

NEWS AND CITIZEN.

Supplement.

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WHAT HYDE PARK ASKS FOR.

Hyde Park asks of the Legislature of Vermont A CAREFUL CONSIDERATION OF HER CLAIMS touching the pending bill to change the town lines between herself and Morristown. To her it is an all-important matter--a matter involving the further growth, prosperity and progress of the town. She begs of the Honorable Senate and House of Representatives a suspension of judgment until her claims may be fairly heard and have received careful consideration. She begs that neither personal nor political reasons, fear nor friendship, may be permitted to determine the action of any member. She believes that a more righteous cause than hers was never presented for the consideration of the General Assembly--a cause involving the right of every village to enjoy the legitimate growth to which nature and the enterprise, pluck and public spirit of her citizens entitle her.

Hyde Park does not seek the injury of Morristown. She only asks that which, being withheld, paralyzes the forces and neutralizes the conditions upon which her future growth and prosperity depends. She is willing to give an equivalent--even more than an equivalent--in grand list, for that which she asks as indispensable to her life and growth.

Although the bill as drawn contemplates the annexation to Hyde Park of 144 acres of land, she would as soon have 50 as 144. She only cares for a strip of land each side the railroad track upon which she may erect such buildings as may answer the purpose of those who would come to Hyde Park to start manufacturing enterprises. She wishes to be able to say to those enterprises "Locate at Hyde Park and we will extend to you the usual exemption from taxation, and assure you of liberal consideration on all lines." That privilege she does not now enjoy. She has no land near her station and on the railroad track, and consequently all prospective enterprises must, until the town line is changed, beg of her rival village--Morristown--the privilege of existing. She has purposely made the boundary so as to include three-fourths mile of expensive highway and three bridges, that it may not be claimed that she is selfish in her demands.

Don't forget that Hyde Park is more than willing to give a fair equivalent for all she asks.

Hyde Park is Growing and Needs the Room.

During the past six years, buildings costing \$70,000 have been erected upon the margin of that part of Hyde Park lying next to Morristown, the farthest of them being less than 750 feet from the town line. Practically every building lot in that section of the town is occupied. A petition is now in the hands of the Selectmen asking that a new street be laid out to make room for further growth. One end of the proposed street would be in Hyde Park, the other would be in the town of Morristown. Those who would build upon it say: "We cannot afford to build in Morristown because the occupants of such dwellings as might be erected would wish to avail themselves of the advantages of the Lamoille Central Academy and Hyde Park Graded School, which is within 600 feet of Morristown line. If we should build in Morristown, either tuition must be paid or our children must go nearly a mile away to the nearest schoolhouse in Morristown." Is this right? Is it in furtherance of the cause of education?

Hyde Park Has the Capital and the Power. Why Not Give Her the Opportunity?

Hyde Park has a banking capital of more than three-quarters of a million dollars and she has public-spirited citizens who are ever ready to offer financial assistance to legitimate enterprises. Her policy is and ever has been to build up home industries. With her newly installed electric plant, which is susceptible of almost unlimited development, she is now in position as never before to offer power and capital to industries wishing to locate within her borders; but all such enterprises insist upon being upon the line of railroad that they may save the important item of cartages. If such industries come to Hyde Park they naturally ask the same liberal exemption and encouragement which all enterprising towns in the state now so freely offer, namely, exemption from taxation for a term of years.

Is it fair to deprive Hyde Park of that growth which her capital, her electric power and the enterprise of her citizens so justly entitle her? Is it fair to deprive her of those opportunities and advantages which every other enterprising railroad village in Vermont enjoys? It is for this legislature to say.

A Bit of Railroad History.

MONTPELIER, VT., Oct. 28, 1898.

HON. WALDO BRIGHAM--

Will you kindly give me the facts pertaining to the bonding of the towns of Hyde Park and Morristown in aid of the Lamoille Valley Railroad? Having been its President from its organization until its passage into the new St. Johnsbury and Lake Champlain Railroad corporation, I know of no one who can better state from personal knowledge the early history of this important enterprise.

Respectfully yours,

GEO. B. ALLEN.

HYDE PARK, VT., Oct. 31, 1898.

GEO. B. ALLEN, Montpelier, Vt.--

Dear Sir: Answering your letter of the 28th inst., say that my recollection is very distinct as to the position taken by every town on the line of the Lamoille Valley Railroad, and I am pleased to give you the facts you ask for.

Hyde Park was the first town to bond in aid of the Lamoille Valley Railroad. It bonded for twelve times its grand list, the utmost extent to which it was permitted by statute to bond.

As early as January 25, 1868, the town of Hyde Park held its town meeting and set the example which was afterwards followed by her sister towns, making possible the consummation of an enterprise which had so long been essential to the prosperity of the Lamoille valley.

The town bonded unconditionally, but provided (I quote from the records of the town of Hyde Park) that "No interest to be paid or to accrue on said contract until said road shall regularly commence the carrying of freight and passengers over and upon said road and INTO THE TOWN of Hyde Park."

The survey as made by the engineers gave Hyde Park a depot on its own land, but it did not carry the line into the very heart of Morristown, as desired by the citizens of that village, and it soon became apparent that unless a change in the location of the

line was made to comply with the wishes of Morristown, the town of Morristown would not bond in aid of the enterprise.

A new survey was therefore made, at the expense of two additional bridges across the Lamoille River and a detour in the line, adding nearly one mile to its length. The route of the line was changed to comply with the demands of Morristown, and that town has reaped the benefit of this change to an extent that has made Morristown the largest village between Lake Champlain and St. Johnsbury.

This involved the abandonment of that line which gave to Hyde Park a depot within her borders. The new survey made it impracticable, without subjecting the road to extraordinary expense, to build the station at any other point than where it is now located, to-wit, 230 feet from Hyde Park line.

Of course under this change of location it became evident that the interest on the bonds which Hyde Park was to issue could never be collected. It is true that the road would cut into Hyde Park upon its southern border, but at points where it would be impossible--or at least impracticable--to have a depot and yard, and the spirit at least of the contract between the town and the road would not have been carried out.

Hyde Park was therefore appealed to to change its contract with the railroad in order that the demands of Morristown might be satisfied, and on the 31st day of March, 1869, another town meeting was called, and, with the generosity and magnanimity which has ever characterized Hyde Park with reference to this enterprise, she changed her contract to read as follows: (I quote from the records of the town.)

"Whatever interest shall accrue on any bonds of said town from the time when said bonds are issued and delivered to said Railroad Company to the time when said railroad is in actual operation TO OR NEAR the business center of said town shall be paid," etc. Note that the language of the first town meeting, "into the town of Hyde Park" was by the second town meeting changed to read "to or near the business center of said town."

It is needless to say that at this time the action of Hyde Park was regarded by her neighboring town as generous, and although no agreement was made or could have been made without a special town meeting called therefor, it was nevertheless understood that Morristown would extend to Hyde Park the same generous treatment which Hyde Park had so freely accorded to Morristown, and that no objection should be made to annexing the little strip of land where our depot and railroad facilities were to be located, to the town of Hyde Park.

I think I have substantially answered the point which your letter seemed to call for, and beg to remain, Very respectfully yours,

WALDO BRIGHAM.

Is It Fair?

Hyde Park not only bonded for twelve times her grand list, but she contrived about twenty-five per cent. as much more by private subscriptions. Including interest paid by the town, the actual cash contributed probably foots nearly if not quite \$100,000, and that, too, on a grand list of less than \$4,200.

Is it fair that she now be deprived of the legitimate advantages which a railroad secured at so great sacrifice is expected to afford? It is for this Legislature to say.

What Hyde Park Is Doing.

The village of Hyde Park is one which in neatness and beauty, sanitary conditions and general enterprise cannot be excelled by any village of its size in Vermont. It has in the last six years built a new schoolhouse at a cost of about \$10,000. It has practically given \$9,000 for the purpose of building a hotel, the acknowledged equal of any between Burlington and St. Johnsbury. It has put \$20,000 into an electric plant. It is about to commence the erection of a new church. It believes that it is the duty of the State to help those who try to help themselves, and town lines are not so sacred but that they were made to be changed, where the wheels of legitimate progress would be unfairly retarded by their continuance. Is it fair to make Hyde Park an exception to this rule?

Don't forget that Morristown, which insists upon the control of Hyde Park's station, is a rival village three miles away.

Small, but Progressive.

The members of this Assembly do not need to be told that Hyde Park is an enterprising, pushing, progressive little village; that her citizens are loyal to Vermont; that every dollar of her extensive banking capital is kept in Vermont to foster and develop Vermont's industries. They need not be told that there is no village anywhere of its size that has given Vermont as extended and favorable a reputation as Hyde Park. The Boston *Commercial Bulletin*, the leading commercial paper of New England, said recently in an editorial: "Ex-Governor Carroll S. Page is as well known in Europe as in the United States as one of the greatest hide and skin factors of the world."

It is said that "the Lord helps those who try to help themselves." Can Vermont do better than to pattern after Providence and help a little village that is doing its best to help itself--especially since that assistance does not involve the injury of any other village, locality, industry, or individual in the State?

If Hyde Park were asking that which injured Morristown, then indeed should the Legislature interpose its objection to her request. She asks that only which, if withheld, makes her poor indeed, and makes her competitor, Morristown, none the richer.

How Hyde Park is Handicapped.

That particular industry which has given Morristown its greatest growth is its tannery. From its very start it has received practically its entire financial backing--sometimes aggregating as high as \$100,000--from C. S. Page. Before it was built its promoters came to Hyde Park and had a consultation with Mr. Page. They confessed that on many accounts Hyde Park was preeminently the place where the tannery should be located, and although it may not have been the determining factor, it is nevertheless true that the question of exemption from taxation was discussed and the friends of the industry assured Mr. Page that if they built at Morristown they would have an exemption from taxation for a term of years, whereas that exemption could not be expected if the plant were located three miles away and near the village of Hyde Park. Hyde Park had not within its borders suitable land upon which to locate this tannery because it must be contiguous to railroad track so that supplies of bark could be delivered direct from cars to tannery.

The promoters of this enterprise told Mr. Page that Morristown would furnish the capital to build the tannery, or a large part thereof. Mr. Page assured them at that time that Hyde Park would do the same, but the question of exemption could not be overcome.

Is it fair that the growth of Hyde Park should be thus handicapped and those enterprises which should legitimately come to Hyde Park be deterred from so doing because Morristown is able to say, "If you build at Hyde Park you build upon land which we control and you do so at your peril; we won't exempt you there; we will exempt you if you build at Morristown?" It is for the Legislature to say.

How Educational Interests Will be Affected.

In 1897 the Child & Waite Co. commenced the erection of a dwelling house near the railroad station to be occupied by an engineer on the St. J. & L.C.R.R. The stone were drawn to the site and the ground for the cellar was about to be broken, when the attention of the engineer was called to the fact that his children could not enjoy the benefits of the Lamoille Central Academy and the Hyde Park Graded School if he resided on the Morristown side of the town line, but that they would have to be sent to a district school a mile away. The result was that the stone were removed across the line into the town of Hyde Park and a building erected, and that building is now occupied as contemplated and the children are enjoying the benefit of one of the best schools in Northern Vermont. Is it right that the beautiful locations for dwellings in the vicinity of Hyde Park station be abandoned, because the occupants of the buildings to be erected thereon would be deprived of those school advantages which should of right appertain to all dwellers locating around and in the vicinity of Hyde Park station? Legislatures were organized to provide for the greatest good of the greatest number. Are they doing their duty to the cause of education if they refuse to give to the locality in question the legitimate educational advantages to which it is of right entitled?