

TROY AND RUTLAND RAILROAD.

Treasurer's Office,

COILA, N. Y., July 10th, 1852.

SIMEON DRAPER, Esq., }
 New-York. }

Dear Sir : At the request of MESSRS. BARKER & HORS, we send you the following statement respecting our road :

Length of road from Salem Village to Eagle Bridge, 17.575 miles.	
Contract price for building, - - - - -	\$351,500
Other expenditures, including expenses, covering bridges, interest to stockholders, passenger houses, &c., (estimate,) - - - - -	58,000

Entire cost, - - - - -	\$409,500
Funded debt, secured by mortgage, at an interest of 7 per cent., payable semi-annually, and is the only debt of the Company, - - - - -	\$100,000
Amount of subscriptions to capital stock, - - - - -	\$330,000

After paying all debts, excepting the mortgage, we hope to have a surplus of \$20,000—which depends upon collecting arrears due upon subscriptions to the capital stock.

The road is leased during the existence of its charter, (forty-seven years,) to the Rutland and Washington Railroad Company, at \$7,000 for the present year, and after the 1st of January next

at a fixed rent of \$16,000 per annum, (over and above all taxes and expenses,) and our ratable proportion of one-half of the nett earnings over and above four per cent. of both roads, and of the Albany Northern Railroad, with which the two roads are to be connected by the terms of the lease.

We consider the responsibility of the Rutland and Washington Railroad Company as perfectly ample for all of their engagements; but in case of the non-fulfillment of any of the considerations or conditions of the lease, we have the right to take possession of the road and furniture from Eagle Bridge to Rutland, and run the same until all damage sustained by our Company is paid, or we may declare the lease forfeited.

The Troy and Rutland, and Rutland and Washington roads, pass through a highly populous region, and one of the most fertile and wealthy sections of the States of New-York and Vermont, the entire business of which must go upon these roads, there being no other facilities of transporting passengers and freight. This business already exceeds the most sanguine expectations of its friends.

In addition to the local business above mentioned, these roads, in connection with the Hudson River and Rutland and Burlington railroads, form the *shortest and most expeditious route* from New-York to Montreal.

Passengers leaving New-York at 6 A. M., and passing over these roads, arrive at Montreal at 8 P. M., going over the entire distance by day-light.

The above sketch of our prospects and resources is imperfect, but reliable as far as it goes. We regret that time will not permit our enlarging more fully upon this subject.

With much respect,

Yours truly,

B. BLAIR, *President.*

JNO. M. STEVENSON, *Treasurer.*

*Office of the Rutland & Washington R. R. Co., }
West Poughkeepsie, Vt., July 9th, 1852. }*

SIMEON DRAPER, Esq.

At the request of George W. Barker, Esq., I submit, herewith, a general statement of the condition of our Company. I am unable to refer to details, and cannot conveniently refer to books; but for all business purposes, and a general knowledge, reliance can be placed upon the subjoined. At any rate, it shall not contain too high an estimate.

Present cost of main track, (44 miles) -	\$1,100,000
“ “ branch “ (1½ miles) about	40,000
	\$1,140,000

COST OF FURNITURE.

100 freight cars, - - - -	\$54,000
6 passenger cars, - - - -	12,000
3 baggage do. - - - -	2,700
7 engines, - - - -	50,400
1 do. - - - -	3,500
	\$122,600
	\$122,600
	\$1,262,600
Amount of stock paid in, about -	\$850,000
“ “ uncollected - -	20,000
“ mortgaged debt, - -	225,000
“ floating “ - -	200,000
	\$1,295,000

The road has been running since April 1st, and since May 17th with three passenger trains daily, each way, and one freight train.

The principal accountant is absent, but the following is about the amount of the monthly earnings, or I should say, receipts :

April, - - - - -	\$7,000
May, - - - - -	8,000
June, - - - - -	8,000
July, (estimated,) - - - - -	10,000

The road is now running in connection with the Hudson River road, the latter ticketing to Montreal, exclusively over it.

It is thoroughly built, with light grades, and an excess of 85 per cent. of straight line.

The Company have leased about eighteen miles of the Troy and Rutland Road, at 4 per cent. upon its cost of \$400,000. The lease is to continue forty-eight years, and the rent is payable semi-annually, with the addition of one-half the average nett earnings of the whole line, over four per cent.

It is the shortest practicable line between Albany and Montreal, or will be so when the connection with the Albany Northern Road shall be completed.

It is located through two rich agricultural counties in the State of New-York, viz. : Renssalaer and Washington ; and its northern terminus is in a region abounding in slate and marble. It is believed these two articles, during the next year, will furnish 100 tons freight daily, which amount will be greatly increased thereafter.

Thus far, the receipts have greatly exceeded the expectations of its most sanguine friends ; and I have no doubt it will become the main thoroughfare of travel between New-York and the Canadas.

The expenses of running are estimated at one-half the gross receipts ; and after payment of all expenses, interest, &c., it is believed the nett earnings for July, or the fourth month, will exceed two thousand dollars, notwithstanding there is not one-fifth part of the freight yet furnished which will be after a few months.

M. CLARK,

President R. & W. R. R. Co.

I am acquainted with M. Clark, Esq., President of the Rutland and Washington Railroad Company, and have full and perfect confidence in any statement he may make.

DAN'L S. MILLER.

July 13th, 1852.

RUTLAND AND BURLINGTON RAILROAD,
President's Office, Burlington, 10th July, 1852.

SIMEON DRAPER, Esq.

Dear Sir : The line of the Rutland and Washington Railroad connects this Road with the Hudson River Road, and forms a daily line from New-York to Montreal and Ogdensburgh. The line is one of the best that I have ever seen—runs through a rich agricultural country, and has great natural local resources. This road is under the direction of some of our best business men—is and will be conducted with industry and economy, and cannot fail to be a good paying road.

Respectfully, yours,

HARRY BRADLEY.

RUTLAND, VT, July 10th, 1852.

SIMEON DRAPER, Esq.

Dear Sir : I am acquainted with those of the Directors of the Rutland and Washington Railroad Company, who reside in this State, and I regard them as among our most active and prominent business men.

With Merritt Clark, Esq., the President of said Company, in particular, I have been well acquainted for many years past, and I have no hesitation in recommending him as one of our most upright citizens, and as a person whose representations are entitled to the fullest confidence.

I am, very respectfully,

Yours, &c.,

CHAS. K. WILLIAMS.

The Troy and Rutland Railroad being now in full running condition through its entire length, and furnished with all the necessary equipment; for convenience of working, has been leased to the Rutland and Washington Railroad Company, on favorable terms, as specified in the document now submitted.

The lease secures, beyond question, a certain moderate income to the stockholders, and with the prospective increase of this income, which will inevitably arise out of the growing traffic over this great north and south route, cannot fail to make this stock of the Troy and Rutland Railroad a very desirable investment.

About \$100,000 in this capital stock is now offered for sale; and the public are invited to investigate the whole circumstances of the road, in the belief that they will find it every way worthy of their confidence. The receipts of the Company working the Troy and Rutland, have, since the full opening of the line, been most flattering.

It will be borne in mind that the Company is out of debt, except its long Bonds, is liable to no expense, and is secure in its income.

Full particulars can be had at the office of

SIMEON DRAPER.

NEW-YORK, 15th July, 1852.