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REPORT

PRESENTED TO THE STOCKHOLDERS

OF THE

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UNIVERSITY OF MICHIGAN

BOSTON AND MAINE RAILROAD,

AT THEIR ANNUAL MEETING

AT EXETER, N. H.,

WEDNESDAY, SEPT. 10, 1851.

BOSTON:

PRINTED BY DUTTON & WENTWORTH,

No. 37, Congress Street.

1851.



REPORT

PRESENTED TO THE STOCKHOLDERS

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UNIVERSITY OF TORONTO

BOSTON AND MAINE RAILROAD,

AT THEIR ANNUAL MEETING

AT EXETER, N. H.,

WEDNESDAY, SEPT. 10, 1851.

BOSTON:

PRINTED BY DUTTON & WENTWORTH,

No. 37, Congress Street.

1851.



REPORT

PRESENTED TO THE STOCKHOLDERS

OF THE

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UNIVERSITY OF NEW HAMPSHIRE

BOSTON AND MAINE RAILROAD,

AT THEIR ANNUAL MEETING

AT EXETER, N. H.,

WEDNESDAY, SEPT. 10, 1851.

BOSTON:

PRINTED BY DUTTON & WENTWORTH,

No. 37, Congress Street.

1851.



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1850/51

REPORT.

To the Stockholders of the Boston and Maine Railroad :

GENTLEMEN,—On the 23d December, 1850, the Annual Report of the directors was prepared, in obedience to the laws of the states of Massachusetts, New Hampshire and Maine, and the substance of the same was published in a pamphlet form and distributed to the stockholders, thus exhibiting the state of your affairs, to the 1st December.

In reference to that report, it is now proposed to present you with a statement of the construction account, to the close of the half year, terminating on the 1st day of June, this year; of the earnings and cost of running the road to the same period, and of the estimated profits of the three months following the same. In addition to these, are included in an appendix, as required by your vote, passed at the annual meeting in 1849, schedules of the receipts, both for passengers and freight, at the several stations; of the number of free passes, of the assets and liabilities to the 1st of June, and of the employees, with their salaries. New structures for passengers at Atkinson, North Andover, Lawrence, Andover, Wilmington, and the enlargement of the Boston station, together with the two freight houses in Boston, (to supply the place of that which was destroyed by fire in November, and charged to profit and loss,) and the freight house at Methuen, new turn-table in Boston, and car-house in Reading, also the dwelling house at the Medford junction, have been completed and put in use during the year, for the cost of which, see Schedule No. 8. No further expenditures for construction are contemplated, except for bridges over the Shawsheen river in Andover, over the railroad in Lawrence, Methuen and Medford, and these come within the scope of your authority, as applying to that account. A recent examination of the road along its whole line, in company with a part of the auditing committee, enables your board to state, with confidence, that its general condition is greatly improved. The portion between Boston and Lawrence, in all its appointments, is not surpassed by any railroad in New England, and that below North Andover, where the double track terminates, is being renewed by liberal outlays for relaying masonry; for raising the road

bed to a gravel surface ; for substituting new sleepers in place of those which are old and decayed, and for rebuilding fences.

The buildings are generally adapted to the existing business of the road, except at Haverhill, Exeter and Plaistow, and the board feel authorized to cause improvements to be made there, as soon as its prosperity may render expedient the expenditure.

The amounts which have been paid on account of goods burnt in the freight house in November, have reached the sum of \$38,568.43 ; less received for insurance, \$10,000, and very few of the acknowledged claims remain unpaid for property outward bound. These amount to \$1163.26. Acting in accordance with the opinion of learned counsel, payment is refused for goods which had reached their destination and been discharged from the cars, and separated for delivery. At this point it is claimed that the liability of the road, as common carriers, ceases, and as ware-house men, commences, and this latter exempts a railroad from liability for fire, when ordinary care is used. This class of claims which is thus resisted and will become the subject of litigation, so far as demands have been made on the corporation, amounts to \$17,134.12, and there remains of the fund reserved from last year's earnings, the sum of \$10,981.26. This sum, it must be borne in mind, is in reserve in addition to the surplus of \$45,293.35, as per annual report, after paying in full for the two freight houses, and for all damages consequent on the collision of two trains at the Medford junction in November, and the claim of Abbott for injury, amounting to thirty-six thousand and five hundred and fifty-nine dollars and sixteen cents.

The board have the satisfaction to state that no claims for personal damage are known to exist at this time.

The caution of the stockholders to "shun litigation as far as practicable," has been duly regarded by the board, and the events of the year, in this respect, have not tended to make them particularly odious.

Three important suits have been determined recently in favor of the road. The first was the action of the Boston and Lowell road, instituted by reason of this road's asserting its freedom from tribute to that road. The second was that of Ebenezer Smith, for damages occasioned to his property by the occupancy of a part of Market street, in Boston, for the passenger station. And the third was that of an individual claiming for the loss of a coat and umbrella, which was ordered to be sent by a passenger train, unaccompanied by any person ; in this case the superior court ruled, that railroads were not liable as common carriers, in passenger trains, for merchandise or baggage unaccompanied by a person, and thus settled a principle of great consequence. Five suits for land are now pending, and your board have used all the

power they possess to hasten them to a decision. The two first, by Ebenezer Smith, and Bartlett and Minot, for the land on Canal and Haverhill streets, are only important to the interests of the road. There are other suits, for lost baggage and merchandise destroyed by fire, which must take their course.

It is a source of gratulation to know, that of late, decisions by juries, upon due representations of facts, and the more lucid exposition of the law by the judges of our supreme court, have tended to give greater confidence to the managers of railroads, in vindicating their just and equal rights.

New connexions with this road are multiplying continually, and new duties, resulting from them, impose a watchful and careful consideration of the course to be pursued by its managers. It, of course, becomes them to cultivate friendly relations, as well with those roads which are to become a source of profit, as with those from which a portion of the business is to be diverted, and especially is it their duty to seek a participation of business with those roads, which have become connected with this road without any action or agency on our part. Tickets are sold at the Boston office to 131 stations, extending to 21 different roads, viz., to the Kennebeck, Penobscot and Calais at the East, and to St. Johnsbury, Burlington, Ogdensburg, Niagara Falls, Buffalo, Michigan and Chicago at the North and West, also to four lines of steamers, and this is the only road which tickets to all the five routes to the White Mountains. From some of these, a fair share of business is not realized. The board will therefore feel justified, in taking more active measures to secure an object so desirable for its interests.

The Portland Saco and Portsmouth Railroad, which is managed under the joint agency of this road and the Eastern Railroad, is in excellent condition both as regards its road bed and equipment, and a reserved fund of forty thousand dollars is provided for renewals or depreciation.

This road has an interest in the steamer Governor, which originally amounted to \$14,008.75 on the treasurer's books, but by applying her profits to her credit, this account is now reduced to \$8408.75. In the month of July she was run on to a ledge off Whitehead, which caused an interruption of nearly a month in her regular trips, and an expense of some five or six thousand dollars for repairs, but as she was doing a prosperous business and stood charged at a low rate on the books, this road will suffer no loss.

Some progress has been made in the sale of the company's property, not required for the use of the road. Two houses at Dover, and the old depot ground with the buildings thereon, at Andover, have

been disposed of for the sum of nine thousand four hundred and five dollars, sixty-five cents.

In regard to the business of the road it may be gratifying to the stockholders to know that in each year the earnings have been increased over those of the preceding year, and that its prospects are sufficiently encouraging to justify the expectation of an increase in future years. In evidence of this statement the earnings for the three past years and parts of years are subjoined :—

	1848	1849	1850	1851
Gross earnings, -	511,627 89	522,335 51	594,963 45	
Expenses, - - - -	264,534 58	283,510 76	289,478 02	
Net earnings, - -	247,093 31	238,824 75	305,485 43	
Earnings 1st half year to June 1,	223,470 11	271,870 79		295,679 28
Expenses, - - - - -		114,509 91	139,029 29	147,285 02
Net earnings, - - - - -		108,960 20	132,841 50	148,394 26
Earnings, June, July, August, - -	139,013 98		157,943 47	164,711 36
Expenses, - - - - -		86,523 83	71,721 95	73,371 63
Net earnings, - - - - -		52,490 15	86,221 52	91,339 73

Certain extraordinary expenses caused by fires, &c., are not included, and an amount of interest charged in 1849 as expense, should have been applied to the preceding year.

It is true that this road makes a great show of business from the amount of travel which passes over it, and carries more passengers probably than any other road in the country; but it must be remembered that no road terminating in the city has so much short travel upon it, or such an amount of long travel, at a low rate, which is rendered necessary by the water-borne competition it has to encounter.

This competition has been more immediately directed against our line the present season, but at present an understanding exists between the parties which renders its effects comparatively harmless.

Admonished as the board have so often been by the great destruction of the property of the corporation by fires, care has been taken that a large amount of insurance be effected on bridges, buildings, tools, and merchandise, at different points, and the sum of two hundred twenty-five thousand seven hundred dollars is now covered by policies from various insurance offices.

Five fatal accidents have occurred on the road since December; one, to a passenger who was killed at Dover in attempting to get on a train while in motion; another, to a conductor of a freight train, who was killed in passing from one car to another; the third, to a man who

lost his life 'while walking incautiously on the track at Melrose ; the fourth, to an insane man who was found dead on the track in Bradford, and was probably killed the night previous by a passenger train ; and the fifth, to a fireman who fell from an engine and was run over,—he survived but twenty-four hours.

Much annoyance is experienced and no little risk incurred, by cattle getting on to the track, and this not unfrequently happens by bars being left down and gates open at pass ways. In these cases, the company is not to be held liable, as it is equally the duty of the land owner, to use due care and diligence in keeping the bars up and the gates closed, as it is that of the company, to exercise due vigilance in running the trains and maintaining legal fences.

The Sabbath train, on this road, was considered a matter of questionable expediency, and was discontinued in November, 1850. Abuses had grown up under its management requiring a remedy, and in applying that, it failed of support.

All which is respectfully submitted,

By order of the Directors,

JOHN HOWE, PRESIDENT.

Boston, 3rd September, 1851.

NOTE. A brakeman belonging to the Salem train, was killed in passing on this road, on the 19th of last month, near the Boston station.

SCHEDULE No. 1.

Statement of Construction Accounts, June 1, 1851.

	Amounts as per last Annual Re- port.	Paid in six mos., ending June 1, 1851.	Present amounts.
Graduation and masonry, - -	\$881,513 35	\$72 50	\$881,585 85
Wooden bridges, - - -	364,412 37	Nothing.	364,412 37
Superstructure, - - -	984,523 89	Nothing.	984,523 89
Land, land damages and fences, -	743,103 58	8,717 98	751,821 56
Station buildings, &c., - -	472,135 44	21,633 87	493,769 31
Engineering, agencies, and other expenses, - - -	271,820 26	618 68	272,438 94
Passenger and baggage cars, -	64,590 00	Nothing.	64,590 00
Merchandise cars, - - -	101,107 70	8,115 57	109,223 27
Locomotives, - - -	138,400 00	7,727 29	146,127 29
	4,021,606 59	46,885 89	4,068,492 48
		Paid in June, July and August, 1851,	26,373 84
			4,094,866 32

SCHEDULE No. 2.

Statement of the Liabilities and Assets of the Boston and Maine
Railroad, June 1, 1851.

LIABILITIES.		
Bonds, - - - - -	- - - - -	\$3,000 00
Note payable,* - - - - -	- - - - -	7,000 00
Unpaid dividends, - - - - -	- - - - -	3,837 50
Do do payable July 1, 1851,*	- - - - -	145,449 50
		159,287 00
Estimated amount due for land, bridges, &c., - - -	- - - - -	90,000 00
Amount paid since June 1st, 1851, for construction which was then outstanding, - - - - -	- - - - -	6,386 40
		255,673 40
In addition to above, \$150,000 are due for State loan, but not payable for several years.		

ASSETS.

Waste, 140 14; oil, 386 80; wood, 34,925 14; iron, 4291 00; stock in car and engine shops, 30,580 22, - - -	\$70,323 30
These amounts are charged to earnings as fast as used, and thus become the assets of the road.	

* Paid since.

Cash in Market Bank, - - - - -	\$ 75,524 51
Notes receivable, amply secured by collaterals, - - - - -	137,971 42
Stock in Penobscot Steam Navigation Company, - - - - -	8,408 75
Uncollected interest on notes, &c., - - - - -	2,542 29
Sundry outstanding personal accounts, - - - - -	7,006 30
Due from Portland, Saco and Portsmouth Railroad, - - - - -	5,303 62
Due from sundry connecting roads,* - - - - -	17,417 71
Due from stations on the road, being freight not delivered, &c.,* - - - - -	20,930 92
Materials on hand for repairs, - - - - -	568 63
	<hr/>
	345,997 45

SCHEDULE No. 3.

Statement of the Expenses and Earnings of the Boston and Maine Railroad, December 1, 1850, to June 1, 1851.

EXPENSES.

Repairs, Bridges, Mass., 90 80; N. H., 28 19, - - - - -	\$118 99
“ Road, “ 13,338 33; “ 6170 02; Me., 316 28, 19,824 63	
“ Fences, “ 23 00; “ 72 36, - - - - -	95 36
“ Stations, “ 1091 73; “ 387 37; Me., 2 67, 1,481 77	
“ Locomotives, - - - - -	12,506 98
“ Passenger and baggage cars, - - - - -	5,600 46
“ Merchandise cars, - - - - -	2,276 88
“ Gravel cars, - - - - -	199 63
Removing ice and snow, - - - - -	813 50
Salaries, &c., Passenger department, - - - - -	23,649 64
“ “ Freight do - - - - -	15,737 49
Wages of switchmen, gatemen, signal men, and watchmen, in Mass., N. H., and Maine, - - - - -	6,736 82
General expenses, - - - - -	5,688 66
Gratuities, - - - - -	29 00
Damages, - - - - -	967 92
Taxes, - - - - -	4,239 66
Insurance, - - - - -	1,883 40
Wood and water, - - - - -	5,688 28
Wood, - - - - -	25,200 00
Oil, - - - - -	4,545 97
Waste, - - - - -	469 11
	<hr/>
	137,754 15
New boiler at engine shop, - - - - -	1,955 07
New iron to replace old, - - - - -	7,575 80
	<hr/>
	9,530 87
	<hr/>
	147,285 02
	<hr/>
Balance,	148,394 22

* Mostly paid since June 1st.

EARNINGS.

Passengers,	-	-	-	-	-	-	\$178,155 11
Freight,	-	-	-	-	-	-	98,214 93
Rents,	-	-	-	-	-	-	6,047 22
Mails,	-	-	-	-	-	-	2,817 54
Interest,	-	-	-	-	-	-	2,643 36
							<u>287,878 16</u>
Portland, Saco, and Portsmouth Railroad,	-	-	-	-	-	-	<u>7,801 08</u>
							<u>295,679 24</u>

Statement of Earnings and Expenditures of the Road for three months ending the first day of September, 1851.

Receipts from	1850, June.	1851, June.	1850, July.	1851, July.	1850, Aug.	1851, Aug. Estimated.
Passengers,	\$31,966 53	\$35,785 46	\$37,240 74	\$38,796 64	\$38,901 33	\$38,759 54
Freight, -	14,743 40	16,026 60	15,124 50	17,187 26	16,630 54	14,171 12
Rents, -	940 24	818 33	910 30	758 33	902 14	763 33
Mails, -	595 29	564 25	521 75	520 50	526 73	560 00
	<u>48,245 46</u>	<u>53,194 64</u>	<u>53,797 29</u>	<u>57,262 73</u>	<u>56,960 74</u>	<u>54,253 99</u>
Expenses,	21,092 23	23,598 88	23,446 79	23,810 80	26,478 72	25,961 95
Net, - -	<u>27,153 23</u>	<u>29,595 76</u>	<u>30,350 50</u>	<u>33,451 93</u>	<u>30,482 02</u>	<u>*28,292 04</u>

* The earnings of this month have been reduced somewhat by the accident to the Steamer Governor.

SCHEDULE No. 4.

Receipts from Passengers, Rents, Mails, &c., for the year ending May 31, 1851.

Month.	Boston.	Somerville.	Medford.	Malden.	Melrose.	S. Reading.	Reading.	Ballard Vale.	Andover.	Lawrence, S. S.	Lawrence, N. S.	North Andover.	Bradford.
1850—													
June,	\$6782 11	\$178 38	\$321 30	\$389 30	\$356 43	\$680 16	\$465 63	\$212 84	\$610 00	\$1304 69	\$661 17	\$231 80	\$235 32
July,	8889 65	239 67	377 38	514 39	385 38	835 05	572 61	330 11	908 00	1820 28	1050 30	323 23	350 50
Aug.,	8563 33	253 50	351 61	484 62	446 62	677 03	543 33	260 24	913 00	1846 19	902 53	402 75	263 78
Sept.,	9477 04	163 51	407 99	607 67	322 61	650 27	501 10	241 71	857 00	1663 13	812 47	311 74	310 33
Oct.,	8545 60	156 24	312 06	415 73	305 16	574 94	485 77	287 17	844 50	1400 37	1032 79	273 73	246 99
Nov.,	7716 09	157 84	325 46	421 11	308 22	574 36	488 12	223 36	641 50	1213 18	942 67	212 48	244 48
Dec.,	6829 37	102 56	251 37	316 95	210 80	425 73	357 26	202 98	614 75	1087 33	723 59	195 13	187 89
1851—													
Jan.,	6376 07	105 23	253 76	299 35	205 05	485 02	297 24	217 82	516 12	985 40	710 99	171 08	178 74
Feb.,	5099 70	131 24	247 79	331 09	231 51	423 85	461 10	185 49	557 45	925 33	602 86	195 24	147 81
March,	5516 85	118 30	288 57	416 66	290 45	487 30	441 65	242 89	544 95	1205 16	684 94	186 97	190 77
April,	6468 93	137 16	300 40	437 28	285 63	606 20	479 27	244 07	704 30	1569 39	949 58	254 79	241 97
May,	7283 40	163 96	238 73	445 55	313 97	615 81	430 02	223 38	641 32	1465 25	1066 76	229 95	232 98
	87448 14	1907 59	3676 42	5079 70	3659 83	7035 72	5473 10	2872 06	8352 89	16486 20	10140 65	2988 89	2831 56

Month.	Haverhill.	Atkinson.	Newton.	E. Kings- ton.	Exeter.	S. N. Market.	New Market.	F. & C. Junction.	Port- smouth.	Durham.	Dover.	Great Falls.	Rochester.
1850—													
June,	\$1191 48	-	\$63 37	\$158 83	\$946 18	\$86 12	\$311 79	\$264 09	-	\$148 93	\$1431 50	\$851 90	\$263 51
July,	1497 24	-	112 95	176 04	1239 94	154 58	462 94	384 32	-	205 50	1835 31	1234 61	347 42
Aug.,	1564 33	-	82 99	239 59	1217 62	153 94	485 83	473 29	-	216 32	2066 92	1121 69	427 38
Sept.,	1515 29	-	92 62	257 96	1180 13	150 03	514 22	454 87	-	204 42	2255 55	1204 88	420 24
Oct.,	1402 61	-	89 50	217 97	787 81	125 74	449 13	250 47	\$122 20	165 19	1783 67	1293 14	329 44
Nov.,	1164 98	-	55 53	146 30	683 04	118 42	440 52	202 07	68 04	168 69	1635 66	1005 20	177 04
Dec.,	1034 87	-	52 92	136 50	598 64	113 55	348 51	162 33	44 75	144 57	1988 52	758 81	167 45
1851—													
Jan.,	1214 04	\$48 54	48 68	171 04	595 00	107 06	335 21	156 07	62 77	114 69	1393 38	722 66	-
Feb.,	1268 11	104 59	85 12	157 58	711 75	94 37	337 92	136 52	50 61	111 41	1171 85	794 32	-
March,	1219 33	76 22	69 63	171 43	767 28	113 22	392 89	143 82	57 04	157 80	1335 80	900 98	-
April,	1386 32	66 30	65 34	188 39	736 40	122 24	402 52	114 02	144 68	147 14	1496 69	1032 20	-
May,	1385 85	66 84	78 55	200 09	716 74	152 70	378 92	119 06	84 65	138 55	1508 56	819 58	-
	15844 45	362 49	897 20	2221 68	10080 53	1491 97	4850 13	3660 93	634 99	1923 21	19193 41	11739 97	2132 48

SCHEDULE No. 4—CONTINUED.

Month.	Milou.	Salmon Falls.	S. Berwick.	Junction.	N. Berwick.	Wells.	Kennebunk.	Saco.	Portland.	Total.
1850—June, -	-	\$443 26	\$108 57	\$75 64	\$104 08	\$17 15	\$18 24	\$22 12	\$51 16	\$18,887 05
July, -	-	462 31	69 04	112 94	98 91	24 09	33 87	17 17	57 57	25,123 30
Aug., -	-	406 93	53 47	65 98	167 67	31 49	47 76	31 62	81 39	24,904 72
Sept., -	-	445 23	51 26	104 22	115 85	19 78	49 56	27 70	68 74	25,439 12
Oct., -	-	452 20	61 16	80 67	122 12	14 26	38 17	27 39	53 99	22,608 13
Nov., -	\$224 82	318 52	31 32	64 04	81 13	11 16	15 78	18 40	51 36	20,228 18
Dec., -	201 98	201 91	23 31	85 17	92 67	11 78	29 12	22 50	56 31	17,065 93
1851—Jan., -	65 07	237 76	24 93	76 96	61 52	3 73	14 22	26 18	56 31	16,337 65
Feb., -	-	251 14	26 27	72 51	56 74	1 31	16 22	15 18	52 80	15,025 33
March, -	-	245 96	57 58	92 20	62 92	14 72	14 26	17 15	62 16	16,577 85
April, -	-	341 46	-	89 85	-	-	-	-	-	18,976 36
May, -	-	374 45	-	75 86	-	-	-	-	-	19,349 55
	491 87	4241 13	506 91	996 04	963 63	149 46	277 10	225 41	575 43	240,613 17

Month.	P. S. & P. Way fares.	Connecting roads not included in stations.	Fares in cars.	Steamboat & thro' Fares.	Season tickets & miscellaneous.	Total for Passengers.	Rents.	Mails.	Total, Passenger, Rents and Mails.
1850—June, -	-	\$511 19	\$1757 19	\$5263 77	5547 33	\$31,966 53	\$940 24	\$595 29	\$33,502 06
July, -	-	848 55	2053 18	7035 22	2180 49	37,240 74	910 30	521 75	38,672 79
Aug., -	-	682 51	2228 25	9073 52	2012 33	38,901 33	902 14	526 73	40,380 20
Sept., -	-	1134 44	2401 53	8761 70	6329 49	44,066 28	912 82	603 00	45,582 10
Oct., -	-	528 81	1826 80	8245 56	4091 08	37,390 38	884 38	544 46	38,819 22
Nov., -	-	484 04	1960 46	6090 79	1725 41	30,488 88	588 69	603 00	31,680 57
Dec., -	-	604 29	1601 34	5062 08	5659 34	29,992 98	1057 40	425 92	31,476 30
1851—Jan., -	-	985 91	1540 81	4662 21	1688 33	25,214 91	758 33	542 50	26,515 74
Feb., -	-	2856 86	1494 33	4070 40	1413 16	24,860 08	758 33	603 00	26,321 41
March, -	-	2806 52	1642 61	5294 24	32,504 24	31,530 79	617 91	564 00	32,712 70
April, -	\$264 30	2609 73	1857 44	5646 91	2650 46	32,005 20	758 33	596 25	33,359 78
May, -	223 90	2370 14	2010 39	6422 67	2511 25	32,887 90	2096 92	85 87	35,070 69
	488 20	16,422 90	22,374 33	75,544 40	41,102 91	396,546 00	11185 79	6211 77	413,943 56
									12,965 17
									436,908 73

Total Earnings, excepting Freight.

Portsmouth, Saco and Portsmouth Railroad, and interest,

Boston and Maine Railroad Freight Earnings, for the year ending May 31, 1851.

Month.	Boston.	Malden.	Melrose.	S. Reading.	Reading.	B. Vale.	Andover.	Lawrence.	N. Andover.	Bradford.	Haverhill.	Plaistow.	Newton.
1850—June,	\$3345 73	\$126 12	\$109 89	\$621 94	\$127 72	\$302 97	\$401 42	\$2611 16	\$189 11	\$209 52	\$1361 86	\$124 14	\$95 41
July,	3728 95	190 47	49 56	376 28	133 93	136 54	431 36	2954 82	173 29	161 42	1647 86	236 25	99 55
Aug.,	4012 85	68 12	23 89	284 66	96 59	343 81	662 93	2376 96	330 56	171 72	1519 49	200 97	75 15
Sept.,	3072 61	283 83	36 10	198 63	104 03	114 25	663 64	2573 79	194 19	177 05	1646 97	439 72	97 36
Oct.,	3248 42	177 13	41 47	349 16	105 87	145 85	603 75	2899 94	240 46	201 76	1614 77	399 86	113 73
Nov.,	3104 34	378 10	26 21	328 13	77 77	105 72	550 86	1739 75	144 81	224 02	1405 77	327 67	82 36
Dec.,	3418 29	269 00	21 35	271 58	59 09	69 68	318 50	2152 92	162 44	200 23	1312 44	62 19	68 45
1851—Jan.,	4148 58	102 05	15 10	206 54	139 78	135 63	402 94	2416 42	199 29	227 53	1604 72	63 98	101 23
Feb.,	3152 07	188 00	32 50	90 49	73 78	104 23	309 92	2529 94	212 89	190 79	1286 84	49 28	93 40
March,	3622 89	355 74	70 25	160 70	76 02	146 78	437 10	1639 56	186 68	268 99	1333 99	145 05	97 69
April,	3768 77	187 36	47 91	274 36	135 08	94 21	418 19	2539 40	212 51	254 38	1423 70	321 56	92 25
May,	4010 80	300 88	93 33	290 37	134 41	263 71	837 83	1934 88	160 22	228 32	1398 10	305 78	134 05
	42634 30	2626 80	566 56	3452 84	1284 07	1963 44	6038 44	28369 54	2406 45	2515 73	17566 51	2676 45	1150 63

Month.	E. Kings- ton.	Exeter.	S. New- market.	P. and C. Junction.	New Mar- ket.	Durham.	Dover.	Gt. Falls.	Sa. Falls.	S. B. Junc.	Rochester.	Milton.	G. F. & C. Railroad.
1850—June,	\$143 81	\$459 53	\$24 09	\$206 37	\$132 03	\$62 59	\$1009 78	\$716 16	\$275 52	\$165 97	\$395 08	-	-
July,	114 37	348 06	46 04	201 88	135 95	82 16	833 79	881 25	391 17	130 87	437 23	-	-
Aug.,	128 77	464 13	35 75	80 46	159 03	97 64	1107 44	1594 16	403 98	435 20	559 52	-	-
Sept.,	158 53	497 33	45 27	98 14	256 45	87 90	1025 60	1145 89	296 33	180 01	435 36	-	-
Oct.,	171 21	615 73	41 20	182 59	207 85	102 07	1016 51	971 07	349 10	377 70	540 04	-	-
Nov.,	123 73	592 94	82 18	146 62	156 61	79 59	848 15	710 56	382 57	242 21	419 89	222 00	-
Dec.,	88 01	340 20	37 61	100 54	152 26	56 78	1019 65	881 62	256 92	180 07	322 23	188 69	-
1851—Jan.,	149 25	446 90	71 91	120 05	180 03	80 95	1277 82	1402 60	419 79	305 49	-	-	312 03
Feb.,	122 48	420 41	139 76	153 61	189 83	69 26	1084 97	1186 70	394 76	372 29	-	-	306 98
March,	122 64	597 29	103 42	284 03	267 34	162 14	1418 92	1266 70	695 63	531 74	-	-	381 68
April,	163 28	401 56	82 01	397 53	216 25	110 77	1364 32	767 77	390 76	318 54	-	-	393 26
May,	146 48	608 81	94 45	166 98	179 63	69 84	1098 17	1257 62	540 94	425 67	-	-	228 09
	1632 56	5792 89	803 69	2138 80	2233 26	1051 69	13705 12	12782 10	4797 52	3665 76	3109 35	410 69	1634 04

SCHEDULE No. 5—CONTINUED.

Month.	Cochecho Railroad.	M. and L. Railroad.	So. R. B. Railroad.	Total.	Total.
1850—June,	\$561 95	\$963 48	-	\$14,743 40	
July,	501 74	796 11	-	15,220 90	
Aug.,	434 09	963 67	-	16,630 54	
Sept.,	506 66	913 75	\$276 30	15,571 69	
Oct.,	519 54	1155 11	533 63	16,879 52	
Nov.,	529 73	1200 00	466 30	14,698 59	
Dec.,	487 18	518 68	634 51	13,651 11	
1851—Jan.,	626 76	742 50	945 26	16,845 13	
Feb.,	708 01	808 86	639 70	15,523 81	
March,	647 04	881 93	616 18	16,518 12	
April,	711 16	1464 92	721 42	17,273 23	
May,	480 33	1261 38	617 43	17,288 50	\$190,844 54
	6714 19	11670 39	5450 73	-	\$190,844 54
				Add use of Methuen Branch, &c.,	1,018 63
				Total,	\$191,863 17

SCHEDULE No. 6.

Statement of Free Passengers for the year ending August 31, 1851.

	1850.				1851.							
	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.
In pay of the road as employ- ees, -	4	2	1	1	2	-	1	1	-	-	-	-
Agents of corporations, and directors and officers of connecting roads, -	156	148	132	177	186	142	167	309	320	423	221	291
Families of directors of B. and M. Railroad, -	6	15	10	14	21	20	16	21	6	10	-	9
Persons not connected with the road, -	22	7	4	10	5	7	10	26	7	19	8	16
	188	172	147	202	214	169	194	357	333	452	229	316

NOTE.—Of the above, 20 persons were passed by the President.

71 " " " by the Superintendent.

8 " " " by Wm. Hale, Director.

Directors, officers, &c. of other roads pass by contract.

SCHEDULE No. 7.

Statement of Pay Rolls for May, 1851.

Names.	Per Month.	Per Year.
PASSENGER CONDUCTORS.		
Joseph W. Aborn, - - - -	\$50 00	\$600 00
John Bowditch, - - - -	45 00	540 00
William Crook, - - - -	50 00	600 00
Charles E. Hall, - - - -	50 00	600 00
Daniel Nason, - - - -	45 00	540 00
Hollis Smart, - - - -	45 00	540 00
Jos. L. Smith, - - - -	50 00	600 00
E. C. Thompson, - - - -	50 00	600 00
Ansell Tucker, - - - -	50 00	600 00
J. B. Wadleigh, - - - -	50 00	600 00
M. E. Wood, - - - -	50 00	600 00
ENGINEMEN.		
Willard Ames, - - - -	60 00	720 00
Wm. P. Davis, - - - -	60 00	720 00
S. M. Davis, - - - -	60 00	720 00
A. G. Doyle, - - - -	60 00	720 00
Wm. P. Fernald, - - - -	60 00	720 00
Jos. W. Fernald, - - - -	35 00	420 00
Henry Gaylord, - - - -	60 00	720 00
Stephen Gray, - - - -	45 00	540 00
R. M. Gregg, - - - -	45 00	540 00
Chas. M. Libbey, - - - -	45 00	540 00
H. F. Pasho, Jr., - - - -	60 00	720 00
David A. Pasho, - - - -	45 00	540 00
Chas. Pemberton, - - - -	60 00	720 00
H. H. Pemberton, - - - -	35 00	420 00
George Poor, - - - -	60 00	720 00
Jos. Seavey, - - - -	60 00	720 00
William Smith, - - - -	55 00	660 00
J. P. Wadleigh, - - - -	35 00	420 00
TICKET MASTERS.		
*J. M. Richardson, Boston, - - -	60 00	720 00
*S. W. Richardson, " - - -	30 00	360 00
†L. S. Alexander, Somerville, - - -	40 00	480 00
James T. Floyd, Jr., Medford, - - -	33 33½	400 00
†*Samuel Norriss, Malden, - - -	45 00	540 00

Names.	Per Month.	Per Year.
†Geo. W. Barrett, Melrose, - - -	\$25 00	\$300 00
†Jonathan Towle, South Reading, - - -	40 00	480 00
Calvin Temple, Reading, - - -	40 00	480 00
†Stephen Densmore, Ballard Vale, - - -	30 00	360 00
James Grosvenor, Andover, - - -	40 00	480 00
*S. M. Burnham, Lawrence, S. S. - - -	40 00	480 00
*A. W. Eaton, " N. S. - - -	40 00	480 00
†Laban Sawyer, No. Andover, - - -	40 00	480 00
†Christopher Rugg, Bradford, - - -	20 00	240 00
Joseph Flanders, Haverhill, - - -	50 00	600 00
*†Rufus Merrill, Plaistow, - - -	20 00	240 00
†Simeon Rowell, Newton, - - -	13 00	156 00
†A. Batchelder, East Kingston, - - -	20 00	240 00
Geo. G. Smith, Exeter, - - -	40 00	480 00
†C. H. Tetherly, So. Newmarket, - - -	20 00	240 00
†Thomas Chesley, P. & C. Junction, - - -	16 25	195 00
†*Wm. Thompson, Newmarket, - - -	40 00	480 00
†Ebenr. Smith, Durham, - - -	33 33½	400 00
William Tredick, Dover, - - -	40 00	480 00
Geo. W. Ballock, Jr., Gt. Falls, - - -	35 00	420 00
†Geo. S. Oliver, Salmon Falls, - - -	35 00	420 00
D. W. Quimby, S. B. Junction, - - -	35 00	420 00

All the above, excepting those marked *, are also station and freight agents. Those marked † do all the work required at the station, including tending the switches. †† Also tends gate at Milk Row Crossing, Somerville. †* Also tends gate. *†* Performs all labor required, but does not sell tickets.

FIREMEN.

21 Men, averaging each, - - - \$30 00

TRAIN AND BAGGAGE MASTERS.

8 Men, averaging each, - - - 34 37

BRAKEMEN.

19 Men, averaging each, - - - 29 58

BOSTON PASSENGER STATION.

John S. Dunlap, Transportation Master,	83 33½	1,000 00
William Knights, Baggage Master,	35 00	420 00
Alfred Currier, " "	30 00	360 00
6 Laborers, averaging each, - - -	25 33	
2 " " " " - - -	35 75	

BOSTON FREIGHT HOUSE.

R. H. Blake, Freight Agent, - - -	83 33½	1,000 00
T. D. Dalton, Book-keeper, - - -	58 33½	700 00

Names.	Per Month.	Per Year.
A. Caldwell, Clerk and Freight Cashier,	\$50 00	- \$600 00
John H. Clark, " - - - -	35 00	- 420 00
N. H. Knapp, " - - - -	26 00	- 312 00
2 Loading Agents, averaging each,	45 50	
50 Laborers, " " - -	28 38	

FREIGHT CONDUCTORS.

John Bailey, Lawrence Train, - -	40 00	- 480 00
Jonas Houghton, Great Falls Train, -	40 00	- 480 00
Sam'l A. Scales, " " " -	40 00	- 480 00

GATEMEN.

3 in Boston, averaging each, - - -	27 33	- 983 88
*1 in Charlestown, at - - - -	35 00	- 420 00
1 in Lawrence, at - - - -	26 00	- 312 00
†1 in Haverhill, at - - - -	13 00	- 156 00
††1 in Exeter, at - - - -	26 00	- 312 00
††1 in Dover, at - - - -	30 00	- 360 00

* Also tends depot, draw and signal at Fitchburg Railroad Crossing.

† Tends gates at two streets. †† Also labors at depot when not required at gates.

ENGINE SHOP.

34 Men—full time 31, averaging each, - 44 49

CAR SHOP.

37 Men—full time 34, averaging each, - 39 37

REPAIRS OF ROAD.

E. A. Smith, Road Master, - - -	52 00	- 624 00
Nathl. Whittier, " " - - -	65 00	- 780 00
131 Men, averaging each, - - -	27 57	

READING STATION.

1 Switchman, at - - - -	30 00	- 360 00
1 Signal-man, at - - - -	15 00	- 180 00
2 laborers, at each, - - - -	26 00	- 624 00

These men load and unload all freight, saw wood, pump water and clean cars.

ANDOVER STATION.

1 Freight Clerk, at - - - -	30 00	- 360 00
1 Laborer, at - - - -	30 00	- 360 00

LAWRENCE STATION.

William Pecker, Station Agent, - -	\$50 00	- \$600 00
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Names.	Per Month.	Per Year.
2 Freight Clerks, averaging each,	\$35 00	\$840 00
4 Baggage Masters, " "	30 50	
15 Laborers, " "	26 87	
HAVERHILL STATION.		
5 Laborers, averaging each,	30 20	
EXETER STATION.		
3 Laborers, averaging each,	27 33	
DOVER STATION.		
2 Laborers, averaging each,	27 62	
SOMERSWORTH STATION.		
1 Station Agent, at	15 00	180 00
GREAT FALLS STATION.		
1 Freight Clerk, at	30 00	360 00
2 Blacksmiths, averaging each,	45 50	
3 Laborers, " "	26 00	
SOUTH BERWICK JUNCTION.		
3 Men, loading wood, &c., averaging each,	26 00	
WATCHMEN.		
2 at Boston Passenger Depot, each,	30 00	720 00
2 at " Engine Shop, "	30 00	720 00
2 at " Freight House, "	32 40	777 60
1 at Reading, at	26 00	312 00
4 at Lawrence, each,	30 00	1440 00
1 at Haverhill, at	30 00	360 00
2 at Great Falls, each,	30 00	720 00
1 at South Berwick Junction, at	18 00	216 00
SWITCHMEN.		
3 at Boston, averaging each,	31 11	312 00
1 at Medford Junction, at	26 00	312 00
4 at Lawrence, each,	24 25	360 00
† 1 at East Kingston, at	30 00	72 00
1 at Madbury, at	6 00	240 00
1 at Somersworth, at	20 00	
† Also saws wood.		
DRAW TENDERS.		
1 at Boston, at	30 00	360 00
1 at Medford, at	30 00	360 00

Names.
MISCELLANEOUS
 Alfred Perkins.
 22 Laborers, n
 1 Man, clean
 † These men sa
 ars, and do other
 John Howe
 Thomas S.
 Treasurer
 J. S. Eatc
 George I
 W. D. A

State
 A
 1

Names.	Per Month.	Per Year.
MISCELLANEOUS—BOSTON.		
Alfred Perkins, Wood Agent,	\$83 33½	\$1000 00
†22 Laborers, averaging each,	26 45	240 00
1 Man, cleans cars at Portland,	20 00	
† These men saw and pile wood, repair track and bridges, repair passenger cars, and do other miscellaneous work.		
John Howe, President,		\$2500 00
Thomas S. Williams, Superintendent,		2000 00
Treasurer and Clerk,		2000 00
J. S. Eaton, Season Ticket Clerk, &c.,		600 00
George L. Dunlap, Ticket Clerk,		600 00
W. D. A. Whitman, Assistant, Superintendent's Office,		180 00
Total number of men, 494.		

SCHEDULE No. 8.

Statement of Amounts paid on account of Sundry Appropriations.

	Appropriations.	Amounts paid.
Andover Depot,	\$8,000	\$7,707 89
Buildings at Lawrence,	35,000	27,481 52
Enlargement Boston Depot,	15,000	15,300 20
Turn-table for do	1,500	1,723 37
Station at Medford Junction,	300	300 00
Engine and Car House, Reading,	1,500	2,047 99
Station at Wilmington,	700	709 00
" " Atkinson,	600	622 55
	<u>\$62,600</u>	<u>\$55,892 52</u>

Paid from earnings of road for	\$23,811 71
Brick Freight Depot, Boston,	4,081 45
Wooden " " "	<u>\$27,893 16</u>

Names.	Per Month.	Per Year.
2 Freight Clerks, averaging each,	\$35 00	\$840 00
4 Baggage Masters, " "	30 50	
15 Laborers, " "	26 87	
HAVERHILL STATION.		
5 Laborers, averaging each,	30 20	
EXETER STATION.		
3 Laborers, averaging each,	27 33	
DOVER STATION.		
2 Laborers, averaging each,	27 62	
SOMERSWORTH STATION.		
1 Station Agent, at	15 00	180 00
GREAT FALLS STATION.		
1 Freight Clerk, at	30 00	360 00
2 Blacksmiths, averaging each,	45 50	
3 Laborers, " "	26 00	
SOUTH BERWICK JUNCTION.		
3 Men, loading wood, &c., averaging each,	26 00	
WATCHMEN.		
2 at Boston Passenger Depot, each,	30 00	720 00
2 at " Engine Shop, "	30 00	720 00
2 at " Freight House, "	32 40	777 60
1 at Reading, at	26 00	312 00
4 at Lawrence, each,	30 00	1440 00
1 at Haverhill, at	30 00	360 00
2 at Great Falls, each,	30 00	720 00
1 at South Berwick Junction, at	18 00	216 00
SWITCHMEN.		
3 at Boston, averaging each,	31 11	
1 at Medford Junction, at	26 00	312 00
4 at Lawrence, each,	24 25	
† 1 at East Kingston, at	30 00	360 00
1 at Madbury, at	6 00	72 00
1 at Somersworth, at	20 00	240 00
‡ Also saws wood.		
DRAW TENDERS.		
1 at Boston, at	30 00	360 00
1 at Medford, at	30 00	360 00

Names.	Per Month.	Per Year.
MISCELLANEOUS—BOSTON.		
Alfred Perkins, Wood Agent, - - -	\$83 33½	- \$1000 00
†22 Laborers, averaging each, - - -	26 45	
1 Man, cleans cars at Portland, - - -	20 00	- 240 00
† These men saw and pile wood, repair track and bridges, repair passenger cars, and do other miscellaneous work.		
John Howe, President, - - - - -		\$2500 00
Thomas S. Williams, Superintendent, - - - - -		2000 00
Treasurer and Clerk, - - - - -		2000 00
J. S. Eaton, Season Ticket Clerk, &c., - - - - -		600 00
George L. Dunlap, Ticket Clerk, - - - - -		600 00
W. D. A. Whitman, Assistant, Superintendent's Office, - - - - -		180 00
Total number of men, 494.		

SCHEDULE No. 8.

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	Appropriations.	Amounts paid.
Andover Depot, - - - - -	\$8,000	\$7,707 89
Buildings at Lawrence, - - - - -	35,000	27,481 52
Enlargement Boston Depot, - - - - -	15,000	15,300 20
Turn-table for do - - - - -	1,500	1,723 37
Station at Medford Junction, - - - - -	300	300 00
Engine and Car House, Reading, - - - - -	1,500	2,047 99
Station at Wilmington, - - - - -	700	709 00
“ “ Atkinson, - - - - -	600	622 55
	\$62,600	\$55,892 52

Paid from earnings of road for	
Brick Freight Depot, Boston,	\$23,811 71
Wooden “ “ “	4,081 45
	\$27,893 16

