

Public opinion [railroad spur to hospital]

The Morning Call

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PUBLIC OPINION.

[The editor of the MORNING CALL assumes no measure of responsibility for opinions expressed under this head.]

The Valley's Generosity.

To the Editor of the MORNING CALL.

Oh, I am so glad that the Lehigh Valley Railroad Company is going to give us more tracks! How kind and generous they are! They speak about corporations having no souls, but surely here is an exception. After giving us a double track through the lower part of the city they built the loop and gave us the nice diagonal crossing on Third street and pushed out along the Little Lehigh and were so anxious to spare the Jersey Central the trouble of doing any hauling for the wire mill that it took the intervention of the courts to persuade it that it might do itself an injury by its magnanimity and allow the Jersey Central to secure part of the work.

Then there is the fair ground branch. In its desire to serve the city they laid the track first and inquired as to whether the city consented or not afterwards. Now the corporation sees a new opportunity to place the citizens under obligations to it, and it is not slow to seize the chance. How delighted the residents of the Seventh Ward ought to be to learn that they are not to be slighted, but that they too will get their share of track. How convenient and business-like it will make that portion of the city appear! What an opening it will make for the erection of boiler works and other manufactories, which, by their clamor, will prove to the world that we are indeed a progressive people.

How strange it is that there should be states in the Union which should be discussing the advisability of abolishing grade crossings altogether, as, for example, New Jersey. In this latter part of the nineteenth century such little things ought not to be bothered about. Besides, how convenient it will be to run a spur over to the hospital when it is built, and, while they are at it, they might build another into the cemetery and advertise special rates for funerals. This is an advantage which should not be lost sight of.

With what envy the unfortunate resident of the Seventh Ward, after he has erected a ten-thousand or fifteen thousand-dollar home, the fruits of a life time of toil will be regarded for the ease and comforts he may be enabled to enjoy. He can, after the track is laid, buy a car of coal have it run right up to the front of his house and unload it and, after it is emptied, have the engine push it into the back yard and take away the ashes. The farmers out about Schreiber's Mill can load up their potatoes into freight cars and send them to town, and they can be shoveled into the cellar instantaneously. After a little while the denizens of that part of the city will doubtlessly club together and purchase railroad hand cars so they can merrily pump themselves to their work. Perhaps in the good and happy times which seem about to come, the merchants on Hamilton street will also be able to have these opportunities, and then what a dear, delightful place our city will be. Up and down Hamilton street we may yet see the locomotive go and hear the merry toot of its whistle.

Oh, I am so glad that the Lehigh Valley Railroad Company is going to give us more tracks!

THE HUMBLE CITIZEN.