

**THE TOWN AND THE
TRUST: A NOVEL**

Published @ 2017 Trieste Publishing Pty Ltd

ISBN 9780649722877

The Town and the Trust: A Novel by Harrison Patten

Except for use in any review, the reproduction or utilisation of this work in whole or in part in any form by any electronic, mechanical or other means, now known or hereafter invented, including xerography, photocopying and recording, or in any information storage or retrieval system, is forbidden without the permission of the publisher, Trieste Publishing Pty Ltd, PO Box 1576 Collingwood, Victoria 3066 Australia.

All rights reserved.

Edited by Trieste Publishing Pty Ltd.
Cover @ 2017

This book is sold subject to the condition that it shall not, by way of trade or otherwise, be lent, re-sold, hired out, or otherwise circulated without the publisher's prior consent in any form or binding or cover other than that in which it is published and without a similar condition including this condition being imposed on the subsequent purchaser.

www.triestepublishing.com

HARRISON PATTEN

**THE TOWN AND THE
TRUST: A NOVEL**

THE TOWN AND THE TRUST

THE TOWN AND THE TRUST

A Novel

BY
HARRISON PATTEN

Lic.



NEW YORK AND WASHINGTON
THE NEALE PUBLISHING COMPANY

1910
MRS

THE NEW YORK
PUBLIC LIBRARY
41770B
ASTOR, LENOX AND
TILDEN FOUNDATIONS
M 1929 L

COPYRIGHT, 1916, BY
HARRISON PATTEN

THE TOWN AND THE TRUST

NO. 1955

The Town and The Trust

CHAPTER I

WAUKESHA, the picturesque Michigan lakeport of twenty years ago, has spread out into a spruce modern city. Lake boats still make it with freight, and Chicago excursion steamers advertise it as an objective point; but the railroads now carry the bulk of traffic, both freight and passenger. Tall factories with taller chimneys send their black penants of smoke over the huge white sand-dunes and out across the glittering blue lake. These industries have brought money into the town, added streets of cottages, filled the schools to overflowing, and peopled the new cement walks with hurrying strangers.

The bobbing street-car with its team of rope-tailed mules is gone. Ten years ago the trolley came in to help increase the pace. And the new churches, new high school, new city hall, new hospital, new theater, new Federal building, new water-works, new fire-engine, new policemen in new brass buttons, new Carnegie library in course of construction, all speak of progress, prosperity, education.

The old-time resident is lost in a sea of new faces

2 THE TOWN AND THE TRUST

when he takes his Saturday-night stroll about the court-house square, with its brilliantly lighted stores and winking colored signs. In summer he finds band concerts in the city park, dances at the boat club and golf club, yacht races, excursions on the big lake, bathing, shady drives, excellent preaching in the churches, followed in the afternoon by clean-cut professional ball—no lack of recreation after the week's hurry and strain.

Waukesa has grown up normally and solidly. No sudden boom, no overproduction with its certain rebound into poverty. It has not played suburb to a monster city, so all its activities are well developed, and the life of each citizen is fuller, more significant both to himself and to the city than it could be in a mere residence town.

The railroad, too, has helped to maintain Waukesa in its independence, by charging high rates on passengers and low rates on freight; thus the factories and farmers ship material to market without penalty, but spend their earnings in their home city to the profit of Waukesa merchants, who in turn invest in home enterprises.

But the money to be made in interurban trolley lines—which are fast opening up the country and smoothing out the sharp distinction between countrymen and citymen—is drawing capitalists to invest, and the long isolation of Waukesa is seriously threatened. For several months now a new com-

pany has been lobbying the city council to secure a franchise. The old trolley company whose cars run past the city hall, will have to renew its grant in October, and the new company proposes to take over their plant, and run through the city on their tracks, as well as operate the city traction system at a good profit. So the smaller shopkeepers are beginning to tremble for their trade when the cheaper transportation over the trolley shall draw their customers to other towns.

Columns of editorial wisdom, together with pages of special articles, have appeared in the rival newspapers. *The Beacon*, Postmaster King's paper, has lauded the new trolley company, and gravely suggested giving a bonus to assist the struggling company to get upon its feet. On the other hand, John Knox, in his *Michigan Post*, has more than hinted at Postmaster King's motives in backing the new company. Knox has insisted that the council compel the trolley company to plant its posts on each side of the street, and not in the middle; to pave the streets between tracks and a reasonable strip each side; to maintain arc lights at every street crossing; to pay a yearly rental for the use of the streets; and to submit their books for inspection as a basis for readjusting a passenger-fare within reason. This matter of control over the road is all the more important, says Knox, since the local trolley company will lose their franchise in the fall, and