

Rutland Road

The Rutland Road Second Edition Syracuse University Press

Excerpt from Proposed Railroad Routes Between Rutland and Woodstock: Reasons Why Rutland Should Not Be Mortgaged III.

Let us now proceed to inquire whether it has been or can be satisfactorily established by the advocates of the Chittenden route that no other feasible, practicable connection than that by their favorite route, can be had between Rutland and White River Junction, from which at the same time Rutland shall derive material advantages, substantially equal to those she would derive from the Chittenden road, and without the necessity of bonding the town to build it. In view of the enormous expense we are asked to incur to build the Chittenden route - in view of the vast burden of our already existing debts, is not the inquiry important to be made? Is not the question worthy to be candidly investigated and to be honestly and impartially decided? It is well known that the Legislature, at its last session, chartered two rail roads between Rutland and Woodstock, by two separate routes, the one by the way of Chittenden and West Bridgewater, - the other by the way of Healdville on the line of the Rutland Road to West Bridgewater, and thence to Woodstock on the same route. It is fair to presume that both routes are supposed to possess advantages or they would not have been chartered. Now what right have the friends of the Chittenden route to assume, without discussion, without enquiry, and without comparison, that their route is not only the only practicable one. But the preferable one in all respects? Plainly not any. Let us proceed, then with the comparison, in doing which we will state no fact that is capable of being proved. Beyond successful contradiction. About the Publisher Forgotten Books publishes hundreds of thousands of rare and classic books. Find more at www.forgottenbooks.com This book is a reproduction of an important historical work. Forgotten Books uses state-of-the-art technology to digitally reconstruct the work, preserving the original format whilst repairing imperfections present in the aged copy. In rare cases, an imperfection in the original, such as a blemish or missing page, may be replicated in our edition. We do, however, repair the vast majority of imperfections successfully; any imperfections that remain are intentionally left to preserve the state of such historical works.

Includes decisions of the Supreme Court and various intermediate and lower courts of record; May/Aug. 1888-Sept./Dec. 1895, Superior Court of New York City; Mar./Apr. 1926-Dec. 1937/Jan. 1938, Court of Appeals.

One would be challenged to find a railroad to compare scenically and historically with the Rutland Railroad. With Yankee persistence, it struggled for its existence in the snows of Vermont and northern New York for more than one hundred years. Running through territory amply covered by larger and stronger lines, it survived bankruptcy, receivership, flood, unequal competition, seizure, depression, and strikes. Its vestigial remains operate in a small area to this day. Jim Shaughnessy—award-winning railroad photographer and authority—discusses the Rutland's entire history thoroughly, from preconstruction in 1831 to the present. In this updated edition, the author covers the history of the three lines that continued to operate after the demise of the Rutland Railroad—the Vermont Railway, the Green Mountain Railroad, and the Ogdensburg Bridge and Port Authority. Lavishly illustrated with more than 500 incomparable photographs (including those by railroad photographer Philip R. Hastings), The Rutland Road has other features for the railroad enthusiast and historian alike: maps, charts,

reproductions of advertisements, a detailed index with engine rosters, a chronology of the Rutland Railroad, and other significant statistical information.

Rutland Street is a project that explores the ways in which education can help develop human's innate abilities and the importance of this concept to the educational needs of the disadvantaged. The book consists of a recording of the valuable experience gained during pre-school and junior school of the subject children between the ages of 3 to 8, who belong to a poor family. The text provides a background of the Bernard van Leer Foundation, which is the initiator of the project. The description of the geographical location of the project site as well as the history of the location and its residents are given. The planning of the project is explained. The background and implementation of the educational program that will be used for the project is discussed in detail. Another program is initiated to include the adults of the area in the development of the Rutland Street project. The book is an interesting read for people concerned with humanitarian projects and for educators, students, and researchers in the field of sociology.

Volume contains: Unreported Case (Meckenberg v. T.H. Fraser Mortgage Corp.) Unreported Case (Nat'l City Bank of New Rochelle v. County of Westchester) Unreported Case (Newton v. Livingston County Trust Co.) Unreported Case (N.Y. Title & Mortgage Co. v. Irving Trust Co.)

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