

54/27

SECOND  
ANNUAL REPORT  
OF THE  
RAILROAD COMMISSIONER,  
OF THE  
STATE OF VERMONT,  
TO THE  
GENERAL ASSEMBLY,  
1857.

Not in Gilman

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RUTLAND:  
GEORGE A. TUTTLE & CO., PRINTERS.  
1857.

# COMMISSIONER'S REPORT.

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*To the General Assembly of the State of Vermont:*

The undersigned has the honor to submit for your consideration, the following report, of the condition and management of the railroads in the state, for the year ending August 31, 1857, agreeable to the act of November 14, 1855.

The history of our railroads for the last year is little more than a repetition of what occurred the preceding year.

They have run their regular daily trains, with promptitude and safety, to the passengers. The mails reach every part of the state with extraordinary celerity and regularity; and there are but few places, where the daily papers of the great cities are not read on the day they are printed.

Freight is moved rapidly and cheaply; and express freight trains, on many of our roads, give extraordinary facility for the movement of goods requiring speedy delivery.

Farmers are prosperous beyond the experience of former times. Every product of the soil, brings cash, and a remunerative price, at the door of the grower. Our forests and mines are doubled in value; our manufactories are increasing, and every branch of industry has been cherished, and stimulated by the facilities, furnished by our railroads.

So far as the public are concerned, these great improvements have realized our fondest hopes; and there is every reason to believe that we may look to the future with an abiding confidence, that they will continue for ages to come, to lend their powerful aid, in carrying forward the state, in all the great elements of growth and advancement.

While the public are in the full enjoyment of the benefits that

continue to flow from these great improvements, it is deeply to be regretted, that they have thus far failed to be remunerative to those who so generously furnished the capital to build them.

While the state has been enriched beyond the cost of all of our roads, the stockholder has met with nothing but disaster and loss. The causes of this loss have not been owing to any unfriendly legislation on the part of the state; but are mainly the result of influences over which the state can exercise no control.

The western business to which our roads have looked for a portion of their traffic, has hitherto been done at very low prices. The opening of a number of lines of railroad, all competing with each other for the western trade, induced the establishment of prices too low to be remunerative. The tendency to better prices has been retarded by an active competition between the New York and Erie and New York Central Railroads for this business.

This competition has now ceased and a sensible arrangement between these two great roads has lately been made, which will insure better prices.

Much of the transportation business must always be done at a moderate price, as the numerous competing channels of communication will not admit of large profits.

The true policy of our roads is to foster and cherish the local business growing up along their several lines. The rush of our people and our capital to the west, since the completion of our roads, has retarded this growth. But it is sure to come, and at no distant day.

The extravagant rates of interest promised to be paid by the west for eastern capital, cannot long be endured; and some will probably learn that it is much easier to send money west at a high rate of interest than to bring back the *principal*.

Nearly all our railroads are encumbered by mortgages, some of which are in suit, and one (the Western Vermont) has passed into the hands of the trustees by foreclosure.

The bondholders, it is understood, are desirous of becoming incorporated, and of succeeding to all the rights and privileges enjoyed by the original corporation.

As it may be reasonably anticipated that the bondholders of other roads will be desirous of pursuing a similar course; it is respectfully submitted to the Legislature; that a general law, authorizing those who shall acquire an absolute property in a railroad and its fixtures, to form a company to succeed to the rights

and privileges of the old corporation, subject to such restraints and liabilities as may be necessary for the public safety, would be a matter of great convenience to such bondholders, and in no way prejudicial to the public interest.

When a railroad mortgage is foreclosed and the equitable right of redemption is extinguished, it may be regarded as certain that the bondholders will be solicitous to form a new corporation from the owners of the road, and the public interest requires that every reasonable facility should be given them for the successful prosecution of their business, without being delayed in their arrangements by being compelled to await the action of the Legislature in obtaining a new charter.

Several of our railroads are in the possession of trustees, some of whom were appointed with a view to raise money in the great markets for the purpose of completing the road.

They were eminently fitted for that purpose, by their high character for probity and financial ability.

It was scarcely thought possible, at that time, that our railroads would ever go into the hands of trustees, and they were not selected for the purpose of taking the active management of the roads.

Some of the mortgages provide no mode for changing the trustees, and none of them provide that the voice of the bondholder shall be heard in the appointment of these important officers.

When the condition of the mortgage has been broken, and the road has been surrendered to the trustees, it would seem reasonable that the bondholders should have some voice in the selection of the agents to whom their interests are to be entrusted.

Experience shows that the more direct the responsibility of the agent to the principal, the greater will be the diligence, zeal and energy on the part of the agent. Some of the neighboring states have already legislated on this subject, and I have no doubt but that we may safely and wisely follow their footsteps.

As matters now stand neither the stockholders nor bondholders, or both combined, can exercise any control over the trustees.

The providing by law for some mode by which the wishes of the bondholders can reach the trustees, would be well received by the stockholders of the roads, and would be cheerfully submitted to by those trustees truly deserving of the office. They would not willingly hold a place against the expressed wishes of a majority of those interested in the property.

An eager and unwise competition between some of the great railroad lines running westward; combined with some other causes, have enabled dealers in railroad securities, interested in depreciating them; to carry the stock and bonds of some of the best paying roads to a lower point than they have ever reached before; and a general panic has prevailed in the great markets where these securities are principally sold.

It is gratifying and highly creditable to the managers of the Passumpsic Railroad; that notwithstanding the despondency and gloom which have hung over railroad securities for the past year; they have persevered with unfaltering steps in the extension of their road; so that on the 30th day of July last, I passed over their road in the cars from St. Johnsbury to Lyndon, and the iron was then being laid to Barton. Their success at such an inauspicious period may well be attributed to the confidence inspired by the faithfulness, honesty and ability with which the company's affairs have hitherto been administered, and the efficiency of the present direction. The extension will add much to the receipts of the road; and will accommodate and enrich a fine portion of the state.

The extreme severity of the past winter has added largely to the expenses of all of our roads.

Experience has taught many of their managers that in the severity of our winter months they must run but few trains, and those at a slow rate of speed. The safety of passengers and the income of the roads both require this.

On the first day of January, 1857, the title to the Western Vermont Railroad became absolute in the trustees, agreeable to a decree of the court of chancery.

The trustees soon after leased the road to the Troy & Boston Railroad Company, with whose road the Western Vermont connects at the state line.

Some of the bondholders, dissatisfied with this disposition of the road, commenced proceedings in the court of chancery to set aside the lease, and to obtain an injunction against the Troy & Boston Company's running and operating the Western Vermont Road.

On a preliminary hearing, a temporary injunction was granted and a receiver was appointed, since which time the Western Vermont has been run by the receiver, agreeable to the order of the chancellor.

In consequence of difficulties that have arisen in relation to the connection between the Troy & Boston and the Western Vermont roads, at the State Line, the receipts of the latter have been seriously diminished. This will account for the smallness of the receipts of the Western Vermont since the 8th of May, 1857.

The general condition of our railroads for the past year has been satisfactory, considering the means at the disposal of their managers. The depreciation of iron and cross ties has been met by most of the roads by such renewals as have been necessary,—and that portion of the superstructure of nearly all the roads will be as good at the close of the year, as at its commencement.

With regard to the bridging, the repairs and renewals have not been equal to the decay.

The equipment of all the roads is sufficient for the prompt transaction of the business offering; and it is in a good and efficient state of repair.

All our roads participate more or less in the business flowing to and from the great West, and nothing is wanting but remunerating prices to put them in a flourishing condition. It is very satisfactory to know that the price is now much better, for this business, than it was when our roads were first opened.

Then the northern route by Ogdensburgh was untried and unknown to shippers, and our roads endeavored to attract business to a new channel by low prices. A delusion existed at that time among many railroad managers as to the actual cost of moving freight on railroads. More just views now prevail, and all the railroads leading west are obtaining better prices. It seems probable that these rates will be still further advanced.

The magical increase of western population, creates a corresponding increase in western produce which must seek an eastern market.

The Erie Canal, the great competitor of the railroads, is now crowded to its utmost capacity, from the time the western harvests are fairly in motion to the close of navigation.

This state of things gives the roads a large amount of business at increasing prices. The present state of railroads gives satisfactory assurance that no new ones will be built leading from the east to the west, until those already constructed are more profitable than at present.

As the growth of the west must manifest itself, by shipments of the products of the soil to the sea board, it is evident that the rap-

idly increasing business will be calculated to increase prices, until the profits shall be such, as shall lead to the opening of new channels of communication.

The business of the last year on the railroads throughout the country is considered very light, as compared with previous years. The abundance of the harvests of the present season, give promise of the active and profitable employment of all our roads, in moving the crops to their destined markets.

The capital stock of some of our railroads, for some time past, has had no market value, and has been frequently sold on executions against the company at nominal prices. Such sales embarrass the company without being of any substantial service to the creditors. It is generally considered that the statute was not intended to operate on railroad stock, but its language is comprehensive enough to include it.

I respectfully recommend that the stock of railroad corporations owned by individuals, be exempt from attachment and sale on execution, for debts against the corporation.

CHARLES LINSLEY,

*Railroad Commissioner.*

RUTLAND, October 8, 1857.

# ANNUAL REPORT

OF THE ATLANTIC AND ST. LAWRENCE RAILROAD COMPANY, FOR  
THE YEAR ENDING AUGUST 31, 1856, MADE TO THE RAILROAD COM-  
MISSIONER OF THE STATE OF VERMONT.

[The following report for the last year was not received in season  
to be printed in my last report.]

*To the Railroad Commissioner of the State of Vermont:*

This report has been prepared in obedience to the laws of the  
State, and your circular dated June 1st, 1856.

Signed,

P. BARNES,  
J. M. WOOD,  
J. B. BROWN,  
S. H. CHANDLER,  
C. E. BARRETT.

STATE OF MAINE, }  
CUMBERLAND COUNTY, ss. }

We, Phineas Barnes, John M. Wood, John B. Brown, Solomon  
H. Chandler and Charles E. Barrett, depose and say that the facts  
set forth, and statements made in the accompanying report, which  
has been signed by us, are true and correct according to the best  
of our knowledge, information and belief.

Signed,

P. BARNES,  
J. M. WOOD,  
J. B. BROWN,  
S. H. CHANDLER,  
C. E. BARRETT.

Subscribed and sworn to before me, this 10th day of October,  
1856. JOHN HOW, Justice of the Peace.



## TABLE A.

## STOCK AND DEBTS.

1.	The amount of capital stock, as per charter,.....	\$4,000,000
2.	“ “ “ subscribed, .....	2,494,900
3.	“ “ “ paid in as by last report,	
4.	“ “ “ now paid in,.....	2,494,900

## CLASSES OF STOCK.

	No. 1.	No. 2.	No. 3.	No. 4.
Number of Shares, ..	24,949			
Character, all of } one class. }				
Par value, .....	\$100 pr. share.			
Cash realized, .....	\$2,494,900			

Funded debt, by last report, .....	
Amount of funded debt now,.....	\$3,493,000
Floating debt, by last report,.....	
Floating debt now,.....	nothing.
Total of funded and floating debt, .....	\$3,493,000
Average rate of interest on funded debt,.....	6 per cent.
Average rate of interest on floating debt, .....	

The balance of the cost of the road and equipment, as shown in table C, has been advanced and paid by the Grand Trunk Railway Company of Canada.

CLASSES OF BONDED OR FUNDED DEBTS.

	No. 1.	No. 2.	No. 3.
Amount,.....	\$1,521,000	\$1,488,000	\$484,000
Date of issue,.....	1848 to 1851, inclusive.	April 1851 and 1852.	Nov. 1, 1853.
Date of payment,.....	20 years from date.	in 15 & 25 yrs fr'm date.	25 years from date.
Annual rate of interest,....	..... six per cent.	..... six per cent.	..... six per cent.
Interest, when payable,.....	..... semi-annually.	..... semi-annually.	..... semi-annually.
Cash realized,.....	\$1,521,000	\$1,488,000	\$484,000
Nature and character of } security,..... }	..... 1st mortgage.	..... 2d mortgage.	..... none.
Amount of sinking fund,....	\$177,925 16		

\$1,500,000 of the No. 1 class of Bonds is an indebtedness to the city of Portland, for which the Company received a like amount in city of Portland Bonds.

\$500,000 of the No. 2 class of Bonds is also an indebtedness to the city of Portland, for which the Company received their Bonds for the same amount.

## TABLE B.

## COST OF CONSTRUCTION.

For graduation and masonry by last report,...	}	\$5,577,364 38
Amount now expended for the same,.....		
Amount for bridges by last report,.....		
Now expended for the same,.....		
Amount for superstructure, including iron, by last report,.....		
Total amount now expended for the same,...		
For passenger and freight stations, buildings and fixtures, by last report,.....		
Amount now expended for the same,.....		
For engine and car houses, machine shops, ma- chinery and fixtures, by last report,.....		
Amount now expended for the same,.....		
For land, land damages and fences, by last report, .....		
Amount now expended for the same,.....		
For engineering by last report,.....		
Amount now expended for the same,.....		
Cross ties, .....		
Laborers not included in engineering,.....		

Part of the road built at a stipulated price per mile, consequent-ly cannot be apportioned.

## TABLE C.

## EQUIPMENT.

For locomotive engines and fixtures, (including snow ploughs,) by last report, .....	
Amount now expended for the same, .....	\$362,781 48
For passenger and baggage cars, by last report, ..	
Amount now expended for the same, .....	58,560 05
For freight cars, by last report, .....	
Amount now expended for the same, .....	319,531 09
Gravel cars, by last report, .....	
Amount now expended for the same, (included in cost of freight cars.)	
Hand cars and repair cars, by last report, .....	
Amount now expended for the same, (included in cost of freight cars.)	
Total cost of equipment, .....	\$740,872 62
Total cost of road and equipment, .....	\$6,318,237 00

## TABLE D.

## ESTIMATED VALUE OF THE PROPERTY OF THE COMPANY.\*

\*There has been no appraisalment made by the company showing the present value of the road and its appurtenances. There has been, of course, the ordinary depreciation of all perishable materials and structures, including the rolling stock, though the company have in all instances kept the whole in a safe and efficient condition, by liberal expenditures for renewals.

## TABLE E.

## CHARACTERISTICS OF ROAD.

Length of road, from Portland to Island Pond, .....	Miles.	149
“ “ “ Island Pond to boundary, .....		16
“ “ completed, .....		165
“ side tracks, about, .....		20
Weight of rail per yard, .....	63 lbs.	
Width of earth cuts at grade, .....	22 feet.	
“ rock, “ “ .....	22 feet.	
Slope of earth cuts, .....	$\frac{1}{2}$ to 1 foot.	
“ rock, “ .....	$\frac{1}{4}$ to 1 foot.	
Width of embankments at grade, .....	15 feet.	
Number of locomotive engine houses and shops, .....	nine.	
“ “ engines, .....	40	
“ passenger cars, .....	17	
“ baggage, express and mail cars, .....	9	
“ freight cars, .....	464	

## CHARACTER AND LENGTH OF BRIDGING.

	No. of Structur's	No. of Spans.	Length of bridging in feet.
Pile bridging, with draw, .....	1		1300
Truss bridging, 50 feet span and under, ..	7	9	203
Truss do., from 50 to 100 feet span, .....	14	14	872
Trus do., from 100 to 150 feet span, .....	10	10	1115
Truss do., 150 feet span and over, .....	9	12	1840
Draw bridges, .....			
Totals, .....	41	45	5330

Number of road crossings at grade,.....	63
“ “ “ above and below grade,.....	5
Number of cross ties per mile,.....	2240
Average length and size of cross ties, $8\frac{1}{2}$ feet long, 6 by 7 inches.	
Kinds of timber used for “ “ cedar, hackmetack and ash.	
Chairs—number per mile, .....	about 600
Wrought or cast iron, .....	both.
Average weight of cast iron chairs,.....	18 to 20 lbs.
“ “ wrought “ .....	$10\frac{1}{2}$ to $13\frac{1}{2}$ lbs.
Whole number of single switches on main track, .....	100
Kind of switches used, .....	

Whole length of road in Vermont is 31 miles,—16 of which, from Island Pond to the boundary line of Canada, was constructed by the St. Lawrence and Atlantic Railroad Company, by an agreement between that company and the Atlantic and St. Lawrence Railroad Company.

Estimated cost of the 31 miles of road in the State of Vermont, (exclusive of equipment,) is \$722,000.

#### GRADIENTS AND ALIGNMENTS.

Level number of miles, and grades under 20 feet,.....	97.27
From 20 to 30 feet, number of miles,.....	17.30
“ 30 to 40 “ “ “ .....	16.14
“ 40 to 50 “ “ “ .....	14.93
“ 50 to 60 “ “ “ .....	3.41
“ 60 to 70 “ “ “ .....	
Maximum grade,.....	60 feet.
Amount of straight line, miles,.....	
“ curved “ “ .....	
Maximum radius, .....	
Minimum, .....	
Sum of ascents going in one direction,.....	
“ “ “ opposite direction,.....	

## BUILDINGS AND FIXTURES.

Passenger houses, .....	30
Freight " .....	16
Engine, " .....	7
Repair shops, .....	2
Water stations, .....	17
Dwellings, .....	3
Wood sheds, .....	26
Turn tables, .....	6
Number of stalls for locomotive engines, .....	59

## EQUIPMENT.

Number of locomotives owned by the company on the 31st day of August, 1856.

	Under 16 tons.	16 to 20.	20 to 25.	25 to 30.	30 tons and over.
In use in good repair, .....		9	11	14	1
" requiring slight repair, .....					
" " heavy repair, .....					
Not in use in good repair, .....					
" " requiring slight repair, .....			1	1	
" " heavy repair, .....			3		
Worn out, .....					

Number of cars owned by the company August 31, 1856:

First class 8 wheel passenger cars in good repair, .....	17
" " " " " wanting repair, .....	none.
Second " " " " in good repair, .....	none.
" " " " " wanting repair, .....	none.
Baggage, express and mail cars in good repair, .....	9
Covered freight and cattle 8 wheel cars, in good repair, ..	284
Covered freight and cattle 8 wheel cars, wanting repair, ..	none.
Platform 8 wheel cars, in good repair, .....	160
Other freight cars, .....	20
Gravel cars, .....	14

## TABLE F.

## BUSINESS OF THE YEAR.

Miles run by passenger trains, . . . . .	169,130
“ “ freight trains, . . . . .	378,678
“ “ gravel and construction trains, . . . . .	32,245
Number of passengers carried in cars, 179,296, (year ending June 30, 1856.	
Number of miles travelled by passengers, . . . . .	
Number of tons of freight carried in cars, 192,695, year ending June 30, 1856.	
Average rate of speed of ordinary passenger trains, including stops, . . . . .	24 miles.
Rate of speed of same when in motion, . . . . .	30 “
Average rate of speed of express trains, including stops, . . . . .	27 “
Rate of speed when the same are in motion, . . . . .	33 “
Average rate of speed of freight trains, including stops, . . . . .	12 “
Rate of speed when the same are in motion, . . . . .	16 “
Rate of fare charged first class through passengers, per mile, . . . . .	2 2-3 cents.
Rate of fare charged first class way passengers, per mile, . . . . .	3 cents.
Average rate of fare charged second class passengers, per mile, . . . . .	none.
Rate per ton per mile charged on 1st class thro' freight,	
“ “ “ “ 2d “ “ “	
“ “ “ “ 3d “ “ “	
“ “ “ “ 4th “ “ “	
“ “ “ “ 1st “ way “	
“ “ “ “ 2d “ “ “	
“ “ “ “ 3d “ “ “	
“ “ “ “ 4th “ “ “	



## TABLE G.

## EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.\*

For the year ending August 31, 1856.

\* Cannot give the details called for in the above table, as the books of the company are not so classified.

## COST OF REPAIRS OF MACHINERY.

Cannot answer,—books of the company not so classified as to give details.

## TABLE H.

## COST OF OPERATING THE ROAD,

For the year ending June 30, 1856.

Fuel, including cost of preparing the same,.....	\$83,885 78
Number of cords of wood used,.....	18,514
“ gallons of oil,.....	11,681
“ pounds of waste,.....	20,150
Cost of oil and waste for engines and tenders,.....	7,281 47
“ “ passenger and baggage cars,.....	719 48
“ “ freight cars,.....	7,625 83
Loss and damage of goods,.....	
“ “ baggage,.....	
Damages for injuries to persons,.....	
Damages to property, including fire and animals killed on the road,.....	
Office expenses and stationery,.....	
Agents,.....	
Clerks,.....	
Labor, loading and unloading freight,.....	
Porters and watchmen,.....	
Switchmen,.....	
Wood and water station attendance,.....	
Conductors and baggagemen,.....	
Brakemen,.....	
Enginemen and firemen, (See list of employees of Co.)	
For salaries of president, directors, secretary, treasurer and superintendent,.....	3,450 00
For office expenses,.....	
For law expenses,.....	
Totals,.....	

## RECAPITULATION OF EXPENSES.

Maintaining roadway,.....	
Repairs of machinery,.....	
Operating,.....	

Total, for year ending June 30, 1856.....\$452,261 57

## TABLE I.

## EARNINGS, RECEIPTS AND PAYMENTS.

*Earnings,*

From passengers,.....	\$158,627 10
“ freight,.....	393,511 63
“ other sources,.....	20,471 39

*Receipts.*

From passengers,.....	
“ freight,.....	
“ other sources,.....	

*Payments other than for construction,*

For transportation expenses, viz :

For passenger business,.....	
“ freight, “ .....	
“ other, “ .....	
“ interest on funded debt,.....	
“ “ floating debt,.....	
“ dividends,.....	
“ carried to surplus fund,.....	
“ amount of surplus fund,.....	

## VALUE OF MATERIALS ON HAND.

Wood, cords of.....	
Oil, gallons of.....	
Iron rails, tons of.....	
Chairs, pounds of.....	
Spikes,.....	
Ties, number of.....	
Iron and other metals unwrought,.....	
"    "    worked and partly do..	
Lumber,.....	
Amount of stores on hand,.....	\$26,451 50
"    fuel    ".....	127,324 91

## TABLE J.

## ACCIDENTS.

The number of persons injured in life or limb, and the cause thereof, and whether passengers or persons employed.

Whether any such accidents have arisen from carelessness or negligence of any person in the employment of the corporation, and whether such person is retained in the service of the corporation.

No person has been killed or injured in Vermont.

ANNUAL REPORT OF THE  
OFFICERS OF THE COMPANY.

*Directors.*

ST. JOHN SMITH,  
JOHN B. BROWN,  
PHINEHAS BARNES,  
CHAS. E. BARRETT,  
SOLOMON H. CHANDLER,  
JOHN M. WOOD,  
RUFUS E. WOOD,  
GEO. F. SHEPLEY,  
JAMES L. FARMER.

ST. JOHN SMITH, *President.*

CHAS. E. BARRETT, *Treasurer.*

B. CUSHMAN, *Secretary.*

ALEX. M. ROSS, *Engineer.*

SOLOMON F. CORSER, *Superintendent.*

The principal office and address of the Company is at Portland,  
Cumberland County, Maine.

## EMPLOYEES AND COMPENSATION.

James S. Miller, Freight Agent,.....	\$1,200	per year.
J. B. Haskin, Paymaster,.....	1,000	"
Wm. Davis, Ticket Seller,.....	550	"
D. F. Censor, Storeman,.....	400	"

*Freight Department.*

C. Judge, Freight Office,.....	550	"
W. Harran, do .....	550	"
H. Bedford, do .....	400	"
Joseph Redford, Invoice Clerk,.....	500	"
Geo. R. Eaton, do .....	300	"
George Pearson, Surveyor,.....	1 50	per day.
Dorville Libbery, D. Clerk,.....	650	per year.
C. G. Nichols, do .....	1 00	per day.
John Farley, do .....	250	per year.
D. H. McKenny, Scale Clerk,.....	500	"
Martin Riley, do .....	1 25	per day.
Henry Brannagan, do .....	1 20	"
John Evans, do .....	1 20	"
Patrick Burke, Watchman,.....	1 17	"
Jeremiah Carey, Messenger,.....	1 20	"
19 Laborers,.....	30	per mth.
20 Switchmen,.....	1 00	per day.
L. H. Sharr, Train Master,.....	45	per mth.
C. A. Davis, Asst. do .....	40	"
E. S. Sharr, do .....	35	"
D. R. Jordan, Drawbridge,.....	40	"
B. F. Tewksbury, do .....	30	"
G. G. Waterhouse, Conductor,.....	60	"
T. O. Gould, do .....	60	"
Owen Hobbs, do .....	50	"
T. G. Chamberlin, do .....	50	"
Joel Morrill, Baggage Master,.....	35	"
S. A. Matthes, do .....	35	"
G. W. Lafkin, do .....	30	"
Horace Hill, do .....	30	"
David Pratt, Brakeman,.....	30	"
C. D. Robinson, do .....	30	"

Hiram Smith,	do	30	"
Wm. Morse,	do	30	"
C. A. Stilson,	do	30	"
J. J. Gerrish, Fr. Conductor,		45	"
A. A. Latham,	do	45	"
Alfred Walker,	do	45	"
Geo. W. Lord,	do	35	"
Lemard Williams,	do	45	"
Isaac Sischo,	do	45	"
Geo. F. Stearns,	do	40	"
Lewis Whitney,	do	45	"
J. B. White,	do	40	"
Samuel Stowe,	do	40	"
20 Brakemen,		30	"
Samuel Wells, Depot Master,		25	"
John Sinclair, Baggage Master,		40	"
2 Laborers, in Depot,		30	"
4 do do		1	per day.

*Station Agents.*

Henry M. Stone, Falmouth,	150	per year.
David Gray, Cumberland,	100	"
Z. Humphrey, Yarmouth,	350	"
Joseph Raynes, Y. Junction,	240	"
William Dunn, North Yarmouth,	240	"
J. R. Morse, Pownal,	312	"
Nicholas Ridemt, W. Olmeston,	312	"
S. Cobb, Cobb's Bridge,	240	"
M. W. Clark, D. Junction,	450	"
J. W. Foster, Hotel Road,	200	"
J. W. Strout, Empire Road,	312	"
J. D. Cushman, McFalls,	350	"
W. R. Staples, Oxford,	312	"
Alvah Horsey, So. Bans,	300	"
E. S. Berry, N. Briar,	312	"
R. R. Dunham, Bryant's Pond,	312	"
Calvin Crocker, Locke's Mills,	312	"
Charles Crosby, Bethel,	312	"
J. F. Allen, West Bethel,	312	"
J. W. Kimball, Gilead,	312	"

F. J. Hubbard, Shelburne,.....	252	"
F. A. Adams, Gorham,.....	400	"
A. A. Knight, B. Falls,.....	360	"
Clifford Cole, Stack,.....	100	"
Geo. B. Cummings, Northumberland,.....	360	"
H. H. Wright, S. Hollow,.....	312	"
C. D. Waterhouse, M. Stratford,.....	360	"
Edward Fennessey, Island Pond,.....	600	"

*Engine Drivers.*

J. H. Nichols.....	60	per month.
H. B. Hussey.....	60	"
N. S. Grant,.....	60	"
Samuel Symonds,.....	60	"
Cha's B. Rowe.....	60	"
L. V. Walker,.....	60	"
J. N. Martin,.....	60	"
E. R. Blaisdell.....	50	"
Joseph Chandler,.....	60	"
Geo. B. Hillborn,.....	60	"
D. C. Hazeltine,.....	60	"
Wm. G. Little,.....	60	"
Wm. Buck,.....	60	"
Albert Fuller,.....	60	"
G. W. Noyes.....	60	"
Warren Noyes,.....	60	"
S. R. Raynes,.....	60	"
S. H. McKellips.....	60	"
H. F. Cummings,.....	60	"
R. B. Bartlett,.....	60	"
W. B. Plummer,.....	50	"
John Hazeltine,.....	50	"
Wallace Savery,.....	50	"
Oliver Cummings.....	50	"
R. B. Benney,.....	50	"
R. P. Noyes,.....	50	"
Wm. Hazeltine,.....	40	"
John H. Sharr,.....	40	"
John Greely,.....	40	"
29 Firemen, at.....	30	"



3 Watchmen, at.....	1 25	per day.
1 do .....	1 15	"
9 do .....	1 00 to 1 10	"
3 Cleaners,.....	.30	per month.
2 do .....	1 10	per day.
16 do .....	1	"
W. S. Mackenzie, Supt. Loco. Room,.....	.60	per month.
Jona Hamilton do .....	.75	"
Thomas Edwards, Loco. Acct....	500	per year.
William Sheridan, do .....	1	per day.

*Repair Shops.*

A. O. Bailey, Foreman,.....	.75	per month.
12 Machinists, from.....	1 50 to 2 50	per day.
1 Engineer,.....	1 50	"
9 Laborers at,.....	1	"
1 Book-keeper,.....	200	per year.
1 do .....	300	"

*Blacksmith Shop.*

Edward P. Stevens, Foreman,.....	2	per day.
7 Smiths, from.....	1 00 to 1 83	"

*Passenger Car Shop.*

Samuel Deane, Foreman,.....	.50	per month.
5 Mechanics, from.....	.1 25 to 1 50	per day.

*Freight Car Shop.*

George H. Davis,.....	.50	per month.
12 Mechanics, from .....	1 25 to 1 42	"
1 do .....	.32	per month.
10 Laborers, from.....	1 00 to 1 10	per day.

*Paint Shop.*

Wm. Gray,.....	.50	per month.
2 Mechanics,.....	1 50 and 1 67	per day.

*Fuel Men.*

3 Foremen at.....	35 00 and 1 at 40	per month.
-------------------	-------------------	------------

75 Laborers, from.....	1 00 to 1 10	per day.
3 Telegraph Operators,.....	240 to 400	per year.
1 Messenger,.....	120	"
J. F. Barnard, Engineer,.....	103 83	per mth.
Charles Edwards, do .....	75	"
Nicholas Everett, Road Master,.....	60	"
E. Eveleth, do .....	60	"
30 Foremen, Sections,.....	1 50	per day.
90 Laborers,.....	1	"

*Maintenance of Way.*

F. Tukey, Foreman,.....	2 50	"
7 Mechanics,.....	1 50	"

*Repairing Bridges.*

2 Foremen,.....	2 50	"
20 Mechanics, from.....	1 50 to 2	"

*Gravel Trains.*

3 Foremen,.....	60	per month.
50 Laborers, at.....	1	per day.

# ANNUAL REPORT

OF THE ATLANTIC AND ST. LAWRENCE RAILROAD COMPANY, FOR  
THE YEAR ENDING AUGUST 31, 1857, MADE TO THE RAILROAD COM-  
MISSIONER OF THE STATE OF VERMONT.

---

*To the Railroad Commissioner of the State of Vermont:*

This report has been prepared in obedience to the laws of the  
State, and your circular dated June 1st, 1856.

Signed,

S. J. SMITH,  
P. BARNES,  
J. D. FARMER,  
J. M. WOOD,  
C. E. BARRETT.

STATE OF MAINE, }  
CUMBERLAND COUNTY, ss. }

We depose and say that the facts set forth, and statements  
made in the accompanying report, which has been signed by us,  
are true and correct according to the best of our knowledge, in-  
formation and belief.

Signed,

S. J. SMITH,  
P. BARNES,  
J. D. FARMER,  
J. M. WOOD,  
C. E. BARRETT.

Subscribed and sworn to before me, this 15th day of September,  
1857. JOHN HOW, Justice of the Peace.

## TABLE A.

## STOCK AND DEBTS.

1. The amount of capital stock, as per charter,.....	\$4,000,000
2. " " " subscribed,.....	2,494,900
3. " " " paid in as by last report,.....	2,494,900
4. " " " now paid in,.....	2,494,900

## CLASSES OF STOCK.

	No. 1.	No. 2.	No. 3.	No. 4.
Number of Shares, ..	24,949			
Character, all of } one class. }				
Par value, .....	\$100 pr. share.			
Cash realized, .....	\$2,494,900			

A portion of the shares represented as \$100 each, as provided in the original charter, have since been, by virtue of a subsequent law, converted into sterling currency, to wit:

2,449 shares of £100 sterling, .....	1,185,316
And 99 fractions of \$16,.....	1,584
Leaving 13,080 shares in federal currency,...	1,308,000
	\$2,494,900

Funded debt, by last report, .....	\$3,493,000
Amount of funded debt now,.....	3,482,000
Floating debt, by last report,.....	nothing.
Floating debt now,.....	nothing.
Total of funded and floating debt, .....	\$3,482,000
Average rate of interest on funded debt,.....	6 per cent.
Average rate of interest on floating debt, .....	

The balance of the cost of the road and equipment, over and above the debt and stock as shown in table C, has been advanced and paid by the Grand Trunk Railway Company of Canada.

## CLASSES OF BONDED OR FUNDED DEBTS.

	No. 1.	No. 2.	No. 3.
Amount,.....	\$1,510,000	\$1,488,000	\$184,000
Date of issue,.....	1848 to 1851, inclusive.	April 1851 and 1852.	Nov. 1, 1853.
Date of payment,.....	20 years from date.	15 & 25 years from date.	25 years from date.
Annual rate of interest,.....	six per cent.	six per cent.	six per cent.
Interest, when payable,.....	semi-annually.	semi-annually.	semi-annually.
Cash realized,.....			
Nature and character of } security,..... }	1st mortgage.	2d mortgage.	none.
Amount of sinking fund,.....	\$211,039 60		

\$1,500,000 of the No. 1 class of Bonds is an indebtedness to the city of Portland, for which the Company received a like amount in city of Portland Bonds.

\$500,000 of the No. 2 class of Bonds is also an indebtedness to the city of Portland, for which the Company received their Bonds for the same amount.

## TABLE B.

## COST OF CONSTRUCTION.

For graduation and masonry by last report,...	} \$5,638,857 09
Amount now expended for the same,.....	
Amount for bridges by last report,.....	
Now expended for the same,.....	
Amount for superstructure, including iron, by last report,.....	
Total amount now expended for the same,....	
For passenger and freight stations, buildings and fixtures, by last report,.....	
Amount now expended for the same,.....	
For engine and car houses, machine shops, ma- chinery and fixtures, by last report,.....	
Amount now expended for the same,.....	
For land, land damages and fences, by last report, .....	
Amount now expended for the same,.....	
For engineering by last report,.....	
Amount now expended for the same,.....	
Cross ties, .....	
Laborers not included in engineering,.....	

Part of the road built at a stipulated price per mile, consequently cannot be apportioned.

## TABLE C.

## EQUIPMENT.

For locomotive engines and fixtures, (including snow ploughs,) by last report,.....	
Amount now expended for the same,.....	\$389,740 46
For passenger and baggage cars, by last report,.	
Amount now expended for the same,.....	59,709 06
For freight cars, by last report,.....	
Amount now expended for the same,.....	320,420 84
Gravel cars, by last report,.....	
Amount now expended for the same, (included in cost of freight cars.)	
Hand cars and repair cars, by last report,.....	
Amount now expended for the same, (included in cost of freight cars.)	
Total cost of equipment,.....	\$769,870 36
Total cost of road and equipment, .....	\$6,408,727 45

## TABLE D.

## ESTIMATED VALUE OF THE PROPERTY OF THE COMPANY.\*

\* There has been no appraisal made by the company showing the present value of the road and its appurtenances. There has been, of course, the ordinary depreciation of all perishable materials and structures, including the rolling stock, though the company have in all instances kept the whole in a safe and efficient condition, by liberal expenditures for renewals.

## TABLE E.

## CHARACTERISTICS OF ROAD.

	Miles.
Length of road, from Portland to Island Pond, .....	149
“ “ “ Island Pond to boundary, .....	16
“ “ completed, .....	165
“ side tracks, .....	20
Weight of rail per yard, .....	63 lbs.
Width of earth cuts at grade, .....	22 feet.
“ rock, “ “ .....	22 feet.
Slope of earth cuts, .....	1½ to 1 foot.
“ rock, “ .....	¼ to 1 foot.
Width of embankments at grade, .....	15 feet.
Number of locomotive engine houses and shops, .....	nine.
“ “ engines, .....	42
“ passenger cars, .....	17
“ baggage, express and mail cars, .....	9
“ freight cars, .....	494

## CHARACTER AND LENGTH OF BRIDGING.

	No. of Structur's	No. of Spans.	Length of bridging in feet.
Pile bridging, with draw, .....	1		1550
Truss bridging, 50 feet span and under, ..	7	9	203
Truss do., from 50 to 100 feet span, .....	14	14	872
Truss do., from 100 to 150 feet span, .....	10	10	1115
Truss do., 150 feet span and over, .....	9	12	1840
Draw bridges, see above, .....			
Totals, .....	41	45	5580



Number of road crossings at grade,.....	63
“ “ “ above and below grade,.....	5
Number of cross ties per mile,.....	2240
Length and size of cross ties, 9 and 8½ feet long, 7 by 8 and 6 by 7 inches.	
Kinds of timber used for cross ties, hemlock, hackmetack, cedar and ash.	
Chairs—number per mile, .....	about 600
Wrought or cast iron, .....	both.
Average weight of cast iron chairs,.....	18 to 20 lbs.
“ “ wrought “ .....	10½ to 13½ lbs.
Whole number of single switches on main track, .....	103
Kind of switches used,.....	various kinds.

Whole length of road in Vermont is 31 miles,—16 of which, from Island Pond to the boundary line of Canada, was constructed by the St. Lawrence and Atlantic Railroad Company, by an agreement between that company and the Atlantic and St. Lawrence Railroad Company.

Estimated cost of the 31 miles of road in the State of Vermont, (exclusive of equipment,) is \$722,000.

#### GRADIENTS AND ALIGNMENTS.

Level number of miles, and grades under 20 feet, ..	97.27
From 20 to 30 feet, number of miles,.....	17.30
“ 30 to 40 “ “ “ .....	16.14
“ 40 to 50 “ “ “ .....	14.93
“ 50 to 60 “ “ “ .....	3.41
“ 60 to 70 “ “ “ .....	
Maximum grade,.....	60 feet.
Amount of straight line, miles,.....	
“ curved “ “ .....	
Maximum radius, .....	11460 feet.
Minimum, .....	950 “
Sum of ascents going in one direction,.....	
“ “ “ opposite direction,.....	

## BUILDINGS AND FIXTURES.

Passenger houses, .....	30
Freight " .....	27
Engine, " .....	7
Repair shops, .....	2
Water stations, .....	17
Dwellings, .....	3
Wood sheds, .....	26
Turn tables, .....	8
Number of stalls for locomotive engines, .....	49

## EQUIPMENT.

Number of locomotives owned by the company on the 31st day of August, 1857.

	Under 16 tons.	16 to 20.	20 to 25.	25 to 30.	30 tons and over.
In use in good repair, .....		5	15	16	2
“ requiring slight repair, .....					
“ “ heavy repair, .....					
Not in use in good repair, .....					
“ “ requiring slight repair, .....				2	
“ “ heavy repair, .....		1		1	
Worn out, .....					

Number of cars owned by the company August 31, 1857:

First class 8 wheel passenger cars in good repair, .....	17
“ “ “ “ “ wanting repair, .....	none.
Second “ “ “ “ in good repair, .....	none.
“ “ “ “ “ wanting repair, .....	none.
Baggage, express and mail cars in good repair, .....	9
Covered freight and cattle 8 wheel cars, in good repair, ..	284
Covered freight and cattle 8 wheel cars, wanting repair, ..	none.
Platform 8 wheel cars, in good repair, .....	210
Other freight cars, .....	
Gravel cars, .....	

## TABLE F.

## BUSINESS OF THE YEAR.

Miles run by passenger trains,.....	165,115
“ “ freight trains,.....	341,287
“ “ gravel and construction trains, .....	28,068
Number of passengers carried in cars, 163,742, (year ending June 30, 1857.	
Number of miles travelled by passengers,.....	
Number of tons of freight carried in cars, 190,006½, year ending June 30, 1857.	
Average rate of speed of ordinary passenger trains, including stops, .....	26 miles.
Rate of speed of same when in motion, .....	28 “
Average rate of speed of express trains, including stops, .....	27 “
Rate of speed when the same are in motion, .....	30 “
Average rate of speed of freight trains, including stops, .....	12 “
Rate of speed when the same are in motion,.....	15 “
Rate of fare charged first class through passengers, per mile,.....	2 2-3 cents.
Rate of fare charged first class way passengers, per mile, .....	3 cents.
Average rate of fare charged second class passengers, per mile,.....	
Rate per ton per mile charged on 1st class thro' freight,	
“ “ “ “ 2d “ “ “	
“ “ “ “ 3d “ “ “	
“ “ “ “ 4th “ “ “	
“ “ “ “ 1st “ way “	
“ “ “ “ 2d “ “ “	
“ “ “ “ 3d “ “ “	
“ “ “ “ 4th “ “ “	

## TABLE G.

## EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.\*

For the year ending June 30, 1857.

\* Cannot give the details called for in the above table, as the books of the company are not so classified.

## COST OF REPAIRS OF MACHINERY.

Cannot answer,—books of the company not so classified as to give details.

## TABLE H.

## COST OF OPERATING THE ROAD,

For the year ending June 30, 1857.

Fuel, including cost of preparing the same,.....	\$77,851 83
Number of cords of wood used,.....	19,937
“ gallons of oil,.....	11,785
“ pounds of waste,.....	20,891
Cost of oil and waste for engines and tenders,.....	6,841 49
“ “ passenger and baggage cars,.....	599 01
“ “ freight cars,.....	8,113 50
Loss and damage of goods,.....	
“ “ baggage,.....	
Damages for injuries to persons,.....	
Damages to property, including fire and animals killed on the road,.....	
Office expenses and stationery,.....	
Agents,.....	
Clerks,.....	
Labor, loading and unloading freight,.....	
Porters and watchmen,.....	
Switchmen,.....	
Wood and water station attendance,.....	
Conductors and baggagemen,.....	
Brakemen,.....	
Enginemen and firemen,.....	
For salaries of president, directors, secretary, treasurer and superintendent,.....	
For office expenses,.....	
For law expenses,.....	
Totals,.....	

Books not so classified as to answer these items.

## RECAPITULATION OF EXPENSES.

Maintaining roadway,.....	
Repairs of machinery,.....	
Operating,.....	

Total, operating and renewals, rails bridges, &c. for year ending June 30, 1857.....	\$500,342 19
---	--------------

## TABLE I.

## EARNINGS, RECEIPTS AND PAYMENTS.

*Earnings,*

From passengers,.....	\$153,236	31
“ freight,.....	394,063	27
“ other sources,.....	20,344	76
	<hr/>	
<i>Receipts for year ending 30th June, 1857.....</i>	<i>567,644</i>	<i>34</i>

Cannot give any further details of Table I.

## VALUE OF MATERIALS ON HAND.

Wood, cords of.....	
Oil, gallons of.....	
Iron rails, tons of.....	
Chairs, pounds of.....	
Spikes.....	
Ties, number of.....	
Iron and other metals unwrought.....	
"        "        worked and partly do..	
Lumber.....	
Amount of stores on hand.....	\$34,503 38
"        fuel        ".....	94,554 25

## TABLE J.

## ACCIDENTS.

The number of persons injured in life or limb, and the cause thereof, and whether passengers or persons employed.

Whether any such accidents have arisen from carelessness or negligence of any person in the employment of the corporation, and whether such person is retained in the service of the corporation.

No person has been killed or injured in Vermont.

ANNUAL REPORT OF THE  
OFFICERS OF THE COMPANY.

*Directors.*

ST. JOHN SMITH,  
JOHN B. BROWN,  
PHINEHAS BARNES,  
CHA'S E. BARRETT,  
SOLOMON H. CHANDLER,  
JAMES L. FARMER,  
GEO. F. SHEPLEY,  
RUFUS E. WOOD,  
JOHN M. WOOD,

ST. JOHN SMITH, *President.*

CHAS. E. BARRETT, *Treasurer.*

H. W. HERSEY, *Secretary.*

S. P. BIDDER, *Engineer and Gen. Manager.*

SOLOMON F. CORSER, *Superintendent.*

The principal office and address of the Company is at Portland,  
Cumberland County, Maine.



## ANNUAL REPORT

OF THE CONNECTICUT AND PASSUMPSIC RIVERS RAILROAD COMPANY, FOR THE YEAR ENDING AUGUST 31, 1857, MADE TO THE RAILROAD COMMISSIONER OF THE STATE OF VERMONT.

*To the Railroad Commissioner of the State of Vermont:*

This report has been prepared in obedience to the laws of the State, and your circular, dated June 1st, 1856.

Signed, GEO. A. MERRILL, *Supt.*

STATE OF VERMONT, }  
 CALEDONIA COUNTY, ss. }

We, Erastus Fairbanks, Trustee, and Geo. A. Merrill, Superintendent, depose and say that the facts set forth, and statements made in the accompanying report, which has been signed by us, are true and correct, according to the best of our knowledge, information and belief.

Signed, ERASTUS FAIRBANKS,  
*Trustee.*  
GEO. A. MERRILL,  
*Superintendent.*

Subscribed and sworn to before me, this 15th day of September, 1857.

HUBBARD HASTINGS,  
*Master in Chancery.*

## TABLE A.

## STOCK AND DEBTS.

1.	The amount of capital stock, as per charter, . . . . .	\$3,000,000
2.	“ “ “ subscribed, . . . . .	1,000,000
3.	“ “ “ paid in as by last report, . . . . .	1,000,000
4.	“ “ “ now paid in, . . . . .	1,000,000

## CLASSES OF STOCK.

	No. 1.	No. 2.	No. 3.	No. 4.
Number of Shares, . . . . .	10,000			
Character, . . . . . } Par value, . . . . . } Cash realized, . . . . . }	\$100 pr. share. \$1,000,000			

Funded debt, by last report, . . . . .	\$800,000
Amount of funded debt now, . . . . .	
Floating debt by last report, . . . . .	
Floating debt now, . . . . .	
Total of funded and floating debt, . . . . .	\$800,000
Average rate of interest on funded debt, . . . . .	6 per cent.
Average rate of interest on floating debt, . . . . .	

## CLASSES OF BONDED OR FUNDED DEBTS.

	No. 1.	No. 2.
Amount, . . . . .		
Date of issue, . . . . .		
Date of payment, . . . . .		
Annual rate of interest, . . . . .	six per cent.	
Interest, when payable, . . . . .	semi-an'ly, June 1	& Dec. 1, each year.
Cash realized, . . . . .		
Nature and character of security, . . . . .		
Amount of sinking fund, . . . . .		

First mortgage, \$550,000, dated December 1, 1849, payable December 1, 1855-6-7-8-9.

Second mortgage, \$250,000, dated December 1, 1851, payable December 1, 1859.

## TABLE B.

## COST OF CONSTRUCTION.

For graduation and masonry by last report, ..	}	\$655,939 85
Amount now expended for the same, .....		
Amount for bridges by last report, .....	}	185,252 47
Now expended for the same, .....		
Amount for superstructure, including iron, by last report, .....	}	467,054 59
Total amount now expended for the same, ..		
For passenger and freight stations, buildings and fixtures, by last report, .....	}	57,346 85
Amount now expended for the same, .....		
For engine and car houses, machine shops, machinery and fixtures, by last report, ..	}	
Amount now expended for the same, .....		
For land, land damages and fences, by last report, .....	}	109,490 39
Amount now expended for the same, .....		
For engineering by last report, .....	}	28,547 96
Amount now expended for the same, .....		
Cross ties, .....		
Laborers not included in engineering, .....		
Interest paid stockholders during construction, ..		58,637 38
Fuel, .....		573 13
		\$1,598,724 86

TABLE C.

## EQUIPMENT.

For locomotive engines and fixtures, (including snow ploughs,) by last report, . . . . .	\$71,328 76
Amount now expended for the same, . . . . .	
For passenger and baggage cars, by last report, . . . . .	40,595 00
Amount now expended for the same, . . . . .	
For freight cars, by last report, . . . . .	} 73,498 00
Amount now expended for the same, . . . . .	
Gravel cars, by last report, . . . . .	
Amount now expended for the same, . . . . .	
Hand cars and repair cars, by last report, . . . . .	
Amount now expended for the same, . . . . .	
Total cost of equipment, . . . . .	\$185,421 76
Total cost of road and equipment, . . . . .	\$1,784,146 62

TABLE E.

## CHARACTERISTICS OF ROAD.

	Miles.
Length of road . . . . .	110
“ “ completed . . . . .	61
“ side tracks . . . . .	5½
Weight of rail per yard . . . . .	56 lbs.
Width of earth cuts at grade . . . . .	20 feet at base line.
“ rock “ “ . . . . .	
Slope of earth cuts . . . . .	1½ base to 1 foot rise.
“ rock “ . . . . .	
Width of embankments at grade . . . . .	15 feet.
Number of locomotive engine houses and shops . . . . .	15
“ “ engines . . . . .	7
“ passenger cars . . . . .	8
“ baggage, express and mail cars . . . . .	5
“ freight cars . . . . .	163

## CHARACTER AND LENGTH OF BRIDGING.

	No. of Structur's	No. of Spans.	Length of bridging in feet.
Trestle bridging, .....	6	1	150
Truss bridging, 50 feet span and under, ..	7	1	200
Lattice do. do. do. do. ..	1	1	150
Truss do. from 50 to 100 feet span, ..			
Lattice do. do. do. do. ..	3	2	832
Truss do. from 100 to 150 feet span, ..			
Truss do. 150 feet span and over, ....			
Draw bridges, .....			
Totals, .....	17	5	1322

Number of road crossings at grade.....	76
"    "    "    above and below grade.....	19
Number of cross ties per mile.....	2000
Average length and size of cross ties, 7 to 7½ feet long, 6 by 8 in.	
Kinds of timber used for cross ties, tamarack, cedar, chestnut and hemlock.	
Chairs—number per mile.....	690
Wrought or cast iron.....	cast.
Average weight of cast iron chairs.....	17 lbs.
"    "    wrought    "    .....	
Whole number of single switches on main track.....	50
Kind of switches used.....	common target.

I have given no details of the cost, amount expended, &c., of the road beyond St. Johnsbury, none of it above there having yet been accepted by the company, although by an agreement with the contractor the trustees are now running the road as far as Lyndon—7 miles. The road will be opened to Barton the coming October, 29 miles.

GEO. A. MERRILL, *Supt.*

## GRADIENTS AND ALIGNMENT.

Level number of miles.....	14
From 20 to 30 feet, number of miles.....	
"    30 to 40 "    "    "    .....	
"    40 to 50 "    "    "    .....	
"    50 to 60 "    "    "    .....	
"    60 to 70 "    "    "    .....	
Maximum grade,.....	45 feet.
Amount of straight line, miles.....	37 14-100ths.
"    curved "    "    .....	22 86-100ths.
Maximum radius.....	1146
Minimum "    .....	8595
Sum of ascents going in one direction.....	
"    "    "    opposite direction.....	

## BUILDINGS AND FIXTURES.

Passenger houses.....	4
Freight "    .....	15
Engine "    .....	2
Repair shops.....	3
Water stations.....	6
Dwellings.....	8
Wood sheds.....	12
Turn tables.....	2
Car houses.....	2
Building rented for a store and second story occupied for general offices.....	1
Number of stalls for locomotive engines.....	7

## EQUIPMENT.

Number of locomotives owned by the company on the 31st day of August, 1857,—7.

	Under 16 tons.	16 to 20.	20 to 25.	25 to 30.	30 tons and over.
In use in good repair, .....			2	2	
“ requiring slight repair, .....			2		
“ heavy repair, .....			1		
Not in use in good repair, .....					
“ “ requiring slight repair, ....					
“ “ “ heavy repair, ....					
Worn out, .....					

Number of cars owned by the company August 31, 1857:

First class 8 wheel passenger cars in good repair.....	6
“ “ “ “ “ wanting repair .....	2
Second “ “ “ “ in good repair.....	
“ “ “ “ “ wanting repair .....	
Baggage, express and mail cars in good repair.....	4
Covered freight and cattle 8 wheel cars, in good repair...	60
Covered freight and cattle 8 wheel cars, wanting repair...	42
Platform 8 wheel cars, in good repair.....	40
Other freight cars.....	9
Gravel cars... . . . .	20



## TABLE F.

## BUSINESS OF THE YEAR.

Miles run by passenger trains, . . . . .				
“ “ freight “ . . . . .				
“ “ gravel and construction trains, . . . . .				
Number of passengers carried in cars, . . . . .				
“ “ miles traveled by passengers, . . . . .				
“ “ tons of freight carried in cars one mile, . . . . .				
Average rate of speed of ordinary passenger trains, including stops, . . . . .	20	miles	per	hour.
Rate of speed of same when in motion, . . . . .	30	miles	per	hour.
Average rate of speed of express trains, including stops, . . . . .	} none			
Rate of speed when the same are in motion, . . . . .				
Average rate of speed of freight trains including stops, . . . . .	10	miles.		
Rate of speed when the same are in motion, . . . . .	15	miles.		
Rate of fare charged first class through passengers, per mile, . . . . .	3	cts.		
Rate of fare charged first class way passengers, per mile, . . . . .	3½	cts.		
Average rate of fare charged second class passengers per mile, . . . . .	none.			
Rate per ton per mile charged on 1st class thro' freight, . . . . .	4½	cents.		
“ “ “ “ 2d “ “ “ . . . . .	3 <sup>95</sup> / <sub>100</sub>	“		
“ “ “ “ 3d “ “ “ . . . . .	3 <sup>20</sup> / <sub>100</sub>	“		
“ “ “ “ 4th “ “ “ . . . . .	2 <sup>3</sup> / <sub>4</sub>	“		
“ “ “ “ 1st “ way “ . . . . .	5	“		
“ “ “ “ 2d “ “ “ . . . . .	5	“		
“ “ “ “ 3d “ “ “ . . . . .	5	“		
“ “ “ “ 4th “ “ “ . . . . .	5	“		
“ “ “ “ Special “ “ . . . . .	6	“		

## TABLE G.

## EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE

For the year ending August 31, 1857.

Ordinary repairs of road bed and railway....	}	\$21,920.80
Extraordinary repairs of road bed and railway, including widening cuts and embankments, rebuilding and repairing masonry, ballasting, &c.....		
Cost of iron rails used in repairs, including chairs and spikes, and cost of laying down..		
Cost of repairs of iron rails,.....		
Number and kind of cross ties used for renewals		
Cost of the same, including the expenses of lay- ing down... ..		
Taxes on real estate.....		

## COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders.....	\$33,384.02
Depreciation of the same.....	kept good.
Repairs of passenger and baggage cars,.....	
Depreciation of the same,.....	
Repairs of freight cars,.....	
Depreciation of the same,.....	
Repairs of tools and machinery in shops,.....	
Oil used about workshops,.....	See oil, "cost of operating road."
Fuel and waste,.....	See fuel " "
Clerks,.....	none.

## TABLE H.

## COST OF OPERATING THE ROAD.

For the year ending August 31, 1857.

Fuel, including cost of preparing the same,.....	\$11,582 83
Number of cords of wood used,.....	3,861
"    gallons of oil,.....	2,012
"    pounds of waste,.....	3,000
Cost of oil and waste for engines and tenders,.....	} 3,324 98
"    "    passenger and baggage cars,.....	
"    "    freight cars,.....	
Loss and damage of goods,.....	} 1,385 33
"    "    baggage,.....	
Damages for injuries to persons,.....	500 00
Damages to property, including fire and animals killed on the road,.....	
Office expenses and stationery,.....	2,500 00
Agents, at Stations,.....	3,600 00
Clerks,.....	1,700 00
Labor, loading and unloading freight,.....	2,400 00
Porters and watchmen,.....	600 00
Switchmen,.....	469 00
Wood and water station attendance,.....	
Conductors and Baggage-men,.....	7,620 00
Brakemen,.....	1,080 00
Enginemen and firemen,.....	5,400 00
For salaries of president, directors, secretary, treasurer and superintendent,.....	3,950 00
For office expenses,.....	} 1003 00
For law ".....	
Other expenses.....	
Totals,.....	<u>\$48,882 45</u>

## RECAPITULATION OF EXPENSES.

Maintaining roadway.....	\$21,920 80
Repairs of machinery,.....	33,384 02
Operating,.....	48,882 45
Total,.....	<u>\$104,187 27</u>

## TABLE I.

## EARNINGS RECEIPTS AND PAYMENTS.

*Earnings.*

From passengers.....	\$67,663	11
“ freight.....	103,225	10
“ other sources,.....	6,700	00
	<hr/>	
	\$177,588	21

*Receipts.*

From passengers.....	
“ freight,.....	
“ other sources,.....	

*Payments other than for construction,*

For transportation expenses, viz :

For passenger business,.....	9,235	75
“ freight, “.....	14,938	57
“ other, “.....	80,012	95
“ interest on funded debt,.....	48,000	00
“ “ floating debt,.....		
“ dividends,.....		
“ carried to surplus fund,.....		
“ amount of surplus fund,.....		

## DETAILS OF EARNINGS, FOR THE YEAR ENDING AUGUST 31, 1857.

SOURCE.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	JANUARY.	FEBRUARY.
Through passengers.....	8,363 71	8,216 20	6,134 49	4,374 76	3,773 56	3,140 40
"                    ".....						
Through freight.....	9,341 27	13,006 69	7,876 84	9,729 38	6,691 95	8,076 36
"                    ".....						
*Express, \$125.....						
*Transport of mails \$471 35						
Use of engines.....						
Use of cars.....						
†Rent, \$600.....						
Other earnings specified in de- tail as follows :.....						
Total.....	17,704 68	21,222 89	14,011 33	14,104 14	10,465 51	11,216 76

\* Each month included in passengers.

† Included in above.

## DETAILS OF EARNINGS,—CONTINUED.

SOURCE.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.
Through passengers,.....	5,110 89	5,189 78	7,503 69	5,400 39	7,208 71	9,996 63
Way ".....						
Through freight,.....	8,797 99	7,293 63	8,155 70	7,549 65	7,905 39	9,600 25
Way ".....						
Express,.....						
Transport of mails,.....						
Use of engines,.....						
Use of cars,.....						
Rent,.....						
Other earnings specified in de- tail as follows:.....						
<b>Total,.....</b>	<b>13,908 88</b>	<b>12,453 41</b>	<b>15,659 39</b>	<b>12,950 04</b>	<b>15,114 10</b>	<b>19,596 88</b>

## VALUE OF MATERIALS ON HAND.

Wood, cords of,.....5,600.....	\$16,005 15
Oil, gallons of.....	} 25,336 39
Iron rails, tons of.....	
Chairs, pounds of.....	
Spikes.....	
Ties, number of.....	
Iron and other metals wrought.....	
“ “ worked and partly do	
Lumber.....	
Total.....	<hr/> \$41,341 54

## TABLE J.

## ACCIDENTS.

The number of persons injured in life or limb, and the cause thereof, and whether passengers or persons employed.

Whether any such accidents have arisen from carelessness or negligence of any person in the employment of the corporation, and whether such person is retained in the service of the corporation.

November 28, 1856, collision of freight and passenger trains at Lebanon, on Northern Road, which injury, by our joint arrangement, the Passumpsic Road sustained. One person injured.

ANNUAL REPORT OF THE  
OFFICERS OF THE COMPANY.

*Directors.*

HENRY KEYES,  
J. STICKNEY,  
E. FAIRBANKS,  
E. CLEVELAND,  
JOHN GILMAN,  
ALBERT KNIGHTS,  
WM. THOMAS,  
WM. F. WELD,  
A. H. BOWMAN,  
C. H. BROWN,  
B. B. MUSSEY.  
E. B. CHASE,  
B. P. CHENEY,  
E. RAYMOND,  
PORTUS BAXTER.

HENRY KEYES, *President.*

N. P. LOVERING, *Treasurer.*

E. CLEVELAND, *Secretary.*

JONA. ADAMS, *Engineer.*

GEO. A. MERRILL, *Superintendent.*

The principal office and address of the company is at St. Johnsbury, Caledonia County, Vermont.

December 1, 1856, the road went into the hands of Erastus Fairbanks, Wm. Thomas, and Josiah Stickney as trustees, and is now operated by them.



## ANNUAL REPORT

OF THE TRUSTEES OF THE RUTLAND & BURLINGTON RAILROAD COMPANY, FOR THE YEAR ENDING AUGUST 31, 1857, MADE TO THE RAILROAD COMMISSIONER OF THE STATE OF VERMONT.

*To the Railroad Commissioner of the State of Vermont:*

This report has been prepared in obedience to the laws of the State, and your circular dated June 1st, 1856.

Signed,

THOMAS THACHER,

*Trustee of 1st, 2d and 3d mortgage.*

E. A. CHAPIN,

*Superintendent.*

STATE OF VERMONT, }  
RUTLAND COUNTY, ss. }

We, Thomas Thacher and E. A. Chapin depose and say that the facts set forth, and statements made in the accompanying report, which has been signed by us, are true and correct according to the best of our knowledge, information and belief.

Signed,

THOMAS THACHER,

E. A. CHAPIN,

Subscribed and sworn to before me, this 25th day of September 1857.

C. B. MANN, Justice of the Peace.

## TABLE A.

## STOCK AND DEBTS.

1.	The amount of capital stock, as per charter,.....	\$1,000,000	
			[or sufficient to complete the road.
2.	“ “ “ “	subscribed, .....	
3.*	“ “ “ “	paid in as by last	
		report, .....	2,233,376 31
4.	“ “ “ “	now paid in, .....	same.
* Original stock..	.....	\$1,242,500	00
Eight per cent. preferred stock.....		382,700	00
Six “ “ “ “	.....	605,200	00
“ “ “ “	part paid.....	2,376	31
			<hr/>
		\$2,233,376	31

## CLASSES OF STOCK.

	No. 1.	No. 2.	No. 3.	No. 4.
Number of Shares, . . . . .	12,425	3,827	6,052	48
Character, . . . . .	Original.	Eight pr ct. prefer'd.	Six per ct. preferred,	Six per ct. preferred, part paid,
Par value, . . . . .	\$100	\$100	\$100	\$100
Cash realized, . . . . .	\$1,252,500 00	\$382,700 00	\$605,200 00	\$2,976 31