceed with the work. This occurred during the months of May or June.

Towards the end of June, Mr. Armstrong, a Government engineer came to examine the property and secure all necessary data, notwithstanding Mr. Ball's desire to stay the proceedings for a time. This looked like business. Mr. Armstrong told the Chronicle man at the time of his visit that the site was a good one, that he heartily approved of the choice, and allowed us permission to say so.

Just then the opponents of the Edge property became doubly active, and the town hall site, on which no option had previously been given, was brought out for consideration. We told our readers at the time that the former government would not consider a site adjoining a hotel, giving as our reason the fact that government buildings were not insured, and that they must be placed where there is little danger from fire. Our opinion in this connection was fully sustained by Mr. Hunter at the public meeting held

here on Thursday last, when he said the Government objected to putting public buildings beside hotels, livery stables and skating rinks.

The agitation for the town hall site brought Mr. Hunter here last week, and from the very outset he refused to recommend the property. He said he would mention the property, but would refuse absolutely to recommend it, and to all advocates of the town hall location, their hopes must have been utterly blasted.

Of the other sites on which options had been given, he would prefer Mrs. Campbell's property at the corner of Albert and Lambton streets, and adjoining Dr. D. B. Jamieson's property. This was his preference, notwithstanding the fact that on two previous occasions the Edge property had been recommended by officers under him in the Public Works Department. He would recommend as first choice the purchase of the Campbell lot, and as second choice, the Edge lot.

As matters stand at present, the Campbell and Edge properties are the only two that are up for consideration. The Campbell property was in the list of options on the two previous occasions when the Edge property was given the preference, and recommended. How the Campbell property showed superior advantages to Mr. Hunter when two others from his own department preferred the Edge property, is something we are unable to understand. We have, of course, our own opinion, and we know of many others who think just about as we do. We may further say that with all due respect to the opinion and judgment of Mr. Hunter, the Campbell property is not as good and not as convenient for the majority as the Edge site, nor do we believe for a moment the majority of the people would favor the Campbell site in preference to the Edge site.

The matter was discussed at a well represented public meeting on Thursday night last, when Mr. Hunter, of the Public Works Department, was present. Notwithstanding the decided way in which Mr. Hunter spoke regarding the unsuitability of the town hall site, a resolution was submitted by Gilbert McKechnie, seconded by A. H. Jackson, in favor of the rejected location. This, we feel, was not an advisable move, but a vote was taken, however, and Mayor Black, who occupied the chair, gave as his decision that a majority of three expressed their approval of the town hall site. In reality we feel safe in saying that the vote against it stood two to one: some say the opposition was much more than that, and one citizen puts the opposition at five to one.

In any event, we cannot understand Mr. Black's object in giving such a decision, and since then we have only found one other ratepayer to say he was right.

The discussion was freely entered into, and the pros and cons of the two favored locations were ably advocated. Objections were made to the Campbell site, but none spoke more forcibly than Principal Allan, who objected on account of having to pass the hotel stable on one side, and two blacksmith shops on the other side, in going to the post office by way of Lambton street. He also

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referred to the congested condition of the street on big days, and thought it was not a proper street for women to take, especially on such occasions. Again it was shown that the Campbell site was not so conspicuous and that a better view of the building would be given if the Edge property were chosen. It was also stated that the Campbell site was farther from the front street. On the other hand it was argued that the Campbell property is on a main road leading to the town, while advocates of the Edge property contend that the street to the school and past the Edge property is the best travelled street in Durham, outside of Garafraxa.

Mr. Ramage put in a plea for the corner lot at the foot of the hill, a site that was strongly supported by a largely signed petition. Mr. Hunter, however, thought the cost of filling would be excessive, and gave very little encouragement in a personal conversation with Mr. Ramage.

The Edge and Campbell properties are at present the only two that are under consideration. We have no doubt a large majority of the citizens would prefer a front street selection, but unfortunately a corner lot that would meet with general approval is not available.

The commercial centre of Durham is generally conceded to be at the intersection of Garafraxa and Lambton streets. The geographical centre, we understand, is a short distance to the south of Lambton, about half a block. In the discussion at the public meeting it was stated that a considerable majority of the population is south of Lambton street. Now, if this be true, and it probably is, a new feature arises.

The town hall property is out of it. An inside site is not the most desirable, and will not meet with ready Government approval at a high price, and the George street corner will be too expensive to fill. What about the Vollet corner right across the street from The Chronicle office? It is only one block from the commercial centre and is almost exactly in the geographical centre and the centre of population. Though we mention this location, and would favor it strongly if actuated by personal motives, we do not think it would meet with a large measure of public approval. We dismiss it with a mere reference.

We stand for the Edge site in preference to the Campbell site: it is nearer to the principal street: it is convenient to the school, the rink and the mills, and the street and sidewalks will be always well travelled. It is in a commanding position, and can be seen from all sides, better in fact than any other site named. It has a good elevation and is easily drained. The location is all that could be desired, better than an inside site on Garafraxa street, and more convenient to the general public than any available corner lot on the front street.

If Mr. Ball had stuck to his position when he recommended the Edge site, the trouble would be all over now. The choice was a good one, and apart from using his own judgment in the selection, he was fortified by the previous opinions of two officers from the Government. He should have stuck to his guns.

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