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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 ninth day of September next, at Ten o'clock, A. M., for the following purposes, viz:—

1. For the choice of Directors for the ensuing year.
2. To see if this Corporation will accept the Act, entitled "An act to authorize the Boston and Maine Railroad to change the location of its Road in North Andover and Bradford, and to increase its Capital Stock," approved February 17, 1868.
3. To see if this Corporation will accept the third section of the Act, entitled "An act to authorize the Eastern Railroad Company to extend the Lawrence Branch of its Railroad into the City of Lawrence," approved April 13, 1868.
4. To see what action the Stockholders will take in reference to the issuing of new Stock by the Directors of the Portland, Saco and Portsmouth Railroad Company, agreeably to a vote of that Corporation passed at the annual meeting of its Stockholders on the first day of June, 1868.
5. To see what action the Stockholders will take in regard to opening communication with deep water.
6. To see what action they will take in reference to a revision of the By-Laws.
7. For the transaction of any other business which may be brought before them.

By order of the Directors:

JAMES C. MERRILL, *Clerk.*

Boston, August 11, 1868.

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REPORT

OF

LIBRARY
OF THE
UNIVERSITY OF ILLINOIS

THE DIRECTORS

OF THE

BOSTON AND MAINE RAILROAD

TO THE STOCKHOLDERS.

WEDNESDAY, SEPT. 9, 1868.



BOSTON:
PRINTED BY HENRY W. DUTTON & SON,
TRANSCRIPT BUILDING.
1868.

BOSTON AND MAINE RAILROAD.

BOARD OF DIRECTORS.

FRANCIS COGSWELL, Andover, Mass.
PETER T. HOMER, Boston, Mass.
NATHANIEL G. WHITE, Lawrence, Mass.
E. J. M. HALE, Haverhill, Mass.
GEORGE C. LORD, Boston, Mass.
AMOS PAUL, South Newmarket, N. H.
JOHN E. BICKFORD, Dover, N. H.

385.4
B665
1867/68

STATE
OF THE
UNIVERSITY OF ILLINOIS

ANNUAL REPORT.

To the Stockholders of the Boston and Maine Railroad:—

The Directors respectfully submit the following Report, exhibiting the result of the operations of the Road, for the year ending May 31, 1868:

The gross revenue, from all sources, was	-	\$1,565,462 38
The expenses, including taxes of all kinds,	-	1,151,468 99
		<hr/>
Net receipts,		\$413,993 39

It will be perceived, by looking at Table F, in the Appendix, that the receipts have been \$55,214.28 less than in the previous year.

By deducting the sum of ten thousand dollars, received from the Portland, Saco and Portsmouth Railroad, in the former but not in the latter year, the actual receipts from the same elements will appear to have decreased only \$45,214.28.

The amount received from passengers is \$69,550.74 less, and from freight \$21,359.34 more than in the former year.

The diminution in passenger receipts is mostly from the regular, local business. This is accounted for, in a great measure, by the reduction of fares from the basis of three and one half cents to three cents per mile, alluded to in the last Annual Report.

It may be proper to remark here, that the number of our season ticket passengers is steadily on the increase.

P59535

We have now more than twenty-two hundred and fifty such, who have the right to be carried on the road, once each way, daily.

The expenses attending the operations of the Road exceeded those of the previous year by the sum of \$38,497.09.

The principal cause of the increased expenditure last year was the article of rails. The outlay on that account was \$87,400. This is \$35,000 more than for any preceding year. During the last ten years we have laid down nine thousand four hundred and seventy tons of rails, costing, after deducting the value of old rails exchanged or sold, \$355,900,—averaging 947 tons, and costing \$35,590 per annum.

In no one year, of the first six of the above named term, did the expenditure for rails exceed the sum of \$28,000, while the increase for the last four years has been very great. During the last year there were laid down more than two thousand tons (including one hundred tons of steel rails) at an expense of \$87,400, as above stated.

Several causes have contributed to produce this result. We have had in use, until recently, considerable iron that was laid when the road was first constructed. It was found necessary to replace that with new iron. This has been done to a considerable extent.

Another cause has been the poor quality of the rails laid down for a few years past.

Furthermore, the great increase in the quantity of freight carried, and also, in the aggregate amount of miles run by the trains, during the past few years, have very materially increased the wear of the rails. These last remarks will apply equally to the sleepers, wheels, axles, tires, &c., all of which need repairs and replacing in nearly the exact ratio to the service rendered.

During the last year, the wooden freight house in Boston, opposite the Fitchburg Depot, has been raised, repaired, and extended in length. A new wooden freight house, extending from Travers to Causeway Street, has been erected. This is principally used as a depot for hay. These have added to our facilities in Boston for transacting the large and constantly increasing freight traffic over our road.

A new passenger depot, at Highland Station, in Melrose, has been built.

The passenger depot at Andover has been raised, thoroughly repaired and painted. The arrangements at Haverhill have been completed. The new station buildings at Exeter, consisting of a brick passenger depot, containing a spacious and elegant dining room, a brick freight house, a brick building for the water tank, steam engine, &c., a wood shed, and a coal shed, together with facilities for the supply of wood and water to passing engines, have all been finished. These buildings are abundantly ample and convenient.

They give great satisfaction to the travelling public and to the patrons and friends of the Road in Exeter.

The shops at Lawrence have been so far rebuilt, that all necessary repairs upon the cars are made with expedition and economy. Many new four-wheel freight cars have been built there, for the coal and brick traffic especially, which will keep up our rolling stock in that department.

The Bridge over Charles Street, in Dover, has been finished and covered. The improvement here gives perfect satisfaction.

Contracts have been executed for reconstructing and extending the Passenger Depot in Boston. It is an important work, and considerable time will be required to accomplish the undertaking.

New Station buildings have been erected at Rochester, both for passengers and freight. They are built of brick, and slated, and are ample for the accommodation of the business of that flourishing place.

Considerable has been done at Alton Bay in erecting a new Passenger Depot, and in other alterations and improvements.

A line of Telegraph has been erected over the Dover and Winnipiseogee Railroad.

This has been long needed, and will prove to be very beneficial in operating that Road in connection with the main line.

In carrying out your views, as expressed at the last Annual Meeting, the Directors have caused surveys to be made, with a view of avoiding Ward Hill, or lessening the grades over it, in anticipation of completing the double track between North Andover and the bridge over the Merrimac. The results of the surveys, thus far, have not been perfectly satisfactory, and no progress has yet been made in construction.

There has been no change in our relations with the Portland, Saco and Portsmouth Railroad Company. We have not received any remittance from that Road during the past year. All the surplus earnings have been laid out in the permanent improvements upon that Road, that were referred to in our last Annual Report.

The amount credited to us on the books of that Corporation, on the 31st of May, 1868, was \$179,237.32. This sum, together with the amount due the Eastern Road, is an acknowledged debt due from the Portland, Saco and Portsmouth Road. These amounts will be considerably increased before the improvements, begun at Portland and in contemplation, shall have been finished. In view of this fact, measures were taken by the Directors

of that Road to meet the subject in such a manner as would be agreeable to the Boston and Maine and Eastern Railroad Companies. An act was obtained from the Legislature of Maine, authorizing an increase of the Capital Stock from its present amount of \$1,500,000 to \$2,000,000. This matter was brought before the Stockholders at their last Annual Meeting, and they voted to accept the act, and authorized their Directors, "with the consent of the Eastern Railroad Company and the Boston and Maine Railroad Company, to issue, from time to time, so many shares as may be necessary to pay for permanent improvements, made and to be made, in the erection of structures, increasing the equipment of the Road, and putting it in the working condition of a first class Railroad, so as to furnish accommodations for the increasing demands of the public; that such new shares, with the consent aforesaid, shall be disposed of by the Directors of this Corporation, in accordance with the terms of said act, and shall have the same rights as those already issued."

This subject, which is of great importance to the Stockholders of this Corporation, will come before the Annual Meeting for their corporate action.

It was stated in the last Annual Report, that there was a discrepancy between our accounts in respect to the haulage of freight between Boston and Portland.

This has not yet been adjusted. The action commenced against us, to which reference was made in the same Report, has been tried before a single Justice. The questions of law, which are to determine the issue, are reserved for the decision of the full Bench.

During the last two years we have added to our Rolling

Stock six new locomotives, twelve new passenger cars, of elegant style and workmanship, one hundred and seventy-five new freight, and several baggage cars, at an expense of \$275,000.

In addition to this, many of our cars of the old pattern have been refinished in the modern style. We have now more than forty with the Monitor top, so called.

The Tables in the Appendix will well repay a careful perusal. By examining them you will perceive, that more service has been accomplished—more freight hauled and more miles run—than in any previous year.

The Road has been kept in good running order, notwithstanding the severity of the past season. The usual examination of the Treasurer's accounts has been made, under the direction of a Committee. The Auditor reports them to be correct.

The new stock, authorized to be issued at the last Annual Meeting, has generally been taken by the Stockholders.

We would cheerfully acknowledge our obligations to the officers and employés of the Road, by whose aid its operations have been successfully conducted during the past year.

Respectfully submitted,

By order of the Directors,

F. COGSWELL, *President.*

BOSTON, AUGUST 11, 1868.

APPENDIX.

A.

DR. *Balance Account, after closing Books,*

CONSTRUCTION AND IMPROVEMENT ACCOUNTS, being cost of
Road and Equipment, as per Table B, - - \$4,786,757 31

PROPERTY ACCOUNTS—

Car-Shop stock, - - - -	\$19,925 72
Engine-Shop stock, - - - -	19,402 63
Wood, - - - -	59,248 20
Coal, - - - -	5,728 00
Oil, - - - -	990 51
Waste, - - - -	280 00
Ties, - - - -	9,176 07
Iron rails, - - - -	24,712 50

139,463 63

ASSETS ACCOUNTS—

Cash, - - - -	47,332 55
Notes, - - - -	59,550 00
Freight Bills, &c., - - - -	24,328 04
Rent bills, - - - -	1,709 00
U. S. Post Office Department, - - - -	2,179 17
Sundry accounts, - - - -	8,715 10
Land and Improvements, D. and W. R. R.,	19,722 98
Prepaid Insurance, - - - -	1,541 72
U. S. Government, - - - -	4,365 60
Portland and Kennebec Railroad, - - - -	511 46
Stoneham Street Railroad, - - - -	234 75
Fall River Line, - - - -	21 16
Amount expended on Boston Passenger Station,	16,151 96
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, - - - -	27,330 00
Newburyport Railroad as per agreement,	300,000 00
Great Falls and Conway Railroad bonds, guaran- teed by Eastern Railroad in N. H., - - - -	20,000 00

656,493 49

\$5,582,714 43

For the Year ending May 31, 1868.

Cr.

CAPITAL STOCK ACCOUNT—

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

LIABILITIES—

Payments on account of new Capital stock,	\$222,750 00
Tax bills—estimated, - - -	- 37,574 13
Uncalled-for wages, - - -	- 1,502 59
Uncalled-for dividends, - - -	- 5,364 50
Sundry accounts, - - -	- 3,520 78
Danvers Railroad Rent account, - -	- 780 00
Boston, Concord and Montreal Railroad,	- 913 73
Manchester and Lawrence do.	- 13,002 68
Concord and Claremont do.	- 94 53
Contoocook River do.	- 158 51
Dover and W. do.	- 2,416 66
Great Falls and Conway do.	- 192 76
Manchester and North Weare do.	- 20 27
North. and Pass. and Vt. Central do.	- 1,078 76
Concord do.	- 912 20
Portland, Saco and Portsmouth do.	- 12,756 13
Boston and Lowell do.	- 6,322 38
Maine Central do.	- 588 23
Deposit on account of Newburyport R. R. bonds,	2,160 00
Amount payable on account of Newburyport	
Railroad bonds, as per agreement, - -	- 1,490 00
Tax on dividend and surplus, - - -	- 10,838 97
	324,437 81
Dividend payable July 1, 1868, - - -	- 205,285 00
General Reserve account, being undivided earnings to date,	
as described in Table E, - - -	- 976,017 10

\$5,582,714 43

B.

*Statement of Capital Stock, and Construction and Improvement
Accounts, May 31, 1868.*

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, - - -	1,009,523 89
Stations, buildings, fixtures and furniture, -	617,025 33
Land, land damages and fences, - - -	972,825 37
Engineering and other expenses, - - -	273,827 50
	<hr/> 4,128,738 04

EQUIPMENT.

43 Locomotives, - - -	268,400 00
73 Passenger and 21 baggage cars, - - -	128,786 56
869 Merchandise and 107 gravel, hand and other cars, - - -	260,832 71
	<hr/> 658,019 27

Total cost of Road and Equipment, - - -	<hr/> \$4,786,757 31
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In Construction Account, - - -	4,076,974 52
In Improvement Account, - - -	709,782 79
	<hr/> \$4,786,757 31

Number of Shares authorized by charter, - - -	50,000
“ “ “ “ “ stockholders, - - -	45,500
“ “ “ issued, - - -	41,557

C.

*Statement of Assets available for the payment of Debts,
May 31, 1868.*

Cash, - - - - -	-	\$47,332 55
Notes, - - - - -	-	59,550 00
Freight bills, &c., - - - - -	-	24,328 04
Rent bills, - - - - -	-	1,709 00
United States Post Office Department, - - - - -	-	2,179 17
Sundry accounts, - - - - -	-	8,715 10
Prepaid insurance, - - - - -	-	1,341 72
United States Government, - - - - -	-	4,365 60
Portland and Kennebec Railroad, - - - - -	-	511 46
Stoneham Street do. - - - - -	-	234 75
Fall River Line, - - - - -	-	21 16
	-----	\$150,288 55
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 Railway bonds, guaranteed by Eastern Railroad in New Hampshire, - - - - -	-	20,000 00
	-----	143,000 00
<i>All other assets.</i>		
Wood, - - - - -	-	59,248 20
Oil and waste, - - - - -	-	1,270 51
Car-Shop stock, - - - - -	-	19,925 72
Engine Shop stock, - - - - -	-	19,402 63
Iron rails, - - - - -	-	24,712 50
Ties, - - - - -	-	9,176 07
Coal, - - - - -	-	5,728 00
	-----	139,463 63
Newburyport Railroad account, - - - - -	-	300,000 00
Danvers Railroad account, - - - - -	-	27,330 00
Land and Improvements, Dover and W. R. R., - - - - -	-	19,722 98
Amount expended on Boston Passenger Station, - - - - -	-	16,151 96
	-----	\$363,204 94

*Liabilities May 31, 1868, including Dividend due
July 1, 1868.*

Payments on account of new Capital stock,	\$222,750 00	
Tax bills—estimated, - - -	37,574 13	
Uncalled for wages, - - -	1,502 59	
Uncalled for dividends, - - -	5,364 50	
Sundry accounts, - - -	3,520 78	
Danvers Railroad Rent account, -	780 00	
Boston, Concord and Montreal Railroad,	913 73	
Manchester and Lawrence do. - -	13,002 68	
Concord and Claremont do. - -	94 53	
Contoocook River do. - -	158 51	
Dover and W. do. - -	2,416 66	
Great Falls and Conway do. - -	192 76	
Manchester and N. Weare do. - -	20 27	
North. and Pass. and Vt. Cent. do. - -	1,078 76	
Concord do. - -	912 20	
Portland, Saco and Portsmouth do. - -	12,756 13	
Boston and Lowell do. - -	6,322 38	
Maine Central do. - -	588 23	
Deposit on acc't of Newburyport Railway bonds,	2,160 00	
Am't payable on acc't of do. do. do.	1,490 00	
Tax on dividend and surplus, - - -	10,838 97	
	<hr/>	\$324,437 80
Dividend payable July 1, 1868, - - -	-	205,285 00
	<hr/>	<hr/>
Total ascertained liabilities, - - -	-	\$529,722 80

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

D.

*Statement of Earnings and Expenses, for the Year ending
May 31, 1868; Miles run, &c.*

EARNINGS.

Passengers, - - - - -	\$907,433 23
Freight, - - - - -	603,355 62
Rents, including use of Methuen Branch, -	28,909 01
Mails, - - - - -	13,671 58
Interest, - - - - -	12,392 94
	<hr/> \$1,565,462 38

EXPENSES.

RUNNING EXPENSES.

Repairs road, - - - - -	169,222 11
“ bridges, - - - - -	30,639 25
“ fences, gates, &c., - - - - -	6,749 11
“ station buildings, fixtures, furniture, &c.,	68,689 99
“ locomotives, - - - - -	80,478 54
“ passenger and baggage cars, - - - - -	62,998 70
“ merchandise cars, - - - - -	38,861 71
“ gravel cars, - - - - -	830 55
Removing ice and snow, - - - - -	2,622 57
Switchmen, gatemen, signalmen and watchmen,	43,428 17
Passenger expenses, - - - - -	126,067 46
Freight expenses, - - - - -	109,222 11
Wood, - - - - -	63,929 61
Sawing wood; expense of and pumping water,	25,773 59
Coal, - - - - -	59,362 55
Oil, - - - - -	11,950 61
Waste, - - - - -	4,020 35
Damages and gratuities, - - - - -	5,478 44
	<hr/> 910,325 42
	<hr/> \$655,136 96

Brought up,	-	-	-	-	-	-	-	\$655,136 96
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OTHER EXPENSES.

General expenses, being salaries, law expenses, &c.,								\$24,108 76
Taxes—estimated, in part,	-	-	-	-	-	-	-	94,466 56
Insurance,	-	-	-	-	-	-	-	5,847 83
Rent of Danvers Railroad,	-	-	-	-	-	-	-	7,500 00
Renewals of iron,	-	-	-	-	-	-	-	87,433 75
								<u>219,356 90</u>
Net, after deducting expenses,	-	-	-	-	-	-	-	435,780 06
Deduct amount of taxes on dividends and surplus,								21,786 67
								<u>413,993 39</u>

Miles run by passenger trains,	-	-	-	-	-	-	-	581,058
“ “ “ freight trains,	-	-	-	-	-	-	-	288,125
“ “ “ gravel trains,	-	-	-	-	-	-	-	15,442
“ “ “ extra trains,	-	-	-	-	-	-	-	9,036
Total miles run,	-	-	-	-	-	-	-	<u>893,661</u>

Number of passengers carried in the cars, including passengers to and from other roads,	-	-	-	-	-	-	-	3,142,988
Number of passengers carried one mile, including passengers to and from other roads,	-	-	-	-	-	-	-	42,096,255
Number of passengers carried to and from other roads,	-	-	-	-	-	-	-	285,152
Number of passengers carried to and from other roads, one mile,	-	-	-	-	-	-	-	9,687,699
Number of tons of merchandise carried in the cars, including merchandise to and from other roads,	-	-	-	-	-	-	-	344,136
Number of tons of merchandise carried one mile, including merchandise to and from other roads,	-	-	-	-	-	-	-	12,886,085
Number of tons of merchandise carried to and from other roads,	-	-	-	-	-	-	-	73,977
Number of tons of merchandise carried to and from other roads, one mile,	-	-	-	-	-	-	-	4,589,264
Freight carried for use of the road,	-	-	-	-	-	-	-	1,846

Express trains, and where run :

One to and from Portland three times per week.
 One to Lawrence.
 Two to Reading.
 Four from Reading to Boston.
 Three to South Reading.
 One from South Reading to Boston.

E.

Statement of Undivided Earnings, May 31, 1868.

Balance, as per Report of May 31, 1867,	-	-	-	\$975,093 71
Earned this year, over expenses and depreciation, as per Table D,	-	-	-	\$413,993 39
Deduct two dividends of 5 per cent each,	-	413,070	00	
				<hr/>
Earned this year, over expenses and dividends,	-	-	-	923 39
				<hr/>
Balance, May 31, 1868,	-	-	-	\$976,017 10

The above balance of \$976,017.10, is invested as follows:—

In Newburyport Railroad Bonds,	-	-	-	\$300,000 00
In Danvers Railroad Bonds (guaranteed by this Corporation),				73,000 00
In the Danvers Railroad Contract and Stock,	-	-	-	27,330 00

The remainder, in expenditures on the Road, Rolling Stock, &c., in addition to the capital received from the sale of stock. It is, therefore, only an element indicating, in some measure, the value of the stock above par; but it is not available for the payment of debts or dividends.

F.

Comparative Statement of Earnings and Expenses.

EARNINGS.

	YEAR ENDING MAY 31, 1867.	YEAR ENDING MAY 31 1868.
Passengers, - -	\$976,683 97	\$907,133 23
Freight, - - -	581,996 28	603,355 62
Rents, - - -	23,290 18	28,909 01
Mails, - - -	10,839 78	13,671 58
Interest, - - -	17,866 45	12,392 94
P., S. and P., surplus,	10,000 00	
	<u>\$1,620,676 66</u>	<u>\$1,565,462 38</u>

EXPENSES.

Repairs road, - -	\$145,212 25	\$169,222 11
“ bridges, - -	39,384 54	30,639 25
“ fences, &c.,	5,691 51	6,749 11
“ stations, &c.,	88,348 82	68,689 99
“ locomotives,	79,627 06	80,478 54
“ pass. and bag. cars,	35,377 70	62,998 70
“ merchandise cars,	31,501 21	38,861 71
“ gravel cars,	228 04	830 55
Removing ice and snow,	6,233 78	2,622 57
Switchmen, gatemen, &c.,	40,442 77	43,428 17
Passenger expenses,	117,421 26	126,067 46
Freight “	114,061 73	109,222 11
Wood, - - -	76,779 76	63,929 61
Sawing wood; expense of and pumping water,	27,428 39	25,773 59
Oil, - - -	12,548 15	11,950 61
Waste, - - -	4,649 35	4,020 35
Damages and gratuities,	3,776 53	5,478 44
General expenses, -	35,842 96	24,108 76
Taxes, - - -	87,573 27	94,466 56
Insurance, - - -	4,023 83	5,847 83
Danvers Railroad rent,	7,500 00	7,500 00
Coal for locomotives,	70,599 12	59,362 55
Renewals of Rails, -	52,426 37	87,433 75
	<u>1,085,678 40</u>	<u>1,129,682 32</u>
	534,998 26	435,780 06
Deduct tax on dividend and surplus,	27,293 50	21,786 67
	<u>\$507,704 67</u>	<u>\$413,993 39</u>
Miles run, - - -	811,518	893,661

G—No. 1.
Receipts from Passengers, Rents, Mails, and Interest, Monthly, for the year ending May 31, 1868.

	1867. June.	July.	August.	Sept.	Oct.	Nov.	Dec.	1868. Jan.	Feb.	March.	April.	May.	Total.
Boston, -	9,631 40	11,663 50	11,314 60	10,799 70	10,221 71	9,104 50	7,675 91	6,774 66	6,638 66	7,901 68	8,355 36	8,837 04	108,978 72
Somerville, -	89 85	115 50	74 50	-	38 25	83 34	61 10	57 70	62 75	76 65	46 84	-	706 48
Park Street, -	71 25	45 00	38 55	46 05	41 10	46 50	36 00	33 45	28 35	21 15	45 00	9 60	462 00
Medford, -	120 15	101 25	95 85	118 65	126 75	114 30	120 15	91 95	85 05	102 90	106 35	96 45	1,279 80
Malden, -	404 20	429 55	422 53	462 05	440 10	446 18	446 35	380 16	414 55	402 53	460 15	354 45	5,062 80
Wyoming, -	133 23	180 02	117 00	151 95	131 10	91 40	85 20	68 20	60 75	63 40	84 75	49 00	1,216 00
Melrose, -	183 15	216 88	211 30	210 18	184 53	185 83	188 73	166 07	181 68	148 77	183 50	147 52	2,208 14
Stoneham, -	133 25	167 40	187 70	202 95	157 70	152 80	144 50	98 10	102 15	137 40	145 35	148 05	1,777 35
South Reading, -	211 05	283 40	270 38	221 04	212 08	217 75	164 60	143 93	145 60	141 05	194 03	143 90	2,348 81
Reading, -	317 20	359 75	399 36	400 57	372 40	280 20	281 40	231 30	227 50	251 35	287 70	274 35	3,683 08
Wilmington, -	76 80	93 10	86 75	89 68	74 50	73 42	75 97	41 25	50 85	64 37	65 85	49 68	842 22
Ballardvale, -	254 29	280 00	281 25	240 75	262 70	242 25	229 05	221 10	182 60	159 25	232 00	202 15	2,787 39
Andover, -	841 95	1,058 50	965 25	865 45	809 75	753 00	685 65	532 25	555 50	770 75	703 00	645 50	9,186 55
South Lawrence, -	1,372 90	1,899 50	2,101 90	1,779 04	1,607 24	1,320 85	1,158 80	1,053 30	1,037 35	1,282 00	1,479 15	1,436 70	17,528 73
North Lawrence, -	2,858 58	2,832 52	2,755 20	2,839 83	2,815 50	2,466 41	2,257 90	1,871 76	1,908 30	2,626 35	2,530 38	2,192 93	30,035 75
North Andover, -	422 30	537 10	593 27	668 35	449 68	392 95	389 80	287 87	295 35	387 15	364 59	405 02	5,203 43
Bradford, -	205 95	302 20	248 93	262 55	234 20	228 85	152 90	113 55	131 15	141 25	154 40	143 85	2,322 78
Haverhill, -	2,721 53	2,969 85	3,064 00	3,324 85	2,680 76	2,217 75	2,057 35	1,797 70	2,069 45	2,345 15	2,511 80	2,117 85	30,078 04
Atkinson, -	173 75	185 15	214 70	370 90	231 30	144 40	185 70	144 05	127 95	143 85	209 85	166 90	2,298 50
Plaistow, -	163 85	155 70	206 98	165 43	190 33	108 55	109 90	104 80	70 90	103 63	132 05	96 25	1,608 45
Newton, -	157 25	204 38	204 23	198 50	211 60	170 21	144 50	120 13	110 93	196 26	181 40	116 55	2,016 02
East Kingston, -	278 90	351 85	376 20	385 60	359 75	270 40	257 45	246 85	206 25	315 40	287 00	278 25	3,613 90
Exeter, -	939 20	1,150 65	1,292 40	1,355 00	1,286 35	900 61	784 40	842 05	818 35	910 05	1,028 85	816 95	12,134 86
South Newmarket, -	257 11	192 69	278 68	300 05	268 20	240 20	182 00	174 63	174 52	199 98	213 03	175 10	2,656 19
S. Newmarket Junct. -	401 75	492 13	829 58	722 65	504 63	464 95	419 30	321 98	338 80	438 35	476 48	390 28	5,800 96
Newmarket, -	541 43	566 05	701 15	794 75	607 68	588 40	570 45	393 97	366 91	474 73	623 63	525 89	6,855 04

Durham, -	152 20	191 70	232 75	274 65	260 75	208 65	169 75	120 05	114 65	212 10	191 55	158 35	2,287 15
Dover, -	1,834 64	1,630 80	2,481 90	1,891 91	2,126 67	2,414 85	1,002 52	1,291 94	1,418 91	1,536 90	1,757 87	1,412 43	20,801 34
Rollinsford, -	51 10	80 40	74 60	86 70	64 30	28 25	34 15	23 90	25 70	51 25	48 75	43 50	612 60
Salmon Falls, -	225 25	307 20	335 00	355 95	360 15	239 90	306 20	244 10	212 60	259 05	294 20	219 40	3,359 00
Great Falls, -	750 85	768 60	940 23	1,043 03	853 43	727 15	840 03	624 17	718 30	796 08	919 80	782 08	9,769 75
S. B. Junction, -	20 20	15 45	89 35	46 70	30 10	24 95	27 45	14 00	16 75	25 60	41 95	25 60	378 30
Lynnfield Centre, -	69 15	85 95	74 85	89 55	77 50	66 65	65 30	53 15	56 50	59 45	63 55	60 20	821 80
Danvers Centre, -	14 70	22 85	23 25	25 05	16 90	12 15	9 50	11 25	12 10	14 05	19 25	14 75	195 80
N. Danvers, -	158 25	216 40	246 68	344 63	210 65	154 68	174 50	158 70	150 90	174 30	225 70	186 98	2,402 37
T. Topsfield, -	178 25	161 10	199 30	189 55	176 10	137 25	144 25	108 45	93 35	144 20	143 95	128 30	1,804 05
Boxford, -	60 00	86 31	98 48	89 65	52 90	67 25	54 95	38 10	60 05	49 80	73 55	57 10	788 74
Georgetown, -	196 75	257 95	311 45	396 35	210 75	220 00	209 05	115 35	201 25	150 60	184 60	159 45	2,630 55
Groveland, -	224 85	283 90	266 15	331 40	302 95	292 20	211 85	149 50	177 65	174 65	202 20	184 50	2,729 80
Haverhill Bridge, -	393 15	513 70	543 10	839 90	423 30	378 75	402 80	340 20	361 80	327 65	418 25	354 85	5,297 45
Byfield, -	105 45	122 90	146 30	144 05	97 15	105 00	75 60	66 60	58 80	82 90	117 70	106 45	1,228 90
Newburyport, -	452 60	778 90	1,072 40	992 75	716 85	560 35	493 95	367 75	339 95	521 55	643 00	650 90	7,590 95
Total Local, -	27,909.66	32,357.73	34,468.03	34,318.34	30,606.34	26,809.63	23,097.24	20,029.97	20,494.46	24,385.53	26,448.36	24,365.25	325,380.54
Commutation tickets, -	42,120.30	16,365.16	11,958.74	15,524.80	14,094.08	8,480.52	11,414.97	12,317.31	11,031.37	42,765.89	13,044.84	14,648.25	273,766.28
Conductors, -	7,939.09	8,894.51	8,902.80	8,812.20	8,825.84	8,070.10	6,983.35	6,450.05	6,400.25	7,683.92	8,276.15	8,462.75	95,701.01
Connecting Roads, -	12,489.77	20,174.63	30,210.14	28,398.24	21,874.28	17,756.58	12,642.02	13,801.25	12,892.17	13,117.37	14,059.43	14,594.52	212,010.43
Total Passengers, -	90,458.82	77,792.03	85,539.71	117,053.58	75,400.54	61,206.83	54,137 58	52,598.61	50,818.25	87,952.71	61,828.83	62,070.77	906,858.26
Rents, -	1,301.25	5,884.58	384.54	1,301.26	3,134.59	1,964.83	1,401.26	1,401.25	1,401.25	6,901.25	1,401.25	2,431.65	28,909.01
Mails, -	993.83	987.08	1,039.54	1,053.83	794.58	2,364.58	1,093.81	1,049.58	1,089.59	1,040.80	1,070.42	1,089.58	13,672.30
Interest, av. pr month, -	1,032.74	1,032.74	1,032.74	1,032.74	1,032.74	1,032.74	1,032.75	1,032.75	1,032.75	1,032.75	1,032.75	1,032.75	12,382.94
Total, -	93,786.64	85,696.43	87,996.63	120,441.41	80,362.45	66,573.96	57,065.43	56,082.11	54,341.84	96,927.51	65,333.25	66,624.75	961,832.51

G—No. 2.
Receipts from Connecting Railroad Passengers, Monthly, for the year ending May 31, 1868.

Months.	Stonham St.	S. & Lowell via W. Junction.	S. & Lowell via S. & Lowell via Danvers.	Concord, Manchester & Law.	Trustees of C. & C. R. R.	Manchester and N. West.	Contoocook River.	Boston, Concord and Montreal.	Portland & Kennebec.	Concord.
June, 1867, -	508 13	314 01	374 15	1,036 48	29 76	23 45	24 57	273 40	18 38	
July, -	415 75	487 78	383 35	1,385 27	49 36	38 78	35 29	595 02	56 50	243 86
August, -	506 75	496 43	375 49		69 69	62 01	45 87	753 11	76 62	587 94
September, -	523 13	436 64	453 63		40 35	52 09	45 66	431 25	45 00	278 32
October, -	479 38	393 76	369 21		33 39	29 76	28 04	303 00	141 80	287 17
November, -	456 50	333 85	287 67		32 26	23 68	26 46	226 07	38 15	180 24
December, -	298 63	292 72	279 12		21 41	18 04	16 41	184 62	29 80	171 81
January, 1868, -	249 38	242 65	292 26		22 41	14 43	17 26	133 76	28 75	142 00
February, -	409 88	270 52	298 15		21 48	16 68	23 37	134 42	22 75	173 31
March, -	292 88	293 75	310 02		21 50	22 32	19 84	149 29	36 45	185 80
April, -	358 76	331 87	380 68		32 08	16 23	17 58	189 41	26 65	162 33
May, -	422 25	303 88	346 58		22 10	12 17	21 15	212 16	16 25	
Total, -	4,921 42	4,150 86	4,080 71	2,421 75	395 79	339 64	321 50	3,585 51	537 10	2,412 78

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. (to, from, and on.)	Maine Central.	Manchester and Lawrence.	Total.
June, 1867, -	73 03	41 77	25 30	157 76	834 88	7,193 07	1,510 45	51 18		19,469 77
July, -	95 73	70 46	39 73	262 09	1,254 12	8,819 23	6,165 67	70 50		20,174 63
August, -	119 52	91 73	24 22	317 51	1,534 44	12,930 44	11,100 06	85 30	1,377 09	30,210 14
September, -	90 43	81 49	30 50	267 87	1,185 57	14,472 76	8,549 92	77 50	1,027 11	26,398 24
October, -	75 28	67 65	27 96	285 36	1,145 09	13,783 46	3,271 64	76 75	1,084 43	21,874 28
November, -	57 35	44 84	26 48	211 40	943 80	12,484 23	1,339 63	50 10	886 94	17,756 58
December, -	55 56	32 54	13 87	166 28	669 99	8,073 51	1,534 80	40 10	734 38	12,642 02
January, 1868, -	41 80	33 83	15 73	158 30	616 04	10,089 10	860 31	33 17	849 29	13,801 28
February, -	55 64	27 67	15 73	109 86	637 57	9,263 85	824 32	34 78	593 50	12,892 17
March, -	63 21	25 11	16 94	253 66	710 42	8,240 25	1,651 11	45 90	791 41	13,117 37
April, -	66 35	69 44	44 17	158 17	785 07	9,705 76	781 75	36 40	870 26	14,059 43
May, -	73 04	34 85	23 05	178 63	720 84	9,669 76	1,696 83	44 10	634 55	14,594 52
Total, -	866 94	621 36	303 68	2,526 89	11,037 83	124,725 42	39,286 49	645 78	8,838 96	212,010 43

G—No. 3.

Receipts from Freight Monthly, for the year ending May 31, 1868.

	1867. June.	July.	August.	Sept.	Oct.	Nov.	Dec.	1868. Jan.	Feb.	March.	April.	May.	Total.
Boston,	12,948 34	11,768 18	14,672 16	17,654 41	18,046 43	14,137 01	12,379 36	10,018 60	10,439 45	12,074 59	14,132 36	13,463 87	161,736 76
Malden,	73 49	68 80	86 25	166 51	107 37	361 71	214 03	94 58	200 15	187 48	477 92	288 36	2,326 65
Medford,	-	-	-	25 00	20 08	5 00	71 00	108 42	20 00	5 00	37 00	6 00	297 50
Melrose,	284 43	57 77	135 38	349 90	101 23	447 01	79 08	129 28	39 43	175 81	282 66	460 59	2,552 57
South Reading,	605 87	1,039 52	420 37	657 46	482 40	539 65	396 93	375 93	395 78	426 82	853 51	907 78	7,102 02
Reading,	194 34	606 11	369 98	268 56	244 51	163 03	402 27	136 60	105 11	218 62	414 60	437 42	3,561 15
Wilmington,	5 87	63 99	5 68	9 99	6 53	24 68	6 55	7 09	9 89	23 22	9 09	23 01	195 59
Wilmington Junc.,	28 97	21 24	20 82	30 37	7 58	16 00	34	4 42	52 80	-	13 31	18 03	213 88
Ballardvale,	142 22	211 77	203 93	234 51	209 82	164 76	114 50	121 89	265 19	164 61	231 88	665 16	2,730 24
Andover,	433 16	918 11	729 32	1,187 43	486 11	693 23	502 14	361 80	508 68	297 39	474 02	474 77	7,066 06
North Lawrence,	7,117 87	6,916 93	6,646 04	7,982 15	7,028 64	6,123 03	4,706 59	4,458 48	5,016 27	7,150 21	5,494 56	5,021 90	73,662 67
North Andover,	133 48	140 06	225 66	230 47	235 01	148 59	96 66	147 05	211 53	224 14	140 95	194 04	2,127 65
Bradford,	100 82	160 30	129 84	154 47	182 95	94 78	105 29	112 83	79 61	114 04	160 84	127 86	1,523 63
Haverhill,	2,657 83	3,397 47	4,891 39	3,769 98	4,354 34	2,851 41	2,873 50	2,531 40	3,273 64	4,254 30	4,178 07	3,706 56	42,739 89
Plaistow,	247 54	266 35	476 74	389 47	304 71	304 98	159 94	135 94	113 74	173 02	235 44	283 58	3,091 45
Newton,	293 12	389 85	266 13	226 68	179 28	258 44	176 82	241 65	240 41	168 31	371 60	298 60	3,410 89
East Kingston,	199 21	205 67	204 06	256 99	234 74	180 18	125 24	147 68	115 62	155 83	221 13	222 00	2,268 35
Exeter,	924 15	863 45	1,139 70	1,230 58	1,230 58	937 03	862 19	1,082 95	872 34	1,122 97	1,851 96	1,039 36	13,172 19
South Newmarket,	404 00	441 79	509 63	738 54	1,073 88	588 67	456 28	409 15	513 82	375 73	704 46	440 85	6,656 90
S. Newmarket Junc.,	176 12	163 03	183 76	192 54	184 73	153 11	139 74	157 04	114 26	133 89	314 97	214 42	2,127 61
Newmarket,	553 32	565 97	399 23	530 51	809 00	633 87	469 76	628 51	458 27	591 92	666 04	799 88	7,106 28
Durham,	96 36	155 87	120 32	164 81	136 21	152 29	48 30	107 51	123 25	206 31	181 84	150 34	1,643 41
Dover,	2,000 66	2,048 71	2,091 49	2,498 17	2,387 45	1,809 98	1,646 95	2,076 09	2,266 70	2,091 09	2,360 48	2,192 78	25,470 55
Great Falls,	977 91	733 56	812 88	1,170 47	1,109 66	1,103 35	1,298 85	1,351 30	1,170 33	921 86	1,846 74	1,350 99	13,847 90
Salmon Falls,	178 38	300 92	224 88	381 43	318 33	253 02	332 32	238 66	313 05	224 87	532 83	278 35	3,577 04

S. Berwick Junc.	-	559 83	454 45	515 75	452 55	598 00	648 95	303 49	269 59	392 19	495 07	689 52	721 59	6,100 98
Lynnfield Centre,	-	61 55	27 23	21 74	28 39	33 37	23 75	11 49	13 83	21 37	20 78	38 24	38 89	340 68
W. Danvers Junc'n,	-	34 28	40 83	102 86	414 37	47 89	86 55	79 46	94 90	32 62	136 46	296 42	89 39	1,456 03
No. Danvers,	-	49 05	35 67	82 82	59 10	141 17	96 42	36 19	45 58	34 28	39 28	101 57	108 75	832 88
Topfield,	-	82 51	100 41	117 81	152 80	183 85	101 44	84 93	87 00	82 71	103 57	118 28	135 45	1,350 76
Boxford,	-	81 83	54 87	27 42	27 52	24 98	20 28	17 73	29 61	23 64	22 54	34 92	32 87	398 21
Georgetown,	-	344 53	387 38	534 28	700 81	593 68	461 27	524 60	617 95	408 33	404 01	691 86	390 54	6,059 24
Groveland,	-	352 54	793 71	1,014 54	461 36	353 41	334 29	367 50	293 58	408 22	472 12	461 37	829 95	6,145 59
Byfield,	-	85 19	105 34	111 71	103 00	133 08	68 99	78 92	87 49	67 24	64 16	280 61	104 10	1,289 83
Newburyport,	-	1,957 46	1,603 16	1,908 78	1,842 71	2,219 26	1,515 15	1,367 84	2,020 97	2,094 12	1,781 95	2,038 55	2,165 45	22,515 40
Total Local,		34,386.24	35,108.47	39,403.30	44,762.04	43,813.26	35,501.90	30,536.78	28,745.35	30,484.04	35,021.97	40,949.60	37,685.48	436,398 43
Connecting Roads,		12,924.68	11,064.09	11,210.75	11,802.93	13,009.39	13,501.36	14,561.34	14,845.51	15,003.73	16,062.65	16,147.41	17,245.16	167,379 00
Total,		47,310.92	46,172.56	50,614.05	56,564.97	56,822.65	49,003.26	45,098.12	43,590.86	45,487.77	51,084.62	57,097.01	54,930.64	603,777 43

G—No. 4.

Receipts from Connecting Railroad Freight, for the year ending May 31, 1868.

Months.	S. & Lowell R. R.	Concord, Man. & Law.	Trustees of C & C	Man. & N. Ware.	Cont'k B. C. & River.	Mont.	North-ern.	Pas-sumpsc.	Vt. Cent'l.	Port. Saco and Ports.	Dov. & W. Co. fr. & on.	Con-cord.	Man. & Law.	Total.
June, 1867,	55 22	355 61	-	27 99	11 55	-	23 02	-	-	10,185 63	2,265 66	-	-	12,924 68
July,	58 71	263 43	10 20	8 78	-	11 48	7 20	9 61	-	7,171 34	3,523 25	-	-	11,064 09
August,	111 26	-	11 90	24 66	-	6 07	3 00	-	-	6,892 52	3,700 01	2 89	458 44	11,210 75
September,	131 83	-	-	40 99	-	7 43	-	-	8 25	6,866 64	3,799 97	37	947 45	11,802 93
October,	116 41	-	-	25 23	-	7 35	-	19 43	-	9,094 34	3,271 65	-	474 93	13,009 39
November,	81 96	-	6 59	5 85	-	-	7 24	-	-	9,750 85	3,349 08	11 14	288 65	13,501 36
December,	155 77	-	1 90	3 09	2 81	55 58	7 00	100 00	-	9,257 48	4,604 38	-	373 33	14,561 34
January, 1868,	116 14	-	1 31	41	-	29 24	-	137 00	-	8,247 74	6,022 14	-	291 53	14,845 51
February,	61 05	-	-	192 01	323 82	-	83 75	93 98	-	8,977 87	4,945 92	10 73	314 60	15,003 73
March,	112 41	-	-	8 62	91 09	11 01	-	24 64	-	12,142 61	3,302 23	15 00	355 04	16,062 65
April,	81 98	-	7 48	87 17	28 00	13 33	-	-	1 51	12,478 70	3,127 02	14 25	307 97	16,147 41
May,	139 30	-	2 81	2 48	21 00	2 00	38 00	45 00	5 85	12,194 80	4,242 09	-	551 83	17,245 16
Total,	1,222 04	619 04	42 24	427 28	478 27	143 49	169 30	429 63	15 61	113,260 52	46,153 40	54 38	4,363 77	167,379 00

RECAPITULATION OF TABLE G.

Local Passengers, as per G, No. 1,	-	-	-	\$325,380 54
Commutation Tickets, as per G, No. 1,	-	-	-	273,766 28
Conductors, as per G, No. 1,	-	-	-	95,701 01
Connecting Roads, as per G, No. 2,	-		\$212,010 43	
Add for correction of estimates, &c.,	-		274 97	
			<hr/>	212,285 40
				<hr/>
		Total passengers,		\$907,133 23
Local freight, as per G, No. 3,	-	-	\$436,398 43	
Less, sundry allowances,	-	-	201 75	
			<hr/>	436,196 68
Connecting Roads, as per G, No. 4,	\$167,379 00			
Less, sundry allowances,	-	-	220 06	
			<hr/>	167,158 94
				<hr/>
		Total freight,	-	603,355 62
Rents,	-	-	-	28,909 01
Mails,	-	-	-	13,671 58
Interest,	-	-	-	12,392 94
				<hr/>
		Total Earnings for the year,	-	\$1,565,462 38

H.

Statement of Pay Rolls, May, 1868.

Names.	Per Month.	Per Year.
PASSENGER CONDUCTORS.		
J. W. Aborn, - - -	\$83 33	\$1000 00
J. L. Smith, - - -	83 33	1000 00
H. Smart, - - -	83 33	1000 00
A. Tucker, - - -	83 33	1000 00
O. Hamilton, - - -	75 00	900 00
D. Nason, - - -	75 00	900 00
W. T. Plaisted, - - -	75 00	900 00
M. Swasey, - - -	75 00	900 00
E. Weymouth, - - -	75 00	900 00
W. Carter, - - -	70 00	840 00
A. Hamilton, - - -	70 00	840 00
J. F. Phillips, - - -	65 00	780 00
G. Frazier, - - -	60 00	720 00
A. O. Phillips, - - -	60 00	720 00
N. Carter, - - -	55 00	660 00
E. H. Bowditch, - - -	55 00	660 00
FREIGHT CONDUCTORS.		
H. Gilman, - - -	75 00	900 00
T. Twombly, - - -	75 00	900 00
J. Balloch, - - -	65 00	780 00
A. P. Horne, - - -	65 00	780 00
C. Twombly, - - -	65 00	780 00
W. Abbott, - - -	60 00	720 00
W. Luscomb, - - -	60 00	720 00
A. F. Maynard, - - -	60 00	720 00
ENGINEMEN.		Per Day
A. Babb, - - -	- - -	3 25
N. W. Chandler, - - -	- - -	3 25
I. D. Clough, - - -	- - -	3 25
G. G. Folsom, - - -	- - -	3 25
W. P. Furnald, - - -	- - -	3 25
G. A. Kendall, - - -	- - -	3 25

Names.	Per Day.
J. A. Owen, - - - - -	3 25
T. O. Page, - - - - -	3 25
J. C. Paul, - - - - -	3 25
H. F. Pasho, Jr. - - - - -	3 25
C. K. Pemberton, - - - - -	3 25
G. Poor, - - - - -	3 25
S. Poqr, - - - - -	3 25
H. B. Potter, - - - - -	3 25
J. F. Sanborn, - - - - -	3 25
W. Smith, - - - - -	3 25
W. H. Smith, - - - - -	3 25
R. K. Smith, - - - - -	3 25
G. F. Smith, - - - - -	3 25
E. D. Smith, - - - - -	3 25
C. W. Swasey, - - - - -	3 25
J. L. Webster, - - - - -	3 25
B. Whitten, - - - - -	3 25
C. P. Chesley, - - - - -	3 00
A. R. Hunt, - - - - -	3 00
E. W. Matthews, - - - - -	3 00
E. H. Wright, - - - - -	3 00
O. Aldrich, - - - - -	2 75
J. N. Carr, - - - - -	2 75
S. A. Fish, - - - - -	2 75
B. F. Grover, - - - - -	2 75
C. W. Huff, - - - - -	2 75
J. W. Randall, - - - - -	2 75
G. W. Stevens, - - - - -	2 75
G. G. Waldron, - - - - -	2 75
E. S. Carter, - - - - -	2 50

TICKET MASTERS AND STATION AGENTS.	Per Month.	Per Year.
M. E. Wood, Transportation Master,	\$116 67	1400 00
*A. W. Eaton, Boston (pays ass't),	133 33	1600 00
J. Parks, Charlestown, -	15 00	180 00
W. D. Barnett, Somerville, -	50 00	600 00
J. Gowing, Jr., Medford, -	50 00	600 00
E. C. Chambers, " Park Street,	45 00	540 00
S. A. Howe, Malden, -	50 00	600 00
†A. Lynde, Wyoming, -	35 00	420 00
†S. F. Barrett, Melrose, -	50 00	600 00

Names.		Per Month.	Per Year.
†	G. C. Cross, Stoneham, -	\$35 00	\$420 00
*†	C. M. Oliver, Greenwood, -	26 00	312 00
†	J. Danforth, Jr., Lynnfield, -	15 00	180 00
*†	S. Wolcott, West Danvers (tends signal),	22 50	270 00
†	T. Hawkes, Danvers Centre, -	13 00	156 00
†	J. Wilkins, Collins Street, -	13 00	156 00
	N. Fernald, No. Danvers (pays ass't),	65 00	780 00
*†	B. Harrigan, Putnamville, -	10 00	120 00
†	F. P. Merriam, Topsfield, -	42 50	510 00
†	W. J. Badger, Boxford, -	35 00	420 00
	W. J. Horner, Georgetown, -	45 00	540 00
†	B. S. Rogers, Byfield, -	25 00	300 00
	S. P. Lake, Newburyport, -	70 00	840 00
†	Geo. P. Carleton, Groveland, -	50 00	600 00
†	J. J. Amazeen, Haverhill Bridge,	30 00	360 00
	G. W. Aborn, South Reading, -	40 00	480 00
	I. M. Clark, Reading, -	55 00	660 00
†	G. Slack, Wilmington, -	25 00	300 00
*†	J. H. Bacheller, Wilm. Junc. (tendssignal),	22 00	264 00
	I. O. Blunt, Ballardvale, -	50 00	600 00
	J. Towle, Andover, -	60 00	720 00
	J. Clark, So. Lawrence, -	75 00	900 00
	*A. H. Rowe, No. Lawrence (station ag't),	100 00	1200 00
	D. Hardy, " (freight agent),	75 00	900 00
	*N. P. Houghton, " -	75 00	900 00
†	A. Smith, No. Andover, -	40 00	480 00
	J. S. Bancroft, Bradford, -	50 00	600 00
	*J. Flanders, Haverhill, -	66 66	800 00
	*E. H. Morrill, " (freight agent),	66 66	800 00
†	C. Fernald, Atkinson, -	10 00	120 00
†	F. N. Flanders, Plaistow (freight agent),	40 00	480 00
	J. G. George, " -	5 00	60 00
†	S. Rowell, Newton, -	40 00	480 00
†	J. B. Morrill, East Kingston, -	30 00	360 00
	G. G. Smith, Exeter, -	60 00	720 00
†	W. J. Quinn, So. Newmarket, -	50 00	600 00
	C. H. Gilmore, Jr., P. & C. Junction,	20 00	240 00
	W. H. Huntington, Newmarket, -	47 50	570 00
†	W. E. Thompson, Durham, -	47 50	570 00
*†	S. Reynolds, Madbury, -	20 00	240 00
	S. Emerson, Dover, -	75 00	900 00
	N. F. Colony, Gonic, -	30 00	360 00

Names.		Per Month.	Per Year.
G. F. Richardson, Rochester,	-	\$45 00	\$540 00
G. W. Wood, Farmington,	-	50 00	600 00
I. S. Ricker, New Durham,	-	30 00	360 00
A. T. Thompson, Alton,	-	40 00	480 00
J. M. French, Alton Bay,	-	60 00	720 00
C. E. Goodwin, Great Falls,	-	55 00	660 00
E. S. Nowell, Salmon Falls,	-	50 00	600 00
I. B. George, 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. †*Also tends gates. *†*Performs all the labor required, but does not sell tickets.

A Grade Train, employing about 30 men, is run upon the road for two or three months during each year.

Total number of men, working full time, May, 1868, 830.

I.
Statement of Free Passages, from June 1, 1867, to June 1, 1868.

	1867. June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	1868. Jan.	Feb.	March.	April.	May.	Total.
Officers and Directors B. & M. Road, and families, - - - - -	13	12	10	4	6	8	6	10	8	8	10	10	105
Officers, Directors and others, on ac- count Connecting Roads, - - -	32	227	183	37	31	143	137	307	325	32	36	352	1842
Contract, - - - - -	642	549	344	49	28	331	365	189	207	5	19	303	3031
Complimentary, - - - - -	5	8	38	9	20	1	1	6	4	11	7	4	114
Charity, - - - - -	7	1	4	1	4	2	2	2	20	2	1	4	50
Total, - - - - -	699	797	579	100	89	485	511	514	564	58	73	673	5142

J.

Fatal Accidents on the Boston and Maine Railroad during the year ending May 31, 1868.

June 21, 1867. Albert Morse, insane, stepped before the Great Falls Train at Plaistow, and was instantly killed.

June 26, 1867. Mary Shannon, a child, two years old, was run over and instantly killed, while playing on the track at Ballardvale.

Aug. 21, 1867. Cornelius Colton, of Marlborough, Mass., was run over by Freight Train at Lawrence, and instantly killed.

Sept. 7, 1867. Eben. Hayes of Georgetown, while passing from one car to another, while they were in motion, at Gonic, fell, and was run over and instantly killed.

Oct. 26, 1867. Amos Bradley and Son, while riding across the track at Rochester, were struck by the Engine, and both instantly killed.

Oct. 28, 1867. Simeon P. Clark, while walking on the track at East Kingston, was run over by Freight Train, and instantly killed.

Nov. 9, 1867. Charles K. Cheney was run over by Train at Plaistow, and instantly killed.

Jan. 9, 1868. Pat. Collins, deaf, while walking on the track at Ballardvale, was ran over by Freight Train, and killed.

Feb. 27, 1868. Hiram Wetherell of Plaistow, in crossing the track, was struck by Passenger Train, and instantly killed.

May 26, 1868. Patrick McDonald, while walking on the track, between Causeway Street and the Engine House, was struck by Engine, and so much injured that he died soon after.

N. B. In none of the above-named cases was the Railroad Company at fault.

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