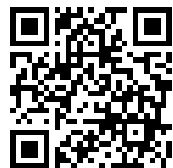
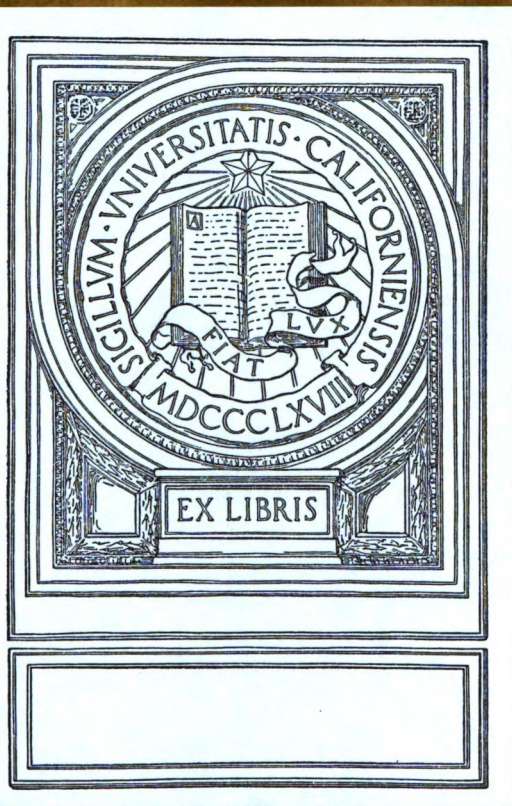

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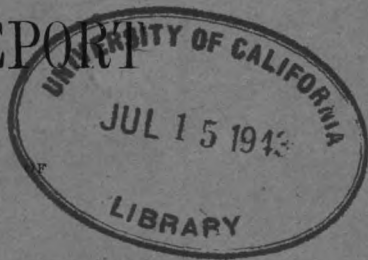
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X-12
REPORT



THE DIRECTORS

OF THE

BOSTON AND MAINE RAILROAD

TO THE STOCKHOLDERS.

WEDNESDAY, SEPT. 13, 1865.

BOSTON:

PRINTED BY HENRY W. DUTTON & SON,

TRANSCRIPT BUILDING.

1865.



BOSTON AND MAINE RAILROAD.

The Annual Meeting of the Stockholders of the Boston and Maine Railroad will be held at LAWRENCE, in the City Hall, on WEDNESDAY, the 13th day of September next, at Ten o'clock, A. M., for the choice of Directors, and the transaction of any other business which may be brought before them.

By order of the Directors,

JAMES C. MERRILL, Clerk.

Boston, Aug. 16th, 1865.

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REPORT
OF
THE DIRECTORS
OF THE
BOSTON AND MAINE RAILROAD
TO THE STOCKHOLDERS.

WEDNESDAY, SEPT. 13, 1865.



BOSTON:
PRINTED BY HENRY W. DUTTON & SON,
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1865.

BOSTON AND MAINE RAILROAD.

BOARD OF DIRECTORS.

ISRAEL M. SPELMAN, Cambridge, Mass.

JAMES H. DUNCAN, Haverhill, Mass.

GEO. W. KITTREDGE, Newmarket, N. H.

DANIEL M. CHRISTIE, Dover, N. H.

PETER T. HOMER, Boston, Mass.

HENRY SALTONSTALL, Boston, Mass.

NATHANIEL G. WHITE, Lawrence, Mass.

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B&A
v. 32

ANNUAL REPORT.

THE Directors submit to the Stockholders the following Report of the Operations of the Road for the year ending May 31, 1865:—

The Receipts have been	
From Passengers, - - - - -	\$824,700 97
“ Freight, - - - - -	394,038 53
“ Rents, - - - - -	20,508 60
“ Mails, - - - - -	11,991 41
“ Interest and dividends, - - - - -	14,729 34
“ Portland, Saco, & Portsmouth Railroad, surplus,	30,000 00
	\$1,295,968 85
Total Gross Receipts, - - - - -	
The Expenses, including renewals, depreciation, and all taxes, except United States tax on dividends and surplus, are given in detail in Table F of Appendix, and amount, in gross, to - - -	928,800 91
	\$367,167 94
Net Earnings, - - - - -	
From which, deducting two dividends of Four per cent, each, - - -	\$328,456 00
And United States tax on the same, and on the surplus, - - -	18,664 53
	847,120 53
The surplus of the year is - - - - -	\$20,047 41

The gross receipts of the year, ending May 31, 1864, were \$1,116,930.82. The gain of the year, ending May 31, 1865, is, therefore, \$179,038.03. The expenses of 1864 were \$635,031.72; those of the year 1865 exceed this sum by the amount of \$293,769.19. This large increase of expenses was inevitable, and foreseen in our last report. The remedy to be applied was an increase in the passenger and freight tariffs. Your Directors

yielded reluctantly to the necessity of this increase, and the advance finally agreed upon was not sufficient to meet the wants of the Road, while prices of labor and materials were at their highest range during the past winter: hence the above result of the year's operations. Had the high rates of expenditure caused by the late war continued, another increase in the tariffs would have been inevitable. The advance actually made is probably sufficient to meet the rate of expenditure of the coming year, prices having already partially fallen, and there being every reason to anticipate a further decline.

As illustrative of the impossibility of keeping down operating expenses to the old standard of past years, it may be well to state in this connection the comparative prices of the leading articles used, and of labor, for the year ending November 30, 1860, before the influence of the war was felt, and for the year ending November 30, 1865, when prices ruled the highest. The figures are taken from tables prepared during the past winter, to show to the Railroad Committee of the Massachusetts Legislature the necessity of a rise in our tariff, complaint having been made to that body of the course pursued by your Directors. In no case are extreme prices taken, but only such as commonly ruled in the market:—

		1860.	1865.
English refined iron,	per lb., - -	\$0.03	\$0.10
“ sheet “	“ - -	.04½	.11
“ cast steel,	“ - -	.16½	.38
“ spring “	“ - -	.07	.17
Iron castings,	“ - -	.03	.07
Wrought iron nuts,	“ - -	.06½	.15
Sheet copper,	“ - -	.31	.51
“ brass,	“ - -	.35	.60
Russian sheet iron,	“ - -	.12	.30
Pig tin,	“ - -	.31	.63
Composition castings,	“ - -	.34	.65
Brass tubes,	“ - -	.28	.63
White lead,	“ - -	.08	.18½
Linseed oil,	per gall. - -	.61	1.70
Coach varnish,	“ - -	2.75	7.00
Spirits turpentine,	“ - -	.47	3.75
Locomotive tyres,	per lb. - -	.12	.88

	1860.	1865.
Crank axles (finished), per lb. - -	\$0.20	\$0.45
Truck and tender wheels, each, - -	14.50	30.00
“ “ axles, per lb. - -	.05½	.12½
Oak lumber, per M. - -	30.00	40.50
Pine “ No. 4, “ - -	23.00	60.00
Fish bars, per lb. - -	.04	.08½
Bolts, “ - -	.04½	.10½
Chair iron, “ - -	.03½	.07½
Spikes, “ - -	.03½	.09½
Iron rails, re-rolled, per ton, - -	25.00	47.40
“ “ new, “ - -	57.50	120.00
“ “ English, in gold, - -		55.00
White pine, per cord, - -	2.75	4.00
Hemlock, “ - -	3.25	5.00
Hard wood, “ - -	4.25	6.75
Coal, hard, per ton, - -	4.75	12.00
“ soft, “ - -	5.50	14.00
Cedar posts, each, - -	.10	.25
“ ties, “ - -	.30	.62
Sperm oil, per gall. - -	1.35	2.45
Whale “ “ - -	.58	1.75
Lard “ “ - -	.95	2.20
Tallow, per lb. - -	.11	.17
Cotton waste, “ - -	.09	.35
Enginemen, per day, - -	2.50	3.00
Machinists, average “ - -	1.59	2.25

The expenses have also been swelled by an increased burden of taxation. In our last report we stated that the taxes paid during the year ending May 31, 1862, were \$13,878 51

“ 31, 1863,	“	37,530 66
“ 31, 1864,	“	67,965 44

For the year, just ended, they were as follows:—

City and town taxes, Mass., N. Hamp. and Me.,	\$25,710 45
Massachusetts State tax, - - - -	42,322 41
N. Hampshire “ “ - - - -	19,591 21
United States tax on gross receipts, - -	29,614 01
“ “ “ on dividends and surplus, -	18,664 53

*Total taxes, - - - - - \$135,902 61

* United States taxes on repairs, manufacturing, and stamps of all kinds, are additional to the above.

The construction account. (Table B, Appendix) has been increased \$38,092.45, in consequence of additions to the equipment, of which further mention will be made. There is this increase, notwithstanding the equipment purchased of the Dover and Winnepisseogee Railroad has been marked down below its valuation of the preceding year.

The undivided earnings account has been further increased by the surplus of this year, \$20,047.41.

The long pending controversy with the late Ebenezer Smith, in regard to the award for damages for land taken on the Mill Pond in Boston, was interrupted by the decease of that gentleman during the past year. But terms of settlement, not only of this controversy, but of all other claims of Mr. Smith, including the purchase of two lots of land, which jut into the premises of the Road, between Haymarket Square and Causeway Street, have been agreed upon with his heirs and executors. The final adjustment only waits for an agreement among the heirs themselves, as to the probate of the will of Mr. Smith, and the appointment by the Probate Court of parties having power to execute the necessary releases.

Rather more than the usual amount has been expended during the past year upon bridges and equipment.

Besides ordinary repairs, an arch culvert, 100 feet long, and 10 feet span, has been constructed at Newmarket. A lattice bridge, 60 feet span, has been built over Ipswich river, on the Newburyport branch. A bridge, about one mile north of Haverhill, has been rebuilt, the waterway doubled, and the embankment raised from one to two feet, for a distance of half a mile. A new overhead bridge, 75 feet long, and 40 wide, has been put up on Lowell Street, in the city of Lawrence.

The equipment not being equal to the wants of the road, especial attention has been given in this direction the past year. One new locomotive, three new passenger cars, and one smoking car, with raised or double roofs, have been built; the roofs of four of the old cars altered to the new pattern; and two new passenger, and one new baggage car, are, at the writing of this report, nearly ready to leave the shops. Besides extensive

repairs of merchandise cars, seventy new short platform cars have been added to this branch of the equipment, and twenty more are nearly ready for use.

The shop accommodations at Lawrence have been increased by the addition of a new L building, 120 feet long by 40 feet. This, with the L, put up in 1864, completes the original design of shops at that place. The supply of water, of which, in 1864, there was a deficiency, has been increased by a new well, 12 feet diameter, and 21 feet deep, and is now ample for all purposes.

The usual attention has been paid to the maintenance of way, and the track and superstructure are in better condition than in any previous year.

The earnings and expenses of the Portland, Saco and Portsmouth Railroad may be found on the last page of the appendix. The receipts continue to be large, and our share of the surplus earnings for the last year amounted to \$30,000. This, however, was paid during the first six months of the year; in the latter half of the year nothing was paid, all surplus being absorbed in a large purchase of land for depot purposes in the city of Portland, which it was thought judicious to make. Further expenses for station buildings, machine shop, and engine house, will have to be incurred to replace the old structures partially destroyed by fire in May last.

The trial balance of the Portland, Saco and Portsmouth Railroad in the appendix shows that an account of improvements is kept, and the Boston and Maine and Eastern Railroads duly credited for surplus earnings retained.

It is stipulated in the contract, by which the Boston and Maine and Eastern Railroads jointly control the Portland, Saco and Portsmouth Railroad, that each stockholder of the latter company shall semi-annually be paid three dollars per share in the gold or silver currency of the United States. Since the suspension of specie payments in consequence of the rebellion, and the substitution by the United States of legal tender notes for its gold and silver currency, the stockholders of the Portland, Saco and Portsmouth Railroad have called upon their

Directors to claim the payment of their dividends in gold or silver, from the Boston and Maine and Eastern Railroads. A demand has accordingly been made, semi-annually, upon the Directors of those roads for such payment, since the 10th of June, 1863. The following is a copy of the vote of the Portland, Saco and Portsmouth Directors, making that demand for the December dividend of 1864:

Resolved, That the Directors of the Portland, Saco and Portsmouth Railroad Company, in fulfilment of their duty to the stockholders, do claim and demand of the Eastern Railroad Company and of the Boston and Maine Railroad Company, that the semi-annual sum of three dollars for each and every share of the capital stock, stipulated in the contract of April 1, 1847, between the three companies, to be paid to this Company in the month of December, 1864, be paid to the Treasurer of this Company, for the use of its Stockholders, in gold or silver coin of the currency of the United States, as agreed in said contract:—and the Directors protest against a payment in any other currency:—and in behalf of the stockholders they notify said Eastern and said Boston and Maine Railroad Companies, that the Portland, Saco and Portsmouth Railroad Company, or its stockholders, by receiving said stipulated payment and receipting for the same in a different currency, do not thereby waive, but, on the contrary, do reserve all their rights, under the contract to be paid in the gold or silver coin of the currency of the United States.

Voted, That the Clerk transmit a copy of the foregoing resolution and of this vote to each of the Presidents of the Eastern and of the Boston and Maine Railroad Companies, as notice of the demand and claim of this Company in the premises.

The subject being thus repeatedly brought to their attention, the Directors of the Boston and Maine Railroad, on the 17th December, 1864, voted as follows:

Voted, That this Company hereby authorize the Directors of the Portland, Saco and Portsmouth Railroad to make up their semi-annual dividends from and after May 31st, 1863, to this date, at the rate of four dollars per share, free of United States tax, on the half of their capital stock representing the interest of the Boston and Maine Railroad in the contract, dated April 1st, 1847, made between the Portland, Saco and Portsmouth Railroad of the first part, and the Boston and Maine Railroad and Eastern Railroad of the second part, provided that the Boston and Maine Railroad is relieved by said Portland, Saco and Portsmouth Railroad of all liability, if any such there be, under said contract to this date, for payment of dividends to the stockholders of said Portland, Saco and Portsmouth Railroad Company in gold or silver coin of the currency of the United States.

No further action was taken by any parties until June 6, 1865, when the vote of the Boston and Maine Directors was laid before the stockholders of the Portland, Saco and Portsmouth Railroad, at their annual meeting, and the whole subject referred to them. It was then stated that the Eastern Railroad would not unite with the Boston and Maine Railroad in the extra allowance to the Portland, Saco and Portsmouth stockholders which was proposed. Nevertheless, the vote of the Boston and Maine Directors was accepted by the stockholders of the Portland, Saco and Portsmouth Railroad present. It was, however, at this meeting, and it has since been suggested, that in passing their vote the Boston and Maine Directors exceeded their powers. The whole subject is, therefore, submitted to the stockholders.

Our receipts from business of the Northern roads connecting with us at Lawrence have been somewhat reduced since the first of February last. This is owing to a contract made between the Boston and Lowell and Nashua, and the Concord, Manchester and Lawrence Railroad Companies, by which all Northern business is sought to be diverted to that line. Attempts were at first made to reduce the number of trains between Manchester and Lawrence, and to force the public to travel by the way of Lowell. Pressure of public opinion, however, and a liberal policy on our part, compelled a return to the usual number of trains after a few months' trial, and the way is now open for travel and freight in either direction. The interest of the Concord, Manchester and Lawrence Railroad, under the onerous conditions of their contract, is, however, strongly against us, and only such travel and freight now seeks our line as is strong enough to resist the influences acting always to divert its direction to the other route. It remains to be seen whether the people of New Hampshire will allow themselves to be narrowed down to one line viâ Lowell, or will insist upon availing themselves of the facilities offered by the way of Lawrence.

Reference to tables in the appendix will show that the partial loss of Northern business has not seriously affected our

receipts. To some extent facilities and depot accommodations, formerly exclusively devoted to the Northern roads, have been rendered available for other business. The increased income from other sources has more than equalled the diminution of receipts from roads connecting at Lawrence.

Our relations with other connecting roads remain the same as in previous years.

All which is respectfully submitted,

By order of the Directors,

I. M. SPELMAN, *President.*

Boston, August 16, 1865.

BOSTON, AUGUST 9, 1865.

I. M. SPELMAN, Esq.,

President Boston and Maine Railroad.

DEAR SIR—

In accordance with your instructions, I have made a monthly examination of the Treasurer's accounts, for the year ending May 31, 1865.

I have compared all the entries on the Debit side of his cash with the books of the Station Agents, Conductors, &c., and with the monthly reports of the Superintendent and Freight Agent. I have examined all the entries on the Credit side of his cash, and for each item I find on file a proper voucher, all of which are correctly computed, showing a balance to the Treasurer's debit on the first day of June, 1865, of \$11,581.52.

Yours, Respectfully,

JOHN F. COLE.

NOTE. In my Report of July 19, 1864, the balance of \$72,495.56 was the amount standing to the Treasurer's Debit, June 9, 1864. The balance to his Debit on the first day of June was \$27,851.83.

J. F. C.

APPENDIX.

A.

DR. *Balance Account, after closing Books,*

CONSTRUCTION ACCOUNTS, being cost of Road and Equipment,						
as per Table B, - - - - -						\$4,389,651 28
PROPERTY ACCOUNTS—						
Wood, - - - - -						\$45,442 40
Oil, - - - - -						1,519 70
Waste, - - - - -						857 79
Car-Shop stock, - - - - -						39,937 88
Engine-Shop stock, - - - - -						19,810 98
Iron rails, - - - - -						17,450 00
Ties, - - - - -						1,978 68
Coal, - - - - -						7,560 00
						<u>134,557 43</u>
ASSETS ACCOUNTS—						
Cash, - - - - -						11,581 52
Notes, - - - - -						116,800 00
Freight bills, &c., - - - - -						39,856 04
Rent bills, - - - - -						697 92
U. S. Post Office Department, - - - - -						1,082 04
Sundry accounts, - - - - -						2,574 28
Steamboat Chocorua, - - - - -						1,393 82
Prepaid Insurance, - - - - -						1,275 00
U. S. Government, - - - - -						17,030 80
Sundry Railroads, - - - - -						440 72
Stoneham St. Railroad, - - - - -						52 88
Eastern Railroad, - - - - -						573 18
Stonington Line, - - - - -						8,184 36
Fall River Line, - - - - -						6,857 00
Boston and Maine Railroad Stock, 500 shares						
bought as investment of surplus, - - - - -						50,000 00
Danvers R. R. bonds endorsed by us taken at par,						73,000 00
“ “ account, - - - - -						27,250 00
Newburyport Railroad as per agreement, - - - - -						300,000 00
Great Falls and Conway Railroad bonds, guaranteed by Eastern Railroad in N. H. - - - - -						20,000 00
Assets in Suspense Account, being Freight bills of uncertain value, &c., - - - - -						2,726 76
						<u>681,376 32</u>
						<u>\$5,205,585 03</u>

For the Year ending May 31, 1865.

CR.

CAPITAL STOCK ACCOUNT—

Received from sale of 41,557 shares, - - \$4,076,974 52

LIABILITIES—

Tax bills—estimated, - - -	- \$43,451 87	
Trusted wages, - - -	- 186 38	
Uncalled-for wages, - - -	- 1,506 05	
Old dividends, - - -	- 6,067 00	
Sundry accounts, - - -	- 6,822 97	
Danvers Railroad Rent account, - - -	- 810 00	
Boston, Concord and Montreal Railroad, - - -	- 705 14	
Concord and Claremont do. - - -	- 39 02	
Contoocook River do. - - -	- 7 97	
Manchester North Weare do. - - -	- 3 80	
North. and Pas. and Vt. Central do. - - -	- 4,000 93	
Concord, Manch. and Lawrence do. - - -	- 8,635 75	
Boston and Lowell do. - - -	- 582 43	
Dover and W. do. - - -	- 2,416 67	
Portland, Saco and Portsmouth do. - - -	- 16,296 87	
Great Falls and Conway do. - - -	- 211 33	
Deposit on account of Newburyport R. R. bonds,	2,160 00	
Amount payable on account of Newburyport		
Railroad bonds, as per agreement, - - -	- 1,980 00	
Tax on dividend and surplus, - - -	- 9,838 86	
		105,723 04
Dividend payable July 1, 1865, - - -	-	164,228 00
General Reserve account, being undivided earnings to date,		
as described in Table E, - - -	-	858,659 47

For liabilities not yet adjusted, see Table C.

\$5,205,585 03

B.

*Statement of Capital Stock and Construction Accounts,
May 31, 1865.*

CAPITAL.

Received from sale of 41,557 shares, - - -	\$4,076,974 52

CONSTRUCTION.

Graduation and masonry, - - -	\$884,067 40
Wooden Bridges, - - -	371,468 55
Superstructure, including iron, - - -	984,523 89
Stations, buildings, fixtures and furniture, - - -	520,722 78
Land, land damages and fences, - - -	849,999 12
Engineering and other expenses, - - -	272,388 94
	<u>3,883,170 68</u>

EQUIPMENT.

Locomotives, - - -	225,900 00
Passenger and baggage cars, - - -	92,526 80
Merchandise cars, - - -	188,053 80
	<u>506,480 60</u>
Total cost of Road and Equipment, - - -	-\$4,389,651 28
Number of Shares authorized by charter, - - -	45,500
“ “ “ “ “ stockholders, - - -	41,787
“ “ “ issued, - - -	41,557

C.

*Statement of Assets available for the payment of Debts,
May 31, 1865.*

Cash, - - - - -	\$11,581 52	
Notes, - - - - -	116,800 00	
Freight bills, &c., - - - - -	39,856 04	
Rent bills, - - - - -	697 92	
U. S. Post Office Department, - - - - -	1,082 04	
Sundry accounts, - - - - -	2,574 28	
Steamboat Chocorua, - - - - -	1,393 82	
Insurance prepaid - - - - -	1,275 00	
United States Government, - - - - -	17,030 80	
Sundry Railroads, - - - - -	440 72	
Stoneham St. Railroad, - - - - -	52 88	
Eastern Railroad, - - - - -	573 18	
Stonington Line, - - - - -	8,184 36	
Fall River Line, - - - - -	6,857 00	
		\$208,399 56
Boston and Maine Railroad stock, 500 shares bought as investment of surplus, - - - - -	50,000 00	
Danvers Railroad bonds, endorsed by us, taken at par,	73,000 00	
Great Falls and Conway Railroad bonds, guaranteed by Eastern Railroad in N. H., - - - - -	20,000 00	
		143,000 00
<i>All other Assets.</i>		
Freight bills, &c., - - - - -	2,726 76	
Wood, - - - - -	45,442 40	
Oil and waste, - - - - -	2,377 49	
Car-Shop stock, - - - - -	39,937 88	
Engine Shop stock, - - - - -	19,810 98	
Iron rails, - - - - -	17,450 00	
Ties, - - - - -	1,978 68	
Coal, - - - - -	7,560 00	
		137,284 19
Newburyport Railroad account, - - - - -	300,000 00	
Danvers Railroad account, - - - - -	27,250 00	
		327,250 00

Liabilities May 31, 1865, including Dividend due July 1, 1865.

Tax bills—estimated,	-	-	-	\$43,451 87
Trusted and uncalled-for wages,	-	-	-	1,692 43
Old dividends,	-	-	-	6,067 00
Sundry accounts,	-	-	-	6,822 97
Danvers Railroad Rent acc't,	-	-	-	810 00
Boston, Conc. and Montreal Railroad,	-	-	-	705 14
Concord and Claremont	do	-	-	39 02
Contoocook River	do	-	-	7 97
Manchester and N. Weare	do	-	-	3 80
North. and Pass. and Vt. Cent.	do	-	-	4,000 93
Boston and Lowell	do	-	-	582 43
Concord, Man. and Lawrence	do	-	-	8,635 75
Dover and W.	do	-	-	2,416 67
Portland, Saco and Portsmouth	do	-	-	16,296 87
Great Falls and Conway	do	-	-	211 33
Deposit on acc't of Newburyport Railway bonds,	-	-	-	2,160 00
Am't payable on acc't of do	do	do	do	1,980 00
Tax on dividend and surplus,	-	-	-	9,838 86
				<hr/>
				105,723 04
Dividend payable July 1, 1865,	-	-	-	164,228 00
Total ascertained liabilities,	-	-	-	<hr/>

105,723 04

164,228 00

\$269,951 04

208,399.50

Liabie as endorsers on \$125,000 Danvers Railroad bonds,
(73,000 of which are owned by this road.)

Suits against the Road.

Two suits of Eben. Smith, for land in Boston, taken in 1844.

61,551.48
 1,129.66

 2 62,681.14
 208,399.50

 208,399.50

5,239.14

D.

*Statement of Earnings and Expenses, for the Year ending
May 31, 1865; Miles run, &c.*

EARNINGS.

Passengers, - - - - -	\$824,700 97
Freight, - - - - -	394,038 53
Rents, including use of Methuen Branch, -	20,508 60
Mails, - - - - -	11,991 41
Interest, - - - - -	14,729 34
Surplus from P. S. and Portsmouth Railroad, -	30,000 00
	<hr/>
	1,295,968 85

EXPENSES.

RUNNING EXPENSES.

Repairs road, - - - - -	142,661 43
“ bridges, - - - - -	31,279 09
“ fences, gates, &c., - - - - -	7,309 28
“ station buildings, fixtures, furniture, &c.,	48,419 92
“ locomotives, - - - - -	43,370 27
“ passenger and baggage cars, - - - - -	24,542 06
“ merchandise cars, - - - - -	23,127 88
“ gravel cars, - - - - -	280 30
Removing ice and snow, - - - - -	1,957 88
Switchmen, gatemen, &c., - - - - -	35,860 21
Passenger expenses, - - - - -	103,201 18
Freight expenses, - - - - -	90,060 76
Wood, - - - - -	68,849 12
Sawing wood; expense of and pumping water, -	19,410 98
Coal, - - - - -	64,980 62
Oil, - - - - -	12,775 00
Waste, - - - - -	5,102 90
Damages and gratuities, - - - - -	4,580 53
	<hr/>
	727,769 41
	<hr/>
	\$568,199 44

Brought up,	-	-	-	-	-	\$568,199 44
OTHER EXPENSES.						
General expenses, being salaries, law expenses, &c.,	\$15,642	49				
Taxes—estimated, in part,	-	-	-	117,238	08	
Insurance,	-	-	-	-	3,551	80
Rent of Danvers Railroad,	-	-	-	-	7,500	00
						<u>143,932 37</u>
Net, after deducting expenses,	-	-	-	-	-	424,267 07
Charged for renewals of iron,	-	-	-	48,852	13	
“ “ depreciation of cars,	-	-	-	8,247	00	
						<u>57,099 13</u>
Net, after deducting expenses, depreciation and iron,	-	-	-	-	-	367,167 94
Deduct amount of taxes on dividends and surplus,						<u>18,664 53</u>
						<u>348,503 41</u>

Miles run by passenger trains,	-	-	-	470,707
“ “ “ freight trains,	-	-	-	243,484
“ “ “ gravel trains,	-	-	-	7,624
“ “ “ extra trains,	-	-	-	12,785
Total miles run, -	-	-	-	<u>734,600</u>

Number of passengers carried in the cars, including passengers to and from other roads,	-	-	-	-	2,658,385
Number of passengers carried one mile, including passengers to and from other roads,	-	-	-	-	38,920,812
Number of passengers carried to and from other roads,	-	-	-	-	311,861
Number of passengers carried to and from other roads, one mile,	-	-	-	-	12,085,331
Number of tons of merchandise carried in the cars, including merchandise to and from other roads,	-	-	-	-	275,149
Number of tons of merchandise carried one mile, including merchandise to and from other roads,	-	-	-	-	9,046,959
Number of tons of merchandise carried to and from other roads,	-	-	-	-	75,183
Number of tons of merchandise carried to and from other roads, one mile,	-	-	-	-	3,207,459
Freight carried for use of the road,	-	-	-	-	203

Express trains, and where run :

- One to Lawrence,
- Two to Reading.
- Two from Reading to Boston.

Lanterns,	-	-	-	-	-	-	-	\$2500 00
Snow Ploughs,	-	-	-	-	-	-	-	5400 00
								<u>\$225,900 00</u>

PASSENGER CARS.

no.								
1.	1	First Class,	60 seats,	-	-	-	-	900 00
2.	1	do.	68 "	saloon,	-	-	-	1000 00
3.	1	do.	70 "	do.	-	-	-	1000 00
4.	1	do.	70 "	do.	-	-	-	1000 00
5.	1	do.	70 "	do.	-	-	-	950 00
6.	1	do.	60 "	-	-	-	-	925 00
7.	1	do.	50 "	baggage apartment,	-	-	-	900 00
8.	1	do.	50 "	do.	do.	-	-	875 00
9.	1	do.	56 "	-	-	-	-	425 00
10.	1	do.	60 "	-	-	-	-	450 00
11.	1	do.	64 "	-	-	-	-	400 00
12.	1	do.	64 "	-	-	-	-	500 00
13.	1	do.	60 "	-	-	-	-	550 00
14.	1	do.	64 "	-	-	-	-	600 00
15.	1	do.	60 "	-	-	-	-	600 00
16.	1	do.	60 "	saloon,	-	-	-	700 00
17.	1	do.	60 "	-	-	-	-	600 00
18.	1	do.	60 "	-	-	-	-	650 00
19.	1	do.	60 "	-	-	-	-	650 00
20.	1	do.	44 "	-	-	-	-	1475 00
21.	1	do.	44 "	baggage-room,	-	-	-	600 00
22.	1	do.	60 "	-	-	-	-	775 00
23.	1	do.	60 "	saloon,	-	-	-	1300 00
24.	1	do.	60 "	do.	-	-	-	950 00
25.	1	do.	60 "	-	-	-	-	900 00
26.	1	do.	60 "	saloon,	-	-	-	1200 00
27.	1	do.	44 "	-	-	-	-	700 00
28.	1	do.	72 "	-	-	-	-	1225 00
29.	1	do.	60 "	-	-	-	-	1050 00
30.	1	do.	60 "	-	-	-	-	1050 00
31.	1	do.	60 "	-	-	-	-	1050 00
32.	1	do.	72 "	saloon,	-	-	-	1475 00
33.	1	do.	56 "	baggage room,	-	-	-	775 00
34.	1	do.	44 "	-	-	-	-	700 00
35.	1	Second Class,	32 "	-	-	-	-	775 00
36.	1	First Class,	44 "	-	-	-	-	700 00
37.	1	do.	44 "	-	-	-	-	700 00

38.	1	First Class,	60 seats,	-	-	-	-	\$1000 00
39.	1	do.	60 "	-	-	-	-	1000 00
40.	1	do.	60 "	-	-	-	-	975 00
41.	1	do.	60 "	saloon,	-	-	-	975 00
42.	1	do.	60 "	do.	-	-	-	1600 00
43.	1	do.	60 "	-	-	-	-	1175 00
44.	1	do.	60 "	-	-	-	-	1125 00
45.	1	do.	60 "	saloon,	-	-	-	1550 00
46.	1	do.	60 "	-	-	-	-	1450 00
47.	1	do.	60 "	saloon,	-	-	-	1750 00
48.	1	do.	60 "	do.	-	-	-	2225 00
49.	1	do.	60 "	do.	-	-	-	2225 00
50.	1	do.	64 "	-	-	-	-	2125 00
51.	1	do.	64 "	-	-	-	-	2125 00
52.	1	do.	64 "	-	-	-	-	2450 00
53.	1	do.	64 "	-	-	-	-	2450 00
54.	1	do.	64 "	-	-	-	-	2350 00
55.	1	do.	62 "	-	-	-	-	3950 00
56.	1	do.	62 "	-	-	-	-	3950 00
57.	1	do.	Not finished.	-	-	-	-	} 7868 88
58.	1	do.	do.	-	-	-	-	
59.	1	do.	do.	-	-	-	-	} 1307 92
60.	1	do.	do.	-	-	-	-	
61.	1	do.	- 48 seats,	saloon,	-	-	-	1600 00
62.	1	do.	- 56 "	do.	-	-	-	1400 00
63.	1	do.	- 44 "	-	-	-	-	1300 00
								\$81,001 80

BAGGAGE CARS.

No. 1,	1	8-wheel	for passenger baggage,	-	-	-	275 00
2,	1	8 "	do. do.	-	-	-	500 00
3,	1	8 "	do. do.	-	-	-	1100 00
4,	1	8 "	do. do.	-	-	-	350 00
5,	1	8 "	do. do.	-	-	-	575 00
6,	1	8 "	do. do.	-	-	-	275 00
9,	1	8 "	do. do.	-	-	-	675 00
10,	1	8 "	do. do.	-	-	-	675 00
11,	1	8 "	do. do.	-	-	-	425 00
12,	1	8 "	do. do.	-	-	-	450 00
13,	1	8 "	do. do. and mails,	-	-	-	750 00
14,	1	8 "	do. do. do.	-	-	-	650 00
15,	1	8 "	do. do. do.	-	-	-	650 00
16,	1	8 "	do. do. do.	-	-	-	800 00

No. 17,	1	8-wheel	for passenger baggage and mails,	-	-	-	\$825 00
18,	1	8 "	do. do. do.	-	-	-	925 00
19,	1	8 "	do. do. do.	-	-	-	925 00
Stoves and Fixtures,			-	-	-	-	700 00

\$11,525 00

FREIGHT CARS.

111	Long Box Cars,	-	-	-	-	-	44,400 00
162	Long Platform Cars,	-	-	-	-	-	57,510 00
78	Short Platform Cars,	-	-	-	-	-	11,700 00
50	Dumping Brick Cars,	-	-	-	-	-	6,500 00
30	" Coal "	-	-	-	-	-	5,700 00
19	" Gravel "	-	-	-	-	-	1,140 00
6	Old Platform Short Cars,	-	-	-	-	-	300 00
11	Cars for moving wood,	-	-	-	-	-	330 00
34	" " " rails and sleepers,	-	-	-	-	-	680 00
1	Dump Car for grading,	-	-	-	-	-	30 00
22	Hand Cars,	-	-	-	-	-	1,430 00
50	Short Box Cars,	-	-	-	-	-	11,750 00
17	Long Box Cars,	-	-	-	-	-	6,375 00
15	Long Platform Cars,	-	-	-	-	-	3,825 00
3	Short Box Cars,	-	-	-	-	-	555 00
2	Short Platform Cars,	-	-	-	-	-	210 00
100	" " " not finished,	-	-	-	-	-	17,613 80
1	8-wheel Box Car, with plough,	-	-	-	-	-	745 00
11	8 " " "	-	-	-	-	-	4,950 00
27	8 " Platform Cars,	-	-	-	-	-	9,990 00
2	8 " Wood "	-	-	-	-	-	30 00
4	4 " Short Box "	-	-	-	-	-	740 00
2	4 " Platform "	-	-	-	-	-	300 00
3	4 " Stone "	-	-	-	-	-	75 00
5	Hand Cars,	-	-	-	-	-	175 00
Stoves, side boards, &c.,			-	-	-	-	1,000 00

\$188,053 80

RECAPITULATION.

Locomotives,	-	-	-	-	-	-	225,900 00
Passenger Cars,	-	-	-	-	\$81,001 80	-	
Baggage Cars,	-	-	-	-	11,525 00	-	
							<hr/>
Freight Cars,	-	-	-	-	-	-	92,526 80
							<hr/>
							188,053 80
							<hr/>
							\$506,480 60

H—No. 1.
Receipts from Passengers, Rents, Mails, and Interest, Monthly, for the year ending May 31, 1865.

	1864. June.	July.	August.	Sept.	Oct.	Nov.	Dec.	1865. Jan.	Feb.	March.	April.	May.	Total.
Boston, -	9,143 22	12,529 01	13,820 96	10,896 92	9,930 99	10,265 00	8,570 25	7,899 73	8,005 45	9,699 17	9,481 47	10,040 47	120,282 64
Somerville, -	60 45	103 20	98 10	59 75	30 40	70 90	63 35	52 40	57 00	56 73	80 82	69 99	803 09
Park Street, -	-	-	-	-	-	-	-	29 65	38 05	27 90	27 60	33 15	156 35
Medford, -	-	-	-	-	-	-	-	85 55	86 25	84 45	75 60	74 40	993 38
Malden, -	262 78	361 21	375 68	298 28	325 30	311 35	246 35	215 62	267 02	320 59	311 00	270 15	3,565 33
Wyoming, -	93 35	131 10	133 82	122 55	125 38	112 60	100 60	80 50	78 45	122 05	109 73	126 08	1,336 21
Melrose, -	127 78	150 90	173 38	148 86	167 65	197 70	143 36	137 18	127 95	182 83	159 58	160 33	1,875 50
Stoneham, -	132 75	219 80	223 60	165 40	182 95	123 40	95 55	96 30	82 60	162 85	143 15	124 40	1,752 75
South Reading, -	246 15	359 65	373 70	287 55	270 03	227 60	175 10	174 55	222 22	202 80	207 21	195 80	2,942 36
Reading, -	361 95	496 15	570 98	397 08	411 10	431 48	305 23	247 28	293 45	301 20	305 85	257 45	4,379 20
Wilmington, -	72 23	87 88	126 43	90 40	77 46	91 38	62 53	52 38	54 85	71 21	62 20	69 95	918 90
Ballardvale, -	260 30	338 10	441 00	418 85	324 15	341 10	83 40	217 90	283 20	378 00	322 70	274 60	3,683 30
Andover, -	687 80	1,112 00	1,207 40	964 25	959 40	922 50	730 70	736 30	693 30	891 98	691 20	768 70	10,361 53
South Lawrence, -	1,003 87	1,615 20	2,038 30	1,508 52	1,718 32	1,346 45	1,007 40	930 45	815 55	1,462 80	1,043 85	1,129 50	15,620 21
North Lawrence, -	2,007 40	2,860 80	3,327 50	2,594 60	2,324 85	2,371 70	1,820 90	1,729 20	1,836 55	2,374 80	1,948 00	2,111 15	27,307 45
North Andover, -	376 60	551 66	633 81	489 25	450 38	435 93	335 11	305 60	322 23	452 08	440 43	354 25	5,147 33
Bradford, -	143 45	245 90	328 98	238 11	228 90	221 99	136 50	153 51	111 45	154 75	161 90	169 00	2,294 44
Haverhill, -	1,891 43	2,605 90	2,957 48	2,757 38	2,129 78	2,102 12	1,748 07	1,712 60	1,592 88	2,318 37	2,166 48	2,073 18	26,055 67
Atkinson, -	107 30	176 80	224 00	353 35	194 65	172 50	133 60	112 45	110 40	158 45	148 65	124 80	2,016 95
Plaistow, -	92 65	102 78	138 38	147 83	109 15	145 75	91 85	77 70	69 28	115 28	116 81	92 45	1,299 91
Newton, -	150 55	172 48	231 75	184 18	127 93	148 66	127 00	137 15	96 08	178 28	182 61	146 55	1,853 22
East Kingston, -	234 65	326 65	471 25	399 15	343 75	349 85	264 85	232 40	270 70	300 95	285 20	257 30	3,727 70
Exeter, -	880 70	990 38	1,339 02	1,096 51	972 79	1,128 64	835 27	721 07	763 52	926 84	875 91	895 19	11,425 84
South Newmarket, -	166 45	203 27	277 20	199 27	181 02	248 52	136 83	148 45	215 90	167 70	195 43	169 08	2,309 12
S. Newmarket Junct. -	218 25	290 60	539 65	516 40	369 10	313 95	207 90	205 65	159 00	303 30	446 95	516 85	4,087 60
Newmarket, -	385 58	524 83	823 81	627 48	508 58	518 95	417 93	374 90	376 95	504 68	460 90	430 70	5,954 64

Durham, -	134 15	215 25	256 03	233 78	209 50	222 13	167 30	137 95	192 25	212 43	162 35	130 38	2,213 50
Dover, -	1,362 80	1,625 90	2,187 40	2,008 60	1,693 60	1,937 20	1,406 00	1,183 30	1,368 90	1,728 20	1,354 35	1,461 40	19,337 65
Rollinsford, -	69 30	74 50	89 44	84 05	59 70	84 75	55 40	49 85	41 05	59 40	69 30	71 25	807 99
Salmon Falls, -	223 60	374 45	360 75	306 25	231 85	245 40	210 60	194 85	151 55	221 35	274 20	212 15	3,007 00
Great Falls, -	541 50	675 50	827 00	878 05	617 13	748 18	517 80	516 85	504 50	721 75	593 40	602 60	7,744 26
S. B. Junction, -	18 95	31 10	57 58	45 35	31 93	29 28	18 30	20 15	25 98	30 90	24 75	17 90	352 17
Lynnfield Centre, -	59 05	56 45	89 60	71 15	64 45	64 50	52 60	41 60	47 00	57 95	57 70	43 05	705 10
Collins St. -	58 60	86 40	63 85	47 90	62 65	52 95	30 00	13 25	31 90	8 10	18 95	13 05	487 50
Danvers Centre, -	39 40	86 40	105 27	54 55	69 35	72 60	44 05	29 30	23 70	23 20	20 00	-	567 82
N. Danvers, -	244 13	277 06	310 78	362 48	321 53	248 53	167 38	103 40	127 65	114 33	150 15	114 05	2,541 47
Topsfield, -	120 95	115 85	146 00	174 35	223 05	180 10	158 40	126 30	121 30	164 40	164 70	149 20	1,846 60
Boxford, -	54 23	61 44	88 70	63 74	41 90	63 56	38 58	31 08	30 31	53 05	48 48	41 05	616 12
Georgetown, -	172 00	215 25	219 45	223 45	246 80	189 95	147 90	160 30	161 00	229 85	206 95	169 85	2,342 75
Groveland, -	176 70	236 13	298 73	319 53	259 48	246 65	174 95	177 35	188 26	232 05	242 90	197 85	2,750 58
Haverhill Bridge, -	321 65	444 53	517 08	362 26	380 73	379 28	357 25	340 38	322 35	439 93	340 60	361 70	4,370 74
Byfield, -	91 45	120 70	130 30	151 15	130 75	120 55	92 75	96 25	87 20	148 90	94 00	70 80	1,334 80
Newburyport, -	744 42	1,040 53	1,191 62	1,130 63	1,078 35	870 05	591 65	471 45	522 80	677 17	790 00	857 90	9,966 57
Total Local, -	23,604.42	32,380.49	37,905.04	31,565.39	28,274.91	28,461.73	22,157.14	20,549.48	20,917.98	27,043.00	25,034.01	25,449.65	323,343.24
Commutation and sol- diers, -	29,761.47	11,915.43	14,304.65	30,727.41	6,695.49	7,930.16	30,835.39	5,781.26	7,449.74	33,222.68	11,855.43	24,105.49	214,584.60
Conductors, -	6,125.00	7,664.09	7,727.00	7,427.50	6,543.85	7,051.20	6,367.17	5,856.65	5,588.40	6,757.82	6,938.06	6,995.44	81,042.09
Connecting Roads, -	13,478.36	20,213.79	29,117.89	26,699.08	19,038.53	17,431.84	14,424.60	12,767.92	11,112.88	15,235.22	13,879.87	13,299.08	206,689.06
Total Passengers,	72,969.25	72,173.71	89,054.58	96,419.35	60,552.78	60,874.98	73,784.30	44,955.31	45,069.00	82,258.72	57,707.37	69,849.66	825,668.99
Rents, -	801.96	723.13	833.33	831.33	5,345.41	585.99	969.68	953.38	966.08	1,101.25	5,501.25	1,895.81	20,508.60
Mails, -	768.08	861.91	967.91	825.93	756.91	876.91	871.16	2,366.50	811.14	999.32	901.07	984.57	11,991.41
Interest, av. pr month,	1,227.44	1,227.45	1,227.44	1,227.45	1,227.44	1,227.45	1,227.44	1,227.45	1,227.44	1,227.45	1,227.44	1,227.45	14,729.34
Total, -	75,766.73	74,986.20	92,083.26	99,304.09	67,882.54	63,565.28	76,852.58	49,502.64	48,073.66	85,566.74	65,337.13	73,957.49	872,898.34

Receipts from Connecting Railroad Passengers, Monthly, for the year ending May 31, 1865.

Months.	Stoneham St.	S. & Lowell via W. Junction.	S. & Lowell via Danvers R. R.	Concord, Manchester & Law.	Trustees of C. & C. R. R.	Manchester and N. Weare.	Contoocook River.	Boston, Concord and Montreal.
June, 1864,	474 63	323 90	292 77	1,623 69	57 68	45 15	47 95	390 91
July,	486 50	473 43	321 12	1,944 16	110 29	64 48	76 90	677 68
August	428 12	512 25	521 17	2,555 97	106 03	92 45	99 33	1,003 52
September,	427 13	393 42	299 70	2,293 62	78 61	65 35	58 05	657 43
October,	329 39	325 70	325 05	1,663 95	62 23	48 44	62 69	376 92
November,	379 33	335 93	339 72	1,771 97	62 46	51 04	56 66	367 78
December,	320 43	278 47	276 84	1,516 99	33 92	32 78	39 45	237 37
January, 1865,	261 87	252 59	235 07	1,283 82	40 26	31 63	39 97	208 49
February,	276 00	265 75	272 08	404 70	10 66	4 06	10 37	128 24
March,	347 00	277 65	372 54	1,049 20	7 66	4 82	6 15	152 82
April,	342 01	389 72	351 54	534 44	2 70	2 71	4 44	153 75
May,	342 51	336 65	320 62	504 80	8 12	5 78	6 76	162 18
Total, - - -	4,414 92	4,165 46	3,913 22	17,147 31	580 62	448 69	508 72	4,517 09

Months.	Northern R. R.	Passumpsic R. R.	Vermont Central.	Great Falls and Conway.	P. S. and P. (Way Tickets.)	P. S. and P. (Through.)	Dover & W. R. (to, from, and on.	Total.
June, 1864,	100 94	68 75	63 98	199 95	983 05	7,167 86	1,637 15	13,478 36
July,	155 01	135 96	88 97	292 77	1,394 12	9,143 96	4,848 44	20,213 79
August,	173 23	165 79	113 40	432 85	1,620 05	13,422 69	7,871 04	29,117 89
September,	179 63	130 17	94 66	472 32	1,347 02	14,051 05	6,150 92	26,699 08
October,	96 35	86 61	58 56	270 37	1,178 34	12,246 07	1,907 86	19,038 53
November,	103 78	80 72	55 09	368 08	1,072 85	10,308 15	2,078 28	17,431 84
December,	108 14	60 47	53 54	202 64	691 03	9,682 21	890 32	14,424 60
January, 1865,	74 31	60 47	37 16	170 64	667 22	8,662 92	741 50	12,767 92
February,	28 19	22 04	10 76	155 29	735 62	8,089 86	714 26	11,112 88
March,	36 90	17 94	16 75	244 30	979 53	10,546 53	1,175 43	15,235 22
April,	25 12	20 50	18 96	197 69	874 22	9,962 07	1,000 00	13,879 87
May,	32 54	20 50	24 24	197 59	828 72	9,318 29	1,189 78	13,299 08
Total, - - -	1,114 14	809 92	636 07	3,204 49	12,371 77	122,601 66	30,204 98	206,699 06

H—No. 3.

Receipts from Freight Monthly, for the year ending May 31, 1865.

	1864. June.	July.	August.	Sept.	Oct.	Nov.	Dec.	1865. Jan.	Feb.	March.	April.	May.	Total.
Boston, -	10,122 79	8263 74	9471 83	10,103 73	13,961 51	12,254 88	8476 63	8166 35	6093 53	6210 27	6983 14	10,076 34	110,184 74
Malden, -	59 20	46 33	119 32	132 89	158 97	214 86	50 05	87 87	35 00	28 11	22 38	56 83	1,011 81
Melrose, -	112 00	216 46	159 74	13 45	27 70	32 17	184 50	46 30	54 78	43 61	176 77	108 35	1,175 83
South Reading, -	359 82	439 20	355 82	719 73	496 55	141 55	262 41	235 83	175 27	390 01	119 25	359 17	4,054 61
Reading, -	81 22	335 76	94 08	89 73	63 85	232 93	100 68	173 67	107 88	180 03	110 19	117 21	1,687 33
Wilmington, -	19 26	12 54	15 64	4 85	3 14	9 47	1 66	1 83	1 79	2 37	2 37	3 55	76 35
Ballardvale, -	776 03	1434 57	316 76	212 62	406 97	197 26	393 57	334 41	262 16	189 52	201 68	268 49	4,994 04
Andover, -	615 81	553 23	508 79	494 83	861 43	363 21	419 00	580 53	233 88	337 40	308 42	455 44	5,822 06
North Lawrence, -	5841 89	3838 07	4143 74	5808 05	4253 35	4384 26	3059 58	2699 77	2622 04	4144 17	2443 20	3508 52	46,746 64
North Andover, -	119 44	122 82	136 17	166 80	73 25	147 31	146 61	137 59	110 04	76 06	117 91	132 35	1,486 35
Bradford, -	65 18	53 26	70 25	72 66	89 35	92 69	69 85	50 54	54 75	53 01	117 21	71 34	860 09
Haverhill, -	2212 90	2195 70	1949 36	1713 10	1632 97	2383 88	2125 29	2173 92	2247 59	2318 40	1886 64	2862 74	25,702 59
Plaistow, -	92 26	118 52	121 45	112 12	95 78	141 46	85 00	79 81	87 46	88 06	116 82	157 60	1,296 34
Newton, -	175 67	216 96	153 82	139 90	264 77	187 34	163 23	184 87	136 64	136 42	150 13	158 27	2,068 02
East Kingston, -	122 42	72 99	120 32	138 06	137 78	136 70	140 58	77 24	120 37	124 87	151 55	176 84	1,519 72
Exeter, -	646 26	622 65	591 38	558 34	581 75	549 17	757 79	572 51	473 19	594 69	842 29	890 57	7,680 59
South Newmarket, -	291 64	147 68	243 02	256 53	390 84	225 63	161 85	248 21	249 72	251 35	184 42	177 11	2,828 00
S. Newmarket Junc., -	81 39	42 64	66 43	61 88	51 06	116 18	84 63	63 71	36 91	71 72	154 66	239 78	1,070 99
Newmarket, -	404 44	412 78	279 81	388 09	372 62	449 34	435 23	402 72	444 93	414 87	339 21	605 07	4,949 91
Durham, -	66 02	45 34	55 23	25 20	70 06	60 80	87 56	21 35	22 43	49 68	63 25	51 15	618 67
Dover, -	1486 41	749 32	1129 15	1218 88	907 58	1249 88	1424 34	1028 71	1218 10	1115 39	803 56	1298 60	13,629 99
Salmon Falls, -	126 28	136 08	132 16	195 66	198 19	112 88	150 28	162 10	174 05	133 51	214 31	295 06	2,090 56
Great Falls, -	697 20	534 59	659 02	772 65	631 19	596 10	742 76	480 38	561 87	688 64	733 21	975 28	8,072 89
S. Berwick Junc., -	244 65	249 93	346 39	461 10	374 46	490 63	461 06	734 16	471 86	530 37	556 28	351 12	5,272 01
Lynnfield Centre, -	13 19	16 77	8 56	4 79	9 09	19 66	16 63	18 08	11 33	14 63	21 55	28 43	182 11

W. Danvers Junc'n,	47 69	27 25	44 95	56 08	59 57	43 30	70 63	386 72	30 22	40 81	99 82	36 10	943 14
No. Danvers,	132 52	77 48	199 03	36 07	47 06	226 61	139 27	51 63	70 88	65 79	68 38	65 83	1180 60
Topsfield,	114 53	81 16	94 04	80 63	70 29	83 73	54 63	58 11	62 94	70 33	61 50	118 47	950 96
Boxford,	43 15	17 18	8 92	6 50	13 94	18 50	14 32	8 05	17 22	17 40	9 13	23 11	197 42
Georgetown,	345 30	279 29	402 95	260 71	288 33	424 52	317 18	209 47	213 63	279 31	283 00	233 89	3537 58
Groveland,	785 47	316 23	351 55	210 45	272 57	324 13	490 26	456 20	265 48	474 43	414 55	270 75	4632 07
Byfield,	45 86	53 54	43 20	40 31	43 18	37 70	32 68	21 54	19 52	31 88	23 91	39 79	433 11
Newburyport,	1548 07	929 66	1019 51	1510 65	1047 75	1207 06	1118 32	1021 26	1385 31	1201 63	1449 96	1252 36	14,691 57
Total Local,	27,896.56	22,659.72	23,413.01	26,067.04	27,956.90	27,155.73	22,237.59	20,975.49	18,072.77	20,426.82	19,320.65	25,465.51	281,647.79
Connecting Roads,	8,413.63	8,042.85	7,837.34	8,653.91	9,014.04	12,592.00	10,291.31	10,630.47	10,040.74	12,042.75	10,081.01	9,226.07	116,872.12
	36,310.19	30,702.57	31,250.35	34,720.95	36,970.94	39,753.73	32,528.90	31,605.96	28,113.51	32,469.57	29,401.66	34,691.58	398,519.91

H—No. 4.

Receipts from Connecting Railroad Freight, for the year ending May 31, 1865.

Months.	S. & Lowell R. R.	Conc. and Law.	Trustees of C. & C.	Man. & N. Weare.	Cotoocok River.	B., Conc. and Mont.	Northern R. R.	Passump. R. R.	Vermont Central.	Port., Saco and Ports	Div. & W. to, fr. & on.	Total.
June, 1864,	94 94	2277 61	322 09	242 67	161 84	1097 55	167 93	8 76	209 03	2280 03	1559 94	8,413 63
July,	23 03	2535 63	241 36	302 99	112 30	895 76	144 06	8 82	204 20	1958 62	1616 14	8,042 85
August,	71 19	1963 37	250 12	298 86	134 53	846 25	103 45	103 25	140 71	1876 00	2152 04	7,837 34
September,	105 12	2230 68	286 07	202 75	129 79	728 04	69 21	15 76	187 56	2613 02	1998 42	8,653 91
October,	71 16	2012 34	335 40	123 74	104 88	707 06	56 87	32 02	258 63	3509 03	1819 17	9,014 04
November,	101 12	2335 08	404 79	148 40	145 96	930 34	37 63	16 46	494 63	5005 61	2262 42	12,598 00
December,	96 79	1962 80	271 89	117 03	133 55	878 82	115 58	5 24	33 24	4819 36	1845 79	10,291 31
January, 1865,	69 00	1649 33	227 19	101 05	108 55	788 42	115 47	5 24	86 90	5422 63	2056 69	10,630 47
February,	52 37	829 94	201 33	28 59	96 10	893 10	80 17	5 24	36 00	6401 56	1416 34	10,040 74
March,	51 91	694 94	70 98	69 90	39 22	900 38	22 22	17 96	3 61	8546 54	1643 05	12,042 75
April,	49 39	493 93	39 76	20 32	16 28	345 14	9 25	17 96	4 63	7202 24	1882 06	10,091 01
May,	107 88	387 51	35 44	19 78	18 08	261 28	16 39	17 96	52 02	6543 05	1784 64	9,226 07
Total,	893 90	19,373 16	2686 42	1676 08	1201 08	9272 14	938 23	205 51	1711 21	56,177 69	22,736 70	116,872 12

RECAPITULATION OF TABLE H.

Local Passengers, as per H, No. 1, - - - -				\$323,343 24
Commutation Tickets, as per H, No. 1, - - - -				214,584 60
Conductors, as per H, No. 1, - - - -				81,042 09
Connecting Roads, as per H, No. 2, - - - -			\$206,699 06	
Less for correction of Estimates, - - - -			968 02	
			<hr/>	205,731 04
				<hr/>
	Total Passengers,	- - - -		824,700 97
Local Freight, as per H, No. 3, \$281,647 79				
Less sundry allowances, 1,624 38				
			<hr/>	280,023 41
Connecting Roads, as per H, No. 4, 116,872 12				
Less sundry allowances, 2,857 00				
			<hr/>	114,015 12
				<hr/>
	Total Freight,	- - - -		394,038 53
Rents, - - - - - - - - - -				20,508 60
Mails, - - - - - - - - - -				11,991 41
Interest, - - - - - - - - - -				14,729 34
Surplus, Portland S. & P. Railroad, - - - -				30,000 00
				<hr/>
Total Earnings for the year, - - - -				\$1,295,968 85

I.

Statement of Pay Rolls, May, 1865.

Names.	Per Month.	Per Year.
PASSENGER CONDUCTORS.		
J. W. Aborn, - - -	\$75 00	\$900 00
Nathan Carter, - - -	55 00	660 00
O. Hamilton, - - -	70 00	840 00
Daniel Nason, - - -	70 00	840 00
W. T. Plaisted, - - -	70 00	840 00
J. L. Smith, - - -	75 00	900 00
Hollis Smart, - - -	70 00	840 00
Moses Swasey, - - -	65 00	780 00
Ansell Tucker, - - -	75 00	900 00
E. Weymouth, - - -	65 00	780 00
Wm. Carter, - - -	55 00	660 00
Albert Hamilton, - - -	55 00	660 00
Geo. Frazier, - - -	55 00	660 00
FREIGHT CONDUCTORS.		
H. Gilman, - - -	60 00	720 00
James Balloch, - - -	60 00	720 00
T. Twombly, - - -	60 00	720 00
E. Tibbetts, - - -	60 00	720 00
G. W. Ross, - - -	55 00	660 00
C. Twombly, - - -	60 00	720 00
Charles Maynard, - - -	60 00	720 00
ENGINEMEN.		Per Day.
W. H. Emery, - - -	- - -	3 00
G. G. Folsom, - - -	- - -	3 00
W. P. Furnald, - - -	- - -	3 00
E. W. Matthews, - - -	- - -	2 75
John A. Owen, - - -	- - -	3 00
T. O. Page, - - -	- - -	3 00
James C. Paul, - - -	- - -	3 00
H. F. Pasho, Jr. - - -	- - -	3 00
C. K. Pemberton, - - -	- - -	3 00
George Poor, - - -	- - -	3 00

Names.	Per Day.
H. A. Cummings,	\$2 75
C. P. Chesley,	2 50
Geo. A. Kendall,	2 50
E. D. Smith,	2 50
Samuel Poor,	3 00
Benj. Whitten,	3 00
E. W. Wright,	2 75
Andrus Babb,	3 00
I. D. Clough,	2 50
H. B. Potter,	3 00
A. R. Hunt,	2 50
Charles Swazey,	3 00
John F. Sanborn,	3 00
Joseph Seavey,	2 75
William Smith,	3 00
W. H. Smith,	3 00
R. K. Smith,	3 00
Geo. F. Smith,	3 00
Geo. W. Stevens,	2 50
John B. Stone,	3 00
J. L. Webster,	2 75

TICKET MASTERS AND STATION AGENTS.	Per Month.	Per Year.
*A. W. Eaton, Boston, (employs assistant whom he pays,) -	120 00	1440 00
J. Parks, Charlestown, -	15 00	180 00
W. D. Barnett, Somerville, -	40 00	480 00
J. Gowing, Jr. Medford, -	45 00	540 00
J. B. Putnam, " Park Street, -	30 00	360 00
B. R. Leavitt, Malden, -	50 00	600 00
†A. Lynde, Wyoming, -	30 00	360 00
†S. F. Barrett, Melrose, -	47 50	570 00
†Geo. C. Cross, Stoneham, -	33 00	396 00
*†C. M. Oliver, Greenwood, -	27 00	324 00
†J. Danforth, Jr., Lynnfield, -	13 50	162 00
*†S. Wolcott, West Danvers, (also tends signal,) -	22 50	270 00
†T. Hawkes, Danvers Centre, -	13 50	162 00
†J. Wilkins, Collins Street, -	13 50	162 00
H. Amazeen, N. Danvers, (employs assistant whom he pays,) -	60 00	720 00
*†Ann Harrigan, Putnamville, -	10 00	120 00
†F. P. Merriam, Topsfield, -	40 00	480 00
†W. J. Badger, Boxford, -	25 00	300 00

Names.		Per Month.	Per Year.
W. J. Horner,	Georgetown,	- \$45 00	\$540 00
†B. S. Rogers,	Byfield,	- 20 00	240 00
S. P. Lake,	Newburyport,	- 60 00	720 00
†Geo. P. Carleton,	Groveland,	- 40 00	480 00
†J. J. Amazeen,	Haverhill Bridge,	- 30 00	360 00
G. W. Aborn,	South Reading,	- 40 00	480 00
C. Temple,	Reading,	- 50 00	600 00
†George Slack,	Wilmington,	- 25 00	300 00
*†J. H. Bacheller,	Wilm. Junc.(tends signal),	17 50	210 00
I. O. Blunt,	Ballardvale,	- 47 50	570 00
J. Towle,	Andover,	- 55 00	660 00
*James Clark,	So. Lawrence,	- 50 00	600 00
*O. Wheeler,	No. Lawrence,	- 50 00	600 00
†L. Sawyer,	No. Andover,	- 40 00	480 00
J. S. Bancroft,	Bradford,	- 45 00	540 00
J. Flanders,	Haverhill,	- 60 00	720 00
†Chas. Fernald,	Atkinson,	- 5 00	60 00
†J. N. Flanders,	Plaistow,	- 35 00	420 00
J. G. George,	"	- 5 00	60 00
†S. Rowell,	Newton,	- 25 00	300 00
†J. B. Morrill,	East Kingston,	- 27 00	324 00
Geo. G. Smith,	Exeter,	- 45 00	540 00
†Geo. R. Neal,	S. Newmarket,	- 35 00	420 00
C. H. Gilmore, Jr.,	P. & C. Junction,	20 00	240 00
G. A. Bennett,	Newmarket,	- 40 00	480 00
†J. B. George,	Durham,	- 45 00	540 00
*†Stephen Reynolds,	Madbury,	- 20 00	240 00
S. Emerson,	Dover,	- 50 00	600 00
Chas. E. Goodwin,	Great Falls,	- 55 00	660 00
B. P. Roberts,	Salmon Falls,	- 50 00	600 00
A. W. Clark,	S. B. Junction,	- 55 00	660 00

All the above, excepting those marked *, are also station and freight agents. Those marked † do *all* the work required at the station, including the switches. *†* Performs all the labor required, but does not sell tickets.

FIREMEN.

33 men, averaging each, - - 45 15

TRAIN BAGGAGE MASTERS.

11 men, averaging each, - - 45 15

BRAKEMEN, (Passenger.)

10 men, averaging each, - - 37 55

BRAKEMEN, (Freight.)

12 men, averaging each, - - 40 00

Names.	Per Month.
DRAW TENDERS.	
3 in Boston, each, - - -	45 00
GATEMEN.	
8 in Boston, each, - - -	40 62
2 in Malden, each, - - -	32 50
1 in Greenwood, - - -	27 00
2 in South Reading Junction, -	11 25
1 in South Reading, - - -	27 00
1 in Charlestown, (also tends draw,) -	47 50
1 in Somerville, (two gates,) - -	37 50
1 in Reading, - - -	25 00
1 in Lawrence, - - -	40 50
1 in Haverhill, - - -	13 50
2 in Exeter and E. Kingston, each, -	8 67
1 in Newmarket, - - -	10 00
2 in Dover, - - -	35 00
SIGNAL MEN.	
1 in Charlestown, - - -	25 00
1 in Newburyport, - - -	25 00
1 in Lawrence, - - -	25 00
SWITCHMEN.	
3 in Boston, each, - - -	47 50
6 in Lawrence, each, - - -	40 50
1 in Medford (Junction) - - -	45 00
1 in South Reading do., - - -	30 00
1 in Bradford, - - -	33 75
1 in Haverhill, - - -	38 00
2 in South Berwick (Junction) -	40 50
1 in Medford, - - -	35 00
1 in Newburyport, - - -	35 00
WATCHMEN.	
2 in Boston Passenger Station, each, -	40 30
3 in " Engine House, " -	46 11
3 in " Freight Houses, " -	46 50
1 in Medford, - - -	35 00
1 in Reading, - - -	40 00
4 in Lawrence, each, - - -	36 37
2 in Haverhill, " - - -	35 00
1 in Exeter, - - -	38 75
2 in Great Falls, each, - - -	46 50
1 in S. B. Junction, - - -	38 75
1 in Newburyport, - - -	35 00
8 on Bridges, each, - - -	40 97
1 in Car Shop, (Lawrence,) - -	46 50
1 in Dover, - - -	46 50

Names.	Per Month.	Per Year.
ENGINE SHOP.		
40 men each, (including N. G. Paul's salary of \$1800 per annum,) - -	\$65 79	
CAR SHOP.		
75 men, each, (including M. C. Andrews's salary of \$1500 per annum,) -	53 56	
REPAIRS OF ROAD.		
N. Whittier, Bridge Inspector, -	67 50	\$810 00
E. A. Smith, Roadmaster, - -	83 33½	1000 00
John Bailey, " - -	83 33½	1000 00
164 men, averaging each, - -	45 96	
BOSTON PASS. STATION AND CAR HOUSE.		
M. E. Wood, Transportation Master, -	100 00	1200 00
F. Nourse, Baggage Master, - -	57 50	690 00
J. S. Knights, do. do. - -	45 00	540 00
E. H. McCann, - - -	42 50	510 00
13 Laborers, averaging each, -	41 37	
BOSTON FREIGHT HOUSES.		
W. J. Merriam, Freight Agent, -	150 00	1800 00
J. B. Gillett, Book-keeper, - -	108 33½	1300 00
M. Patee, Cashier, - - -	80 00	960 00
A. Caldwell, do., - - -	70 00	840 00
5 Clerks, each, - - -	44 10	
3 Loading Agents, each, - -	60 00	
8 Receiving and Delivering Agents, each, -	46 36	
33 Laborers, each, - - -	40 16	
SOUTH READING STATION.		
1 Assistant, - - -	30 00	360 00
READING STATION.		
1 Switchman, - - -	40 00	480 00
2 Laborers, each, (load freight, clean cars, &c.)	37 00	
ANDOVER STATION.		
1 Baggage Master, Switchman, &c., -	40 00	480 00
LAWRENCE STATION.		
A. H. Rowe, Station Agent, - -	83 33½	1000 00
D. Hardy, Freight Agent, - -	60 00	720 00
2 Freight Clerks, each, - -	38 75	
2 Baggage Masters, each, - -	40 00	
10 Laborers, each, - - -	36 61	
HAVERHILL STATION.		
3 Laborers, each, - - -	39 17	
EAST KINGSTON WOOD-HOUSE.		
1 Laborer, - - -	35 00	

Names.	Per Month.	Per Year.
EXETER STATION.		
4 Laborers, each, - - -	\$39 81	
P. AND C. JUNCTION.		
1 Assistant, - - -	16 00	\$192 00
NEWMARKET STATION.		
1 Laborer, - - -	30 00	
DOVER STATION.		
2 Laborers, each, - - -	40 00	
1 Police Agent, - - -	15 00	180 00
ROLLINSFORD STATION.		
1 Station Agent and Switchman, -	45 00	540 00
GREAT FALLS STATION.		
2 Blacksmiths, each, - - -	57 37	
4 Laborers, each, - - -	40 50	
FOUNDRY STATION, GREAT FALLS.		
1 Station Agent, - - -	27 00	324 00
S. BERWICK JUNC. STATION.		
3 Men, sawing and loading wood, &c., each,	42 00	
GEORGETOWN STATION.		
1 Laborer, - - -	40 50	486 00
1 " - - -	5 00	60 00
NEWBURYPORT STATION.		
2 Laborers, each, - - -	41 25	450 00
MISCELLANEOUS—Boston.		
Alfred Perkins, Wood Agent, -	100 00	1200 00
34 Men, sawing and piling wood, &c.,	45 05	
DOVER AND WINNIPISSIOGEE RAILROAD.		
18 Men, averaging each, - - -	42 57	

In addition to the above, a Grade Train, employing about 30 men is run upon the road for two or three months during each year.

I. M. Spelman, President, - - -	3000 00
William Merritt, Superintendent, - - -	3000 00
H. B. Wilbur, Treasurer, - - -	3000 00
2 Treasurer's Clerks, - - -	1260 00
4 Clerks in Passenger Department, - - -	2720 00

Total number of men, 707.

J.

Statement of Free Passages, from June 1, 1864, to June 1, 1865.

	1864. June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	1865. Jan.	Feb.	March.	April.	May.	Total.
Officers and Directors B. & M. Road, and families, - - - - -	25	20	33	37	22	12	11	35	28	48	44	51	366
Officers, Directors and others, on ac- count Connecting Roads, - - -	250	52	90	101	41	20	30	331	365	338	262	219	2099
Contract, - - - - -	161	73	150	160	76	37	51	285	476	373	410	472	2724
Complimentary, - - - - -	49	38	46	45	39	19	22	156	149	180	94	61	898
Charity, - - - - -	25	5	11	18	4	3	2	16	18	19	19	6	146
Total, - - - - -	510	188	330	361	182	91	116	823	1036	958	829	809	6233

K.

Fatal Accidents on Boston and Maine Railroad during the year ending May 31, 1865.

Aug. 5, 1864. A man by name of Rody was run over by a brick train, at Medford, Brick Yard Junction, and instantly killed.

Sept. 10, 1864. Phineas Butler, an employee, jumped from the 12 M. outward train, at Somerville Station, injuring him so badly that he died the same day.

Nov. 11, 1864. A deaf and dumb boy, named Kimball, was run over by Train No. 26, at Ward Hill, and instantly killed.

Nov. 15, 1864. Daniel Patch, brakeman on freight train, while coupling cars at Lawrence, had his arm crushed, and died from the effects, Dec. 11.

March 3, 1865. John Gilman, a laborer at Freight Yard, Boston, was caught between a freight train and signal post, and so badly injured that he died the same night.

April 15, 1865. Charles H. Wheeler, a brakeman on Newburyport Freight Train, was thrown from the train between Lynnfield and West Danvers Junction, caused by the train running off the track, and so badly injured that he died the same night.

L.

Abstract from Report of Portland, Saco, and Portsmouth Railroad, for the year ending May 31, 1865.

Earnings this year,	-	-	-	-	\$450,221 60
Expenses " " "	-	-	-	\$203,454 45	
Credited Renewal account,	-	-	-	10,000 00	
					<u>213,454 45</u>
Net Earnings,	-	-	-	-	236,767 15
Deduct 6 per cent. dividend and tax,	-	-	-	-	94,736 84
					<u>142,030 31</u>
Surplus earnings for this year,	-	-	-	-	96,101 20
Surplus Earnings to May 31, 1864,	-	-	-	-	1,383 04
Add correction of estimate,	-	-	-	-	<u>97,484 24</u>
Add surplus as above,	-	-	-	-	142,030 31
					<u>239,514 55</u>
Deduct paid for Freight Cars,	-	-	-	9,000 00	
" " " Engine Agamenticus,	-	-	-	23,000 00	
" " R. Morrisson, for damages,	-	-	-	1,600 00	
" " Bost. & Maine and East. Railroads,	-	-	-	60,000 00	
					<u>93,600 00</u>
Total surplus, May 31, 1865,	-	-	-	-	<u>\$145,914 55</u>

Trial Balance, Portland, Saco and Portsmouth Railroad, May 1, 1865.

	Dr.	Cr.
Kennebec and Portland Railroad,	\$100,000 00	
Railway,	1,360,183 97	
Wharf,	10,930 04	
Property,	3,417 80	
Portsmouth Bridge,	32,000 00	
G. F. & C. R. R.,	2,835 86	
Improvements,	81,839 20	
Sundry Accounts,	700 00	
Cash,	46,307 79	
Postmaster General,	2,615 37	
United States,	599 85	
Renewal Fund,	2,613 24	
Stock of Materials,	23,187 62	
Boston and Lowell Railroad,	421 01	
Freight Clerk,	7,956 43	
Income due,	14,395 97	
	<u>\$1,690,004 15</u>	
Capital,		\$1,500,000 00
Dividends due,		6,855 93
Grand Trunk Railroad,		117 00
Eastern Railroad,		71,778 76
Boston and Maine Railroad,		71,778 76
Dividend, June, 1865,		39,473 70
		<u>\$1,690,004 15</u>