

54/27

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

Not in 5-1857

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

COMMISSIONER'S REPORT.

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, consequently 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.
File 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,
CHA'S 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 33	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, }
CUMMERLAND 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, 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,	\$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 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.
" " " Island Pond to boundary,	149
" " completed,	16
" side tracks,	165
Weight of rail per yard,	20
Width of earth cuts at grade,	63 lbs.
" rock, " " 	22 feet.
Slope of earth cuts,	22 feet.
" rock, " 	1½ to 1 foot.
Width of embankments at grade,	¼ to 1 foot.
Number of locomotive engine houses and shops,	15 feet.
" " engines,	nine.
" passenger cars,	42
" baggage, express and mail cars,	17
" freight cars,	9
	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,	28,063
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, } \$500,342 19
&c. for year ending June 30, 1857..... }

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 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,
CHAS. 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,	\$100 pr. share.			
Cash realized,	\$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 35
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
		<hr/>
		\$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 } run.	
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 “ “ “						$3\frac{25}{100}$ “	
“ “ “ “ 3d “ “ “						$3\frac{20}{100}$ “	
“ “ “ “ 4th “ “ “						$2\frac{3}{4}$ “	
“ “ “ “ 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,.....	\$48,882 45

RECAPITULATION OF EXPENSES.

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

TABLE I.

EARNINGS RECEIPTS AND PAYMENTS.

Earnings.

From passengers.....	\$67,663	11
“ freight.....	103,225	10
“ other sources.....	6,700	00
	<u> </u>	
	\$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
Way ".....						
Through freight.....	9,341 27	13,006 69	7,876 84	9,729 38	6,691 95	8,076 36
Way ".....						
*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	5,139 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:						
Total,	13,908 88	12,433 41	15,659 39	12,950 04	15,114 10	19,596 88

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 accord-
ing 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

Funded debt, by last report,	\$3,119,220 58
Amount of funded debt now,	3,134,623 64
Floating debt, by last report,	1,039,205 80
Floating debt now,	1,023,745 16
Total of funded and floating debt,	\$4,158,368 80
Average rate of interest on funded debt,	7 per cent.
Average rate of interest on floating debt,	6 per cent.

CLASSES OF BONDED OR FUNDED DEBTS.

	No. 1.	No. 2.	No. 3.	No. 4.
Amount,.....	\$1,800,000 00	\$913,500 00	\$416,300 00	\$4,823 64
Date of issue,.....	Feb. 1, 1851.	Aug. 1, 1853.	Aug. 1, 1854.	
Date of payment,.....	Feb. 1, 1863.	Feb. 1, 1863.	Feb. 1, 1863.	
Annual rate of interest,.....	7 per cent.	7 per cent.	7 per cent.	7 per cent.
Interest, when payable,.....	Feb. 1 and Aug. 1.	Feb. 1 and Aug. 1.	Feb. 1 and Aug. 1.	
Cash realized,.....	\$1,690,313 75	\$652,319 90	\$416,300 00	
Nature and character of security,.....	First mortgage.	Second mortgage.	Third mortgage.	Notes convertible into third mortgage bonds.
Amount of sinking fund,.....	for \$1,800,000	for \$1,200,000	for \$1,200,000	

TABLE B.

COST OF CONSTRUCTION.

For graduation and masonry by last report, ..	\$2,358,323	76
Amount now expended for the same,	same.	
Amount for bridges by last report,	116,669	93
Now expended for the same,	same.	
Amount for superstructure, including iron, by last report,	949,745	67
Total amount now expended for the same, ...	same.	
For passenger and freight stations, buildings and fixtures, by last report,	238,464	42
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,	234,414	82
Amount now expended for the same,	same.	
For engineering by last report,	91,901	12
Amount now expended for the same,	same.	
Cross ties,	included in superstructure.	
Laborers not included in engineering, " " "		

TABLE C.

EQUIPMENT.

	Corporation.	Trustees.
For locomotive engines and fixtures, (including snow ploughs,) by last report, \$175,164 34		16,229 46
Amount now expended for the same, same.		21,373 73
For passenger and baggage cars, freight cars, gravel cars, hand cars and repair cars, by last report	366,640 88	1,669 00
Amount now expended for the same, same.		6,365 50
Stationary engine	14,470 34	
“ “		600 00
Tools		1,263 00
Total cost of equipment	\$556,275 56	29,601 23
Total cost of road and equipment . . . \$4,575,396 51		

TABLE E.

CHARACTERISTICS OF ROAD.

	Miles.	Feet.
Length of road,	119	2846
“ “ completed,	“	“
“ side tracks,	13	
Weight of rail per yard,		60 lbs.
Width of earth cuts at grade,	20 to 30	feet.
“ rock, “ “	20	feet.
Slope of earth cuts,	1½ to 1	foot.
“ rock, “	1 to 12	feet.
Width of embankments at grade,	10 to 18	feet.
Number of locomotive engine houses and shops,	5	
“ “ engines,	26	
“ passenger cars,	18	
“ baggage, express and mail cars,	6	
“ freight cars,	530	

CHARACTER AND LENGTH OF BRIDGING.

	No. of Structur's	No. of Spans.	Length of bridging in feet.
Trestle bridging,	4	12	157
Truss bridging, 50 feet span and under, . .	5	5	197
Truss do., from 50 to 100 feet span,	11	12	852
Truss do., from 100 to 150 feet span,	18	29	3523
Truss do., 150 feet span and over,	4	4	677
Draw bridges,			
Totals,	42	62	5406

Number of road crossings at grade,	85
“ “ “ above and below grade,	16
Number of cross ties per mile,	2112
Average length and size of cross ties, 7 to 7½ feet long,—6 inches thick and 6 to 9 in width.	
Kinds of timber used for cross ties, . . . chestnut, tamarack and ash.	
Chairs—number per mile,	588
Wrought or cast iron,	cast.
Average weight of cast iron chairs,	25 lbs.
“ “ wrought “	
Whole number of single switches on main track,	63
Kind of switches used,	common.

GRADIENTS AND ALIGNMENT.*

* See last report.

BUILDINGS AND FIXTURES.

Passenger houses,	29
Freight "	6
Engine, "	5
Repair shops,	3
Water stations,	16
Dwellings,	4
Wood sheds,	16
Turn tables,	4
Railroad repair shops,	3
Number of stalls for locomotive engines,	26

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,	1	8	10		
“ requiring slight repair,		3			
“ “ heavy repair,		1			
Not in use in good repair,			3		
“ “ 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,	16
“ “ “ “ “ wanting repair,	
Second “ “ “ “ in good repair,	2
“ “ “ “ “ wanting repair,	
Baggage, express and mail cars in good repair,	6
Covered freight and cattle 8 wheel cars, in good repair,	420
Covered freight and cattle 8 wheel cars, wanting repair,	20
Platform 8 wheel cars, in good repair,	75
Other freight cars, 4 wheel,	15
Gravel cars,	40

TABLE F.

BUSINESS OF THE YEAR.

Miles run by passenger trains,.....	164,058
“ “ freight trains,.....	195,663
“ “ gravel and construction trains,	39,492
“ “ wood trains,	19,139
Number of passengers carried in cars,	136,465
Number of miles travelled by passengers,.....	5,991,986
Number of tons of freight carried in cars one mile,	6,036,244.60
Average rate of speed of ordinary passenger trains, including stops,	24 miles.
Rate of speed of same when in motion,	27 “
Average rate of speed of express trains, including stops,	30 “
Rate of speed when the same are in motion,	33 “
Average rate of speed of freight trains, including stops,	10 “
Rate of speed when the same are in motion,.....	14 “
Rate of fare charged first class through passengers, per mile,.....	2½ cents.
Rate of fare charged first class way passengers, per mile,	3¼ cents.
Average rate of fare charged second class passengers, per mile,	none.
Rate per ton per mile charged on 1st class thro' freight,	3.42 cts.
“ “ “ “ 2d “ “ “	2.08 “
“ “ “ “ 3d “ “ “	2.01 “
“ “ “ “ 4th “ “ “	5 “
“ “ “ “ 1st “ way “	5 “
“ “ “ “ 2d “ “ “	4 “
“ “ “ “ 3d “ “ “	3½ “
“ “ “ “ 4th “ “ “	6½ “

TABLE G.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

For the year ending August 31, 1857.

Ordinary repairs of road bed and railway.....	\$43,790	94
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.....	} 20,062	40
Cost of repairs of iron rails.....		
Number and kind of cross-ties used for renewals, (chestnut, tamarack and hemlock)....	39,000	
Cost of the same, including the expense of laying down.....	8,934	71
Insurance and taxes on real estate.....	2,720	88
Repairs of bridges.....	9,061	70
“ stations... ..	6,256	31
“ fences.....	4,796	54
“ masonry.....	2,183	16
Totals,.....	\$97,716	64

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders.....	\$16,143	10
Depreciation of the same.....		
Repairs of passenger and baggage cars.....	6,500	43
Depreciation of the same,.....		
Repairs of freight cars,.....	24,292	45
Depreciation of the same,.....		
Repairs of tools and machinery in shops,.....		
Oil used about workshops,.....		
Fuel and waste,.....		
Clerks,.....		
Repairs of gravel cars,.....	7	14
Repair shop,...	7,760	97
Totals.....	54,704	09

TABLE H.

COST OF OPERATING THE ROAD,

For the year ending Aug. 31, 1857.

Fuel, including cost of preparing the same,.....	\$47,822	11
Number of cords of wood used,.....	19,122	
" gallons of oil,.....	6,911	
" pounds of waste,.....	12,315	
Cost of oil and waste for engines and tenders,.....	} 11,103	47
" " passenger and baggage cars		
" " freight cars,.....		
Loss and damage of goods,.....	863	40
" " baggage,.....	513	86
Damages for injuries to persons,.....		
Damages to property, including fire and animals killed on the road,.....	} 784	51
Office expenses and stationery,.....		
Agents,.....		
Clerks,.....		
Labor, loading and unloading freight,.....	36,455	41
Porters and watchmen,.....	} 3,975	18
Switchmen,.....		
Wood and water station attendance,.....		
Conductors and baggagemen,.....		
Brakemen,.....		
Enginemen and firemen,.....		
For salaries of president, directors, secretary, treasurer and superintendent,.....	} 14,490	77
For office expenses,.....		
For law expenses,.....		
Removing ice and snow.....	3,358	86
Mail service.....	959	00
Interest.....	6,824	16
Land damages.....	863	73
Expenses of passenger department.....	26,468	99
Totals,.....	154,483	45

ANNUAL REPORT OF THE
RECAPITULATION OF EXPENSES.

Maintaining roadway,.....	97,716 64
Repairs of machinery,.....	54,704 09
Operating,.....	154,483 48
Total,.....	\$306,904 18

TABLE I.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings,

From passengers,.....	\$155,011 87
“ freight,.....	204,352 92
“ other sources,.....	24,760 15

Receipts.

From passengers.....	155,011 87
“ freight.....	204,352 92
“ other sources.....	24,760 15

Payments other than for construction.

For transportation expenses, viz :

For passenger business.....	23,766 84
“ freight.....	36,455 41
“ other.....	
“ interest on funded debt.....	
“ “ 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.....	11,740 90	9,006 68	6,569 84	5,779 98	3,374 56	8,778 02
Way ".....	11,075 77	7,095 06	5,848 46	5,603 73	3,961 05	4,737 50
Through freight,.....	15,950 78	18,835 48	18,955 07	17,421 33	10,211 74	11,389 66
Way ".....	2,727 52	3,382 56	2,361 27	2,396 09	1,332 93	1,155 30
Express,.....	583 33	583 33	583 33	583 33	583 33	533 33
*Transport of mails.....	1,125 00	1,125 00	1,125 00	1,125 00	1,125 00	1,125 00
Use of engines,.....						
Use of cars,.....	306 79	306 80	306 78	261 12	431 12	636 12
Rent,.....						
Other earnings specified in de- tail as follows :.....						
Total,.....	43,510 09	40,334 91	35,749 75	33,080 58	21,019 73	23,404 93

DETAILS OF EARNINGS,—CONTINUED.

SOURCE.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.
Through passengers,.....	6,399 61	7,357 63	5,673 33	6,088 72	7,677 54	8,195 48
Way ".....	6,277 34	5,631 22	3,888 93	4,429 76	6,495 51	8,325 25
Through freight,.....	16,421 17	13,418 69	14,061 21	12,457 68	13,693 27	11,412 43
Way ".....	1,934 34	2,290 79	2,578 55	3,250 04	2,572 71	2,732 30
Express,.....	583 33	583 33	583 33	583 33	583 33	583 33
Transport of mails,.....	1,125 00	1,125 00	1,125 00	1,125 00	1,291 67	1,291 67
Use of engines,.....						
Use of cars,.....	269 53	269 53	269 53	279 53	294 53	295 47
Rent,.....						
Other earnings specified in de- tail as follows:.....						
Total,.....	33,010 32	30,676 19	28,179 88	28,214 06	32,608 56	32,835 93

VALUE OF MATERIALS ON HAND.

Wood, cords of, 13,996.....	\$32,139 80
Oil, gallons of, 165.....	200 00
Iron rails, tons of, 30.....	900 00
Chairs, pounds of, 21,675.....	589 56
Spikes, 1,650.....	74 25
Ties, number of, 1,200.....	300 00
Iron and other metals unwrought,.....	14,000 00
“ “ worked and partly do.....	10,715 00
Lumber,.....	912 23
6000 feet of fence boards.	48 00
350 “ posts.....	28 00
Nails.....	15 00
2215 lbs. waste.....	194 97
10 snow ploughs.....	1,000 00
15 lanterns.....	15,00 00

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.

ANNUAL REPORT OF THE
OFFICERS OF THE COMPANY.

Directors.

THOMAS THACHER,
BENJ. T. READ,
CHAS. J. HENDEE,
HARRISON FAY,
ASA WENTWORTH, JR.
PARIS FLETCHER,
D. A. SMALLEY,

THOMAS THACHER, *President.*

GEO. B. GIBBONS, *Treasurer.*

B. B. SMALLEY, *Clerk of Company.*

E. A. CHAPIN, *Superintendent.*

The principal office and address of the company is at Rutland,
Rutland County, Vt.

EMPLOYEES AND COMPENSATION.

Wm. A. Burnett, Gen. Ticket Agent.	} \$100	per month.
including assistant.		
J. M. Bagley, Supt's clerk and receiver.	50	"
J. Bowtelle, Pass. Train Conductor.	60	"
Daniel Arms, do	60	"
H. H. Howe, do	60	"
P. R. Downer, Thro' M. T. Baggage man.	40	"
5 passenger train brakemen.	30	"
C. W. Folsom, Master Transportation.	50	"
L. B. Fillmore, Clerk.	50	"
M. C. Turner, do	41	66 "
E. Whitecomb, Gen. Freight Conductor.	60	"
D. Chapman, do	40	"
H. N. Irish, do	40	"
A. H. Piney, do	40	"
H. Irish, do	40	"
E. P. Reed, do	45	"
10 freight train brakemen.	30	"
29 station agents, averaging.	29	45 "
5 " clerks, "	33	87 "
H. Matthews, wharfinger at Burlington.	45	"
3 Talley men, averaging.	33	33 "
8 Switchmen, "	28	"
3 Depot Baggage men, averaging.	28	67 "
5 yard and depot night watchmen, averaging	30	"
16 Laborers at stations, "	24	66 "
H. G. Litchfield, master mechanic.	100	"
W. S. Guilford, shop clerk.	40	"
H. S. Smith, foreman machine shop, Rutland	66	66 "
S. L. Pierce, do B. Falls	66	66 "
15 Machinists, averaging.	1	67 per day.
7 Blacksmiths, "	1	82 "
4 Rail repairers, "	40	per rail.
15 Blacksmith helpers, "	96	per day.
22 Carpenters, "	1	40 "
3 Painters, "	1	78 "
W. L. Parsons, stationary engineer.	1	50 "
12 shop laborers, averaging.	1	04 "
16 Engine Drivers.	60	per month.

1 Engine Driver.....	40	“
1 do	50	“
15 Firemen.....	30	“
9 Watchmen, averaging.....	27 33	“
J. F. Stinson, road master,.....	75	“
O. Wooster, Asst. do	50	“
22 Section Foremen.....	35	“
18 2d Hands.....	1	per day.
68 Track Laborers.....	90	“
2 Gravel train conductors.....	30	per month.
25 Laborers on gravel train.....	90	per day.
James E. Bagley, bridge builder.....	3	“
5 Carpenters on bridges, averaging.....	1 71	“
1 Wood train conductor.....	20	per month.
1 do switchman.....	1	per day.
12 do laborers.....	90	“
5 men repairing water-works & wood sheds	1 12	“
2 men repairing stone work.....	1 84	“

ANNUAL REPORT

OF THE VERMONT VALLEY RAILROAD COMPANY, FOR THE YEAR
ENDING AUGUST 31, 1887, MADE TO THE RAILROAD COMMISSIONER
OF THE STATE OF VERMONT.

TABLE A.

STOCK AND DEBTS.

1. The amount of capital stock, as per charter, \$500,000
[with right to increase.
2. " " " " subscribed, \$535,800
3. " " " " paid in as by last report, \$513,705
4. " " " " now paid in, \$515,373 82

CLASSES OF STOCK.

	No. 1.	No. 2.	No. 3.	No. 4.
Number of Shares,	5,358			
Character,	Original stock.			
Par value,	\$100 pr. share.			
Cash realized,	\$515,373 82			

Funded debt, by last report, \$793,200
 Amount of funded debt now, 793,200
 Floating debt by last report,
 Floating debt now,
 Total of funded and floating debt, 793,200
 Average rate of interest on funded debt, { 679,200 7 per ct.
 { 114,000 6 per ct.
 Average rate of interest on floating debt,

CLASSES OF BONDED OR FUNDED DEBTS.

	No. 1.	No. 2.
Amount,.....	\$500,000	\$293,200
Date of issue,	April 1, 1850	October 1, 1854
Date of payment,	April 1, 1860	October 1, 1859
Annual rate of interest, ..	\$386,000 7 per ct. 114,000 6 per ct.	7 per cent.
Interest, when payable, ..	April 1 & Oct. 1.	Oct. 1 & April 1.
Cash realized,	\$500,000	\$175,920*
Nature and character } of security,..... }	Mortgage.	Mortgage.
Amount of sinking fund,.		

Both classes of bonds are payable in New York, and are not convertible; 50 per cent of coupons due April 1, 1856, are now being paid.

* With three years of coupons detached.

TABLE B.

COST OF CONSTRUCTION.

The road was built by contract, in gross, including everything here specified, excepting land damages, fences, and preliminary surveys. Amount.	\$800,000
For land, land damages and fences, by last report,	69,741 89
Amount now expended for the same,.....	69,741 89
For engineering by last report,.....	753 39
Amount now expended for the same,.....	753 39
Cross ties.....	
Laborers not included in engineering,	
There has been expended, which has passed to construction account, in addition to the original contract of \$800,000, for discount on \$293,200 second class bonds, payment of coupons over and above earnings, gravelling the road, &c.,.....	320,194 65
Incidental expenses,	14,096 76
Interest dividend on stock,	7,056 61
	<hr/>
Total cost of road,	\$1,211,843 30

TABLE C.

EQUIPMENT.

For locomotive engines and fixtures, (including snow ploughs,) by last report,	\$37,520 00
Amount now expended for the same,	37,520 00
For passenger and baggage cars, by last report, . .	11,300 00
Amount now expended for the same,	11,300 00
For freight cars, by last report,	36,371 79
Amount now expended for the same,	36,371 79
Gravel cars, by last report,	
Amount now expended for the same,	
Hand cars and repair cars, by last report,	420 00
Amount now expended for the same,	420 00
Machinery used in repairs,	4,000 00
	<hr/>
Total cost of equipment,	\$89,611 79
	<hr/>
Total cost of road and equipment,	\$1,301,455 09

TABLE E.

CHARACTERISTICS OF ROAD.

	Miles.
Length of road	23 69-100ths.
“ “ completed	23 69-100ths.
“ side tracks	3000 feet.
Weight of rail per yard	57 lbs.
Width of earth cuts at grade	20 feet.
“ rock “ “	16 “
Slope of earth cuts	1 foot to 1 foot.
“ rock “	
Width of embankments at grade	16 feet.
Number of locomotive engine houses and shops	1
“ “ engines	4
“ passenger cars	4
“ baggage, express and mail cars	2
“ freight cars	52

CHARACTER AND LENGTH OF BRIDGING.

	No. of Structur's	No. of Spans.	Length of bridging in feet.
Trestle bridging,	2	10	100
Truss bridging, 50 feet span and under, ..	2	1	45
Truss do., from 50 to 100 feet span,			
Truss do., from 100 to 150 feet span,	1	1	116
Truss do., 150 feet span and over,	2	6	{ 192
Draw bridges,			{ 321
Totals,			

Number of road crossings at grade	11
" " " above and below grade	3
Number of cross ties per mile	2000
Average length and size of cross ties, .. 7 feet long, 6 by 6 inches.	
Kinds of timber used for cross ties,	chestnut.
Chairs—number per mile	586
Wrought or cast iron	cast.
Average weight of cast iron chairs	
" " wrought " 	
Whole number of single switches on main track	
Kind of switches used	

ANNUAL REPORT OF THE

GRADIENTS AND ALIGNMENT.

Level number of miles.....	7	61-100ths.
From 20 to 30 feet, number of miles.....	7	63-100ths.
“ 30 to 40 “ “ “	5	60-100ths.
Balance of the distance is from 1 to 20 feet per mile.		
Maximum grade,.....		32
Amount of straight line, miles.....	10	72-100ths.
“ curved “ “	12	97-100ths.
Maximum radius.....		872 feet.
Minimum “		600 “
Sum of ascents going in one direction.....		
“ “ “ opposite direction.....		

BUILDINGS AND FIXTURES.

Passenger houses.	4
Freight “	4
Engine “	1
Repair shops.....	1
Water stations.....	2
Dwellings.....	none.
Wood sheds.....	3
Turn tables.....	none.
Number of stalls for locomotive engines.....	4

TABLE F.

BUSINESS OF THE YEAR.

Miles run by passenger trains,	31,575
“ “ freight “	15,635
“ “ gravel and construction trains,	3,270
Number of passengers carried in cars, ...	38,268
“ “ miles traveled by passengers,	758,097
“ “ tons of freight carried in cars one mile,	615,454
Average rate of speed of ordinary passenger trains, including stops,	26 miles.
Rate of speed of same when in motion,	28 miles.
Average rate of speed of express trains, including stops, ..	
Rate of speed when the same are in motion,	
Average rate of speed of freight trains including stops, ..	12 miles.
Rate of speed when the same are in motion,	15 miles.
Rate of fare charged first class through passengers, per mile,	3 2-10ths cents.
Rate of fare charged first class way passengers, per mile,	3 4-10ths cents.
Average rate of fare charged second class passengers, per mile,	2 7-10ths cents.
Rate per ton per mile charged on 1st class thro' freight, ...	4 cents.
“ “ “ “ 2d “ “ “	3 “
“ “ “ “ 3d “ “ “	2½ “
“ “ “ “ special “ “ “	6 “
“ “ “ “ 1st “ way “	8 “
“ “ “ “ special “ “ “	11 “
“ “ “ “ 3d “ “ “	
“ “ “ “ 4th “ “ “	

TABLE G.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE

For the year ending August 31, 1857.

Ordinary repairs of road bed and railway	\$8,296 13
Extraordinary repairs of road bed and railway, . . including widening cuts and embankments, . . rebuilding and repairing masonry, ballasting, . . &c.	1,771 75
Cost of iron rails used in repairs, including . . chairs and spikes, and cost of laying down	1,263 63
Cost of repairs of iron rails,	1,029 50
Number and kind of cross ties used for renewals .	3,790
Cost of the same, including the expenses of lay- . . ing down	960 02
Taxes on real estate	
Totals	<u>\$13,321 03</u>

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders	\$1,856 67
Depreciation of the same	
Repairs of passenger and baggage cars,	1,123 98
Depreciation of the same,	
Repairs of freight cars,	1,907 16
Depreciation of the same,	
Repairs of tools and machinery in shops,	50 00
Oil used about workshops, (included in Table H.)	40 00
Fuel and waste, " " " "	100 00
Clerks,	
Total	<u>4,937 81</u>

TABLE H.

COST OF OPERATING THE ROAD.

For the year ending August 31, 1857.

Fuel, including cost of preparing the same,		
Number of cords of wood used, 1,531 $\frac{3}{4}$	\$4,297	94
" gallons of oil, 760	857	46
" pounds of waste, 2,589	185	84
Cost of oil and waste for engines and tenders, 655 13	} included in above.	
" passenger and baggage cars 33 22		
" " freight cars, 289 70		
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,	297	71
Agents,	1,284	00
Clerks,	1,280	00
Labor, loading and unloading freight,		
Porters and watchmen, }	} 1,193	00
Switchmen, }		
Wood and water station attendance,		
Conductors and Baggage-men,	1,270	00
Brakemen,	1,120	00
Enginemen and firemen,	2,170	00
For salaries of general agent, treasurer and superin- tendent,	2,900	00
For office expenses,		
For law "		
Other expenses in detail as follows:		
Proportion R. R. Commissioner's salary.	57	84
Services of station agent, and use of track and depot building at Brattleboro.	1,666	67
Master mechanic,	900	00
Insurance,	531	37
Totals,	\$20,011	83

RECAPITULATION OF EXPENSES.

Maintaining roadway	\$13,321 03
Repairs of machinery,	4,937 81
Operating,	20,011 83
Total,	<u>\$38,270 67</u>

TABLE I.

EARNINGS RECEIPTS AND PAYMENTS.

Earnings.

From passengers	\$23,581 81
“ freight,	22,347 93
“ other sources,	4,853 53
	<u>\$ 50,783 27</u>

Receipts.

From passengers,	} as above.
“ freight,	
“ other sources,	

Payments other than for construction,

For transportation expenses, viz :

For passenger business,	} 38,270 67
“ freight, “	
“ other, “	
“ interest on funded debt,	
“ “ 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.....	2,281 34	1,590 72	1,239 99	979 69	798 00	628 91
Way ".....	656 45	629 32	481 44	370 03	313 49	433 32
Through freight.....	1,629 07	1,974 46	1,468 72	1,559 19	847 01	1,395 30
Way ".....	188 32	171 19	150 56	139 76	84 83	146 28
Express,.....	70 59	70 59	70 59	70 59	70 59	70 59
*Transport of mails.....	200 00	200 00	200 00	200 00	200 00	200 00
Use of engines.....					25 00	5 00
Use of cars.....	83 71	188 09	75 30	102 02	102 27	228 30
Rent,.....						
Other earnings specified in detail as follows.....						
Total.....	5,109 48	4,824 37	3,686 60	3,421 28	2,441 19	3,107 70

DETAILS OF EARNINGS,—CONTINUED.

SOURCE.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.
Through passengers,.....	1,255 62	1,254 61	1,084 86	1,159 69	1,945 72	2,488 57
Way ".....	540 88	587 81	451 60	466 46	1,182 86	761 48
Through freight,.....	2,227 44	2,276 11	2,003 69	1,965 96	1,546 85	1,486 28
Way ".....	236 75	235 89	154 47	138 16	160 27	161 87
Express,.....	70 59	70 59	70 59	70 59	70 59	70 59
Transport of mails,.....	200 00	200 00	200 00	200 00	200 00	200 00
Use of engines,.....	15 00	30 00	10 00			
Use of cars,.....	209 33	152 57	159 74	92 32	60 00	67 80
Rent,.....						
Other earnings specified in de- tail as follows :.....						
Total,.....	4,755 11	4,807 08	4,134 45	4,093 18	5,166 29	5,236 54

VALUE OF MATERIALS ON HAND.

Wood, cords of, 1,347 $\frac{5}{8}$	\$3,313 79
Oil, gallons of, 96 $\frac{1}{2}$	133 97
Iron rails, tons of, 60.....	2,400 00
Chairs, pounds of, 50 chairs.....	35 00
Spikes 1,200 lbs.....	60 00
Ties, number of, 1938.....	484 50
Iron and other metals unwrought 9,124 lbs..	456 20
“ “ worked and partly do 8,920 lbs.	892 00
Lumber 30,800 ft.....	369 60
Spare wheels, axles, boxes, &c.....	2,000 00
Total.....	<u>\$10,145 06</u>

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 killed or injured.

ANNUAL REPORT OF THE
OFFICERS OF THE COMPANY.

Directors.

HUGH H. HENRY.
ALEX. HAMILTON, JR.,
CHARLES CHAPIN,
MADISON SLOAT,
JOEL PAGE,
G. R. J. BOWDOIN,
S. L. M. MORRILL.

HUGH H. HENRY, *President.*

JAMES H. WILLIAMS, *Treasurer.*

LARKIN MEAD, *Secretary.*

MADISON SLOAT, *Superintendent.*

The principal office and address of the company is at Bellows Falls, Windham County, Vermont.

The road is now in the hands of Alex. Hamilton, Jr., Gouverneur Morris, and Hugh H. Henry, as trustees. Alex. Hamilton, Jr., General Agent for Trustees; Madison Sloat, Superintendent for Trustees.

EMPLOYEES AND COMPENSATION.

Alex. Hamilton, Jr., General Agent. . . .		
Madison Sloat, Superintendent.	\$1,500	per year
Henry F. Green Clerk.	800	"
Wm. P. Cochran, Asst. do.	480	"
Samuel C. Flemming, Passenger Cond'r.	600	"
George Allen, Freight do	480	"
Jacob Brown, Master Mechanic.	900	"
Wm. Digg, Engineman.	720	"
Ira Earl, do	720	"
2 Firemen, each.	360	"
1 Brakeman, Passenger Train.	420	"
2 do Freight do each.	360	"
3 Station Agents at 312, 192, 120, and 2	300	"
4 Track Masters, each.	480	"
1 2d do	1 12	per day.
17 Laborers,	1	"
3 Watchmen, each.	360	per year.
1 do (road crossing).	120	"
1 Carpenter.	1 83	per day.
1 do	1 50	"
1 Machinist.	1 83	"
1 do	35	per month.
1 Blacksmith.	1 12	per day.
James H. Williams, Treasurer—————	400	per year.

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, MADISON SLOAT, *Supt.*

STATE OF VERMONT, }
WINDHAM COUNTY, ss. }

I, Madison Sloat, Superintendent of the Vermont Valley Railroad, depose and say that the facts set forth, and statements made in the accompanying report, which has been signed by me, are true and correct, according to the best of my knowledge, information and belief.

Signed, MADISON SLOAT, *Supt.*

Subscribed and sworn to before me, this 1st day of October, 1857. RUSSELL HYDE, *Justice Peace.*

ANNUAL REPORT

OF THE VERMONT & MASSACHUSETTS 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, 1857.

Signed,

JOHN ROGERS,

Treasurer Vt. & Mass. R. R. Co.

STATE OF VERMONT, }
COUNTY, ss. }

We, a majority of the Directors of said company, depose and
say that the facts set forth, and statements made in the accom-
panying report, which has been signed by us, are true and correct
according to the best of our knowledge, information and belief.

Signed,

THOMAS WHITTEMORE,

JAMES CHEEVER,

T. W. SWIFT.

STATE OF MASSACHUSETTS, }
MIDDLESEX COUNTY, ss. }

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

EDWD G. LUCAS, Justice of the Peace.

TABLE A.

STOCK AND DEBTS.

1.	The amount of capital stock, as per charter, including Greenfield branch and Vermont portion, . . .	\$3,200,000
2.	The amount of capital stock subscribed,	29,000 shares.
3.	“ “ “ paid in as by last report,	} \$2,232,540 87
4.	“ “ “ now paid in,	

CLASSES OF STOCK.

There have been shares issued at par, at 75 and at 50, but there is no distinction now.

The par value is about \$75.

Funded debt, by last report,	\$974,900 00
Amount of funded debt now,	1,002,545 00
Floating debt, by last report,	70,277 59
Floating debt now,	40,884 84
Total of funded and floating debt,	1,043,429 84
Average rate of interest on funded debt,	6 per cent.
Average rate of interest on floating debt, about	8 per cent.

TABLE B.

COST OF CONSTRUCTION.

For graduation and masonry by last report, } Amount now expended for the same, }	\$1,461,540 39
Amount for bridges by last report, } Now expended for the same, }	199,395 31
Amount for superstructure, including iron, } by last report, }	600,422 01
Total amount now expended for the same, }	
For passenger and freight stations, buildings } and fixtures, by last report, }	
Amount now expended for the same, }	121,315 04
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, }	177,410 85
Amount now expended for the same, }	179,410 85
For engineering by last report, }	
Amount now expended for the same, }	56,872 04
Cross ties, included in superstructure.	
Laborers not included in engineering,	
Agencies and other expenses, salaries, &c., } during the construction of the road, }	100,271 31
Dividends of interest and discount on bonds, . .	285,170 02
Premium on bonds,	45,495 00
Total cost of road,	\$3,049,891 97

TABLE C.

EQUIPMENT.

For locomotive engines and fixtures, (including snow ploughs,) by last report,.....	}	\$95,638 62
Amount now expended for the same,.....		
For passenger and baggage cars, by last report,.....	}	20,190 00
Amount now expended for the same,.....		
For freight cars, by last report,	}	-
Amount now expended for the same,.....		
Gravel cars, by last report,.....	}	91,514 89
Amount now expended for the same,.....		
Hand cars and repair cars, by last report,....		
Amount now expended for the same,.....		
Total cost of equipment,		\$207,343 51
Total cost of road and equipment,.....		\$3,257,235 48
Greenfield branch, in addition to above;.....		\$248,495 08

TABLE D.

ESTIMATED VALUE OF THE PROPERTY OF THE COMPANY.

	Cost.
Graduation and masonry.....	\$1,461,540 39
Bridging.....	199,395 31
Ballasting, iron rails, chairs, spikes and cross ties.....	600,422 01
Passenger and freight station buildings, wood and water stations and fixtures, engine and car houses, machine shops, machinery and fixtures.....	121,315 04
Land and fences, right of way, &c....	179,410 85
Locomotive engines.....	95,638 63
Passenger cars, baggage, express and mail cars, Covered freight and cattle cars, platform cars and hand cars.....	20,190 00
	<u>91,514 89</u>
	\$2,769,427 12

TABLE E.

CHARACTERISTICS OF ROAD.

	Miles.
Length of road,.....	77
" " completed,.....	77
" side tracks,.....	6
Weight of rail per yard,	56 lbs.
Width of earth cuts at grade,.....	25 feet.
" rock, " " 	21 feet.
Slope of earth cuts,.....	not known.
" rock, " " 	" "
Width of embankments at grade,.....	20 feet.
Number of locomotive engine houses and shops,.....	4
" " engines,	11
" passenger cars,	8
" baggage, express and mail cars,	5
" freight cars,	175

CHARACTER AND LENGTH OF BRIDGING.

	No. of Structur's	No. of Spans.	Length of bridging in feet.
Trestle bridging,			} 6738
Truss bridging, 50 feet span and under, ..	11	15	
Truss do., from 50 to 100 feet span,	2	2	
Truss do., from 100' to 150 feet span, ... } Truss do., 150 feet span and over,	7	44	
Draw bridges,			
Totals,	20		

Number of road crossings at grade,.....	64
“ “ “ above and below grade,.....	
Number of cross ties per mile,.....	2046
Average length and size of cross ties, $7\frac{1}{2}$ feet long, $7\frac{1}{2}$ by 6 inches.	
Kinds of timber used for cross ties,.....	chestnut.
Chairs—number per mile,.....	584
Wrought or cast iron,.....	cast.
Average weight of cast iron chairs,.....	25 lbs.
“ “ wrought “.....	
Whole number of single switches on main track,.....	73
Kind of switches used,.....	lever.

GRADIENTS AND ALIGNMENT.

Level number of miles,.....	} not known.
From 20 to 30 feet, number of miles,.....	
“ 30 to 40 “ “ “.....	
“ 40 to 50 “ “ “.....	
“ 50 to 60 “ “ “.....	
“ 60 to 70 “ “ “.....	
Maximum grade,.....	58 feet.
Amount of straight line, miles,.....	31 13-20ths.
“ curved “ “.....	45 7-20ths.
Maximum radius,.....	} not known.
Minimum,.....	
Sum of ascents going in one direction,.....	
“ “ “ opposite direction,...	

BUILDINGS AND FIXTURES.

Passenger houses,	19
Freight "	19
Engine, "	4
Repair shops,	2
Water stations,	10
Dwellings,	10
Wood sheds,	22
Turn tables,	5
General office at Fitchburg,	1
Store " "	1
Building at Fitchburg used for mechanical purposes, ..	1
Car house at Fitchburg,	1
" Brattleboro,	1
Lumber house at Athol,	1
Number of stalls for locomotive engines,	24

EQUIPMENT.

Number of locomotives owned by the company on the 31st day of August, 1857,—11.

	Under 16 tons.	16 to 20.	20 to 25.	25 to 30.	30 tons and over.
In use in good repair,		4	4	1	
“ requiring slight repair,		1			
“ heavy repair,					
Not in use in good repair,					
“ “ requiring slight repair,			1		
“ “ heavy repair,					
Worn out,					

Number of cars owned by the company August 31, 1857,..210

First class 8 wheel passenger cars in good repair..... 7

“ “ “ “ “ wanting repair 1

Second “ “ “ “ in good repair..... none.

“ “ “ “ “ wanting repair..... none.

Baggage, express and mail cars in good repair..... 5

Covered freight and cattle 8 wheel cars, in good repair... 81

Covered freight and cattle 8 wheel cars, wanting repair, none.

Platform 8 wheel cars, in good repair..... 67

Other freight cars..... 27

Gravel cars... .. 22

TABLE F.

BUSINESS OF THE YEAR.

Miles run by passenger trains, estimated,	54,572
“ “ freight trains, do.	44,739
“ “ gravel and construction trains, do.	17,040
Number of passengers carried in cars, do.	114,660
Number of miles traveled by passengers, do.	2,175,108
Number of tons of freight carried in cars one mile, 1,917,979 $\frac{99.4}{1000}$	
Average rate of speed of ordinary passenger trains, including stops,	22 miles per hour.
Rate of speed of same when in motion,	25 “ “
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,	8 miles per hour.
Rate of speed when the same are in motion,	12 “ “
Rate of fare charged first class through passengers, per mile,	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,	6 cents.
“ “ “ “ 2d “ “ “	5 “
“ “ “ “ 3d “ “ “	4 $\frac{1}{2}$ “
“ “ “ “ 4th “ “ “	2 $\frac{3}{4}$ “
“ “ “ “ 1st “ way “	7 “
“ “ “ “ 2d “ “ “	6 “
“ “ “ “ 3d “ “ “	5 “
“ “ “ “ 4th “ “ “	

TABLE G.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

For the year ending August 31, 1857.

Ordinary repairs of road bed and railway.....	} \$36,341 80	
Extraordinary repairs of road bed and railway, including widening cuts and embankments, re- building and repairing masonry, ballasting, &c.		
Number and kind of cross-ties used for renewals, Cost of the same, including the expense of laying down.....		
Insurance and taxes on real estate.....		1,842 89
Repairs of buildings.....		1,085 77
“ fences.....	777 87	
“ bridges...	2,004 21	
Renewals of iron.....	15,384 67	
Totals.....	\$57,437 21	

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders.....	\$13,398 69
Depreciation of the same.....	
Repairs of passenger and baggage cars.....	5,152 56
Depreciation of the same.....	
Repairs of freight cars.....	10,562 58
Depreciation of the same.....	
Repairs of tools and machinery in shops.....	510 39
Oil used about workshops, (no acct. kept, see Table H.)	
Fuel and waste.....	
Clerks.....	
Repairs of gravel and hand cars.....	362 72
Totals.....	29,986 94

TABLE H.

COST OF OPERATING THE ROAD,

For the year ending Aug. 31, 1857.

Fuel, including cost of preparing the same,.....	\$18,919 23
Number of cords of wood used,.....	4,849
“ gallons of oil,.....	2,086
“ pounds of waste,.....	3,331
Cost of oil for engines and tenders,.....	} 2,681 74
“ passenger and baggage cars	
“ freight cars,.....	
Cost of waste for do.	454 12
Loss and damage of goods,.....	} 1,778 13
“ “ baggage,.....	
Damages to property, including fire and animals killed on the road,.....	
Advertising and stationery.....	768 42
Agents,*.....	
Clerks,*.....	
Labor, loading and unloading freight,*.....	
Porters and watchmen,.....	} 3,369 15
Switchmen,.....	
Wood and water station attendance,*.....	
Conductors and baggagemen,†.....	} 5,008 57
Brakemen,†.....	
Enginemcn and firemcn,.....	6,089 94†
For salaries of president, directors, secretary, treas- urer and superintendent, and clerks.....	6,075 01
For office expenses,*.....	
For law expenses,.....	1,041 24
Expenses of passenger department.....	12,656 99
“ freight “.....	16,563 09
Removing ice and snow... ..	2,284 56
“ water.....	645 32
Rent to Connecticut River R. R. Co.....	1,420 83
Miscellaneous expenses.....	3,618 81
Totals,.....	<u>72,276 64</u>

* See expenses of Passenger and Freight Departments.

† Included in “ “ “

RECAPITULATION OF EXPENSES.

Maintaining roadway, and real estate.....	\$57,437 21
Repairs of machinery,.....	29,986 94
Operating,.....	72,276 64
Expended on new machine shop... ..	691 96
	<hr/>
Total,.....	160 392 75

TABLE I.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings,

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

Receipts.

From passengers.....	\$71,706 05
“ freight.....	139,928 68
“ other sources.....	53,474 73

Payments other than for construction.

For transportation expenses, viz :

For passenger business.....	
“ freight.....	
“ other.....	
“ interest on funded debt.....	66,049 84
“ “ floating debt... ..	3,188 45
“ 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.....	9,021 90	7,279 46	5,368 63	4,149 06	3,475 90	4,368 55
Way ".....						
Through freight.....	13,241 91	14,739 30	12,574 16	11,652 41	9,064 76	9,822 20
Way ".....						
Express,.....	279 41	279 41	279 41	279 41	279 41	279 41
Transport of mails.....	356 85	794 14	365 23		776 00	383 37
Use of engines,.....						
Use of cars,.....						
Rent,.....	3,666 67	3,567 00	3,274 00	3,666 67	3,567 00	3,250 00
Tolls,.....	78 00	79 00	56 00	93 00	56 00	48 00
Miscellaneous,.....	379 69	166 37	270 47	332 52	49 25	241 16
Total,.....	27,024 43	26,904 68	22,187 90	20,173 07	17,268 32	18,392 69

DETAILS OF EARNINGS,—CONTINUED.

SOURCE.	MARCH.	APRIL	MAY.	JUNE.	JULY.	AUGUST.
Through passengers,.....	5,405 42	5,625 01	5,351 34	5,655 06	7,259 16	8,746 56
Way ".....						
Through freight,.....	13,582 03	13,742 30	12,249 99	10,554 38	9,235 11	9,470 13
Way ".....	279 41	279 41	279 41	279 41	279 41	279 41
Express,.....		864 11	295 26		882 59	
Transport of mails,.....						
Use of engines,.....						
Use of cars,.....	3,666 67	3,518 93	3,282 16	3,697 50	3,471 17	3,262 50
Rent,.....	51 00	60 00	62 00	63 00	41 00	70 00
Tolls,.....	342 79	220 44	233 12	68 60	310 57	142 01
Miscellaneous,.....						
Total,.....	23,927 32	24,310 20	21,753 28	20,317 95	21,479 01	21,970 61

VALUE OF MATERIALS ON HAND.

Wood, cords of, 5,400.....	\$15,000 00
Oil, gallons of, 4 bbls.....	200 00
Iron rails, tons of, 50.....	3,250 00
Chairs, pounds of, 1000,.....	22 50
Spikes, 4,900.....	196 00
Ties, number of, 3,000.....	750 00
Iron and other metals unwrought,.....	} 3,922 67
“ “ worked and partly do... }	
Lumber,.....	718 80
Packing, sponges, lanterns, &c.....	84 60
Total.....	24,144 57

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.

ANNUAL REPORT OF THE
OFFICERS OF THE COMPANY.

Directors.

THOMAS WHITTEMORE,
JOHN J. SWIFT,
JAMES CHEEVER,
JOSEPH GOODHUE,
D. N. CARPENTER,

THOMAS WHITTEMORE, *President.*

JOHN ROGERS, *Treasurer.*

B. D. LOCKE, *Secretary.*

OTIS T. RUGGLES, *Superintendent.*

The principal office and address of the company is at No. 13 Exchange street, Boston, and at Fitchburg, Mass.

President.....	\$1,500	per year.
Treasurer and Clerk..	1,500	"
Superintendent.....	1,500	"
Chief Clerk.....	1,000	"
Road and Bridge master.....	1,200	"
3 Clerks.....	2,040	"
Master Mechanic.....	70	per month.
6 Machinists.....	1 84 to	1 95 per day.
4 Forgers.....	1 85	"
1 Painter.....	1 10	"
1 do	2	"
Stationary Engineman.....	1 16	"
5 Engineers.....	60	per month.
1 do	40	"
6 Firemen	30	"
5 Watchmen.....	.26 to	40
2 Switchmen.....	30 to	35
8 Laborers.....	1	per day.
6 Blacksmiths	1	"
Master Carpenter.....	60	per month.
15 Carpenters.....	1 15 to	1 75 per day.
18 Station Agents.....	8 33 to	80 per month.
3 Laborers at Stations	26 00 to	35
2 Conductors, Passenger and Freight...	50	"
1 do do	45	"
1 do Freight.....	45	"
2 Baggage Masters and Brakemen.....	40	"
3 Brakemen, Freight.....	30 00 to	35
1 Porter.....	30	"
12 Section Masters.....	1 35 to	1 75 per day.
55 Trackmen.....	.90 to	1

ANNUAL REPORT

OF THE WESTERN VERMONT 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, C. M. DAVEY, *Receiver.*

STATE OF VERMONT, }
RUTLAND COUNTY, ss. }

September 25, 1857.

I, C. M. Davey, depose and say that the facts set forth, and statements made in the accompanying report, which has been signed by me, are true and correct, according to the best of my knowledge, information and belief.

Signed, C. M. DAVEY, *Receiver.*

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

CHARLES LINSLEY,
Railroad Commissioner.

TABLE A.

STOCK AND DEBTS.

1.	The amount of capital stock, as per charter	\$1,000,000 00	
			[or more.
2.	“ “ “ subscribed,	\$348,700 00	
3.	“ “ “ paid in as by last report,		
4.	“ “ “ now paid in,	\$331,939 39	

CLASSES OF STOCK.

	No. 1.	No. 2.	No. 3.	No. 4.
Number of Shares,	3,487			
Character, all of } one class. }				
Par value,				
Cash realized,	\$331,939 39			

Funded debt, by last report,	
Amount of funded debt now,	
Floating debt by last report,	
Floating debt now,	\$331,519 58
Total of funded and floating debt,	
Average rate of interest on funded debt,	
Average rate of interest on floating debt,	

CLASSES OF BONDED OR FUNDED DEBTS.

	No. 1, Mortgage.	No. 2, Mortgage.	No. 3, Mortgage.
Amount,.....	\$400,000	\$300,000	\$500,000
Date of issue,.....	January 1, 1851.	September 1, 1852.	August 1, 1853.
Date of payment,.....	Jan. 1, 1856, \$100,000 Jan. 1, 1861, 100,000 Jan. 1, 1866, 100,000 Jan. 1, 1871, 100,000	September 1, 1862.	August 1, 1860
Annual rate of interest,.....	7 per cent.	7 per cent.	7 per cent.
Interest, when payable,.....	January 1 and July 1.	March 1 and Sept. 1.	Feb. 1 and Aug. 1.
Cash realized,.....	..... unknown.	..... unknown.	..... no sales.
Nature and character of security,.....	..... First Mortgage.	..... Second Mortgage.	..... Third Mortgage.
Amount of sinking fund,.....	..... none.	..... none.	..... none.

TABLE B.

COST OF CONSTRUCTION.

For graduation and masonry by last report, . .	
Amount now expended for the same,	\$346,146 68
Amount for bridges by last report,	
Now expended for the same,	24,862 98
Amount for superstructure, including iron, by last report,	346,658 84
Total amount now expended for the same, . .	
For passenger and freight stations, buildings and fixtures, by last report,	
Amount now expended for the same,	23,423 40
For engine and car houses, machine shops, machinery and fixtures, by last report, . .	} included in the above.
Amount now expended for the same,	
For land, land damages and fences, by last report,	
Amount now expended for the same,	56,177 91
For engineering by last report,	
Amount now expended for the same,	20,155 35
Cross ties	included in superstructure.
Laborers not included in engineering,	
Interest account,	37,938 16
General construction account,	58,037 86
Incidental expenses,	18,328 69
	<hr/>
	\$931,729 67

TABLE C.

EQUIPMENT.

For locomotive engines and fixtures, (including snow ploughs,) by last report,	}	\$87,304 43
Amount now expended for the same,		
For passenger and baggage cars, freight cars, gravel cars, hand cars and repair cars, by last report,	}	64,527 33
Amount now expended for the same,		
		\$151,831 76

The whole of the running stock is owned by private individuals and rented by the receiver.

TABLE E.

CHARACTERISTICS OF ROAD.

	Miles.
Length of road	
" " completed	54
" side tracks and branch	10½
Weight of rail per yard	56 to 60 lbs.
Number of locomotive engine houses and shops	4
" " engines	
" passenger cars	5
" baggage, express and mail cars	2
" freight cars	75

CHARACTER AND LENGTH OF BRIDGING.

	No. of Structur's	No. of Spans.	Length of bridging in feet.
Trestle bridging,	3	15	150
Truss bridging, 50 feet span and under, . .	12	12	420
Truss do., from 50 to 100 feet span,	5	5	300
Truss do., from 100 to 150 feet span,	7	7	770
Truss do., 150 feet span and over,	1	1	165
Draw bridges,			
Totals,			

Number of road crossings at grade	48
" " " above and below grade	1
Number of cross ties per mile	2400
Average length and size of cross ties, . . 7 feet long, 6 by 6 inches.	
Kinds of timber used for cross ties, . . chestnut, tamarack and oak.	
Chairs—number per mile	10,000 lbs.
Wrought or cast iron	cast.
Average weight of cast iron chairs	18 lbs.
" " wrought " 	none.
Whole number of single switches on main track	33
Kind of switches used	lever.

GRADIENTS AND ALIGNMENT.

Level number of miles,	} average 19 feet.
From 20 to 30 feet, number of miles,	
“ 30 to 40 “ “ “	
“ 40 to 50 “ “ “	
“ 50 to 60 “ “ “	
“ 60 to 70 “ “ “	
Maximum grade,	
Amount of straight line, miles,	75 per cent.
“ curved “ “	18 per cent,—from 2,865 to 5,760 feet radius.
Maximum radius, 7 per cent,—from 1,432 to 2,292 feet radius.	

BUILDINGS AND FIXTURES.

Passenger houses.	11
Freight "	13
Engine "	5
Repair shops.....	1
Water stations.....	6
Dwellings.....	1
Wood sheds.....	4
Turn tables.....	2
Number of stalls for locomotive engines.....	10

EQUIPMENT.

Number of locomotives owned by the company on the 31st day of August, 1857,—none.

Number of cars owned by the company August 31, 1857,—none.

TABLE F.

BUSINESS OF THE YEAR.

Average rate of speed of ordinary passenger trains, including stops,	25 miles per hour.
Rate of speed of same when in motion,	30 " "
Average rate of speed of express trains, including stops,	30 " "
Rate of speed when the same are in motion,	32 " "
Average rate of speed of freight trains, including stops,	12 miles per hour.
Rate of speed when the same are in motion,	15 " "
Rate of fare charged first class through passengers, per mile,	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, ..	.5 cents.
" " " " 2d " " "	3 "
" " " " 3d " " "	2½ "
" " " " 4th " " "	2½ "
" " " " 1st " way "	10 "
" " " " 2d " " "	6 "
" " " " 3d " " "	3 "
" " " " 4th " " "	3 "

TABLE G.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE

From Sept. 1, 1856 to June 15, 1857 and from May 9th, 1857 to

Ordinary repairs of road bed and railway.....	\$9,766 84
Extraordinary repairs of road bed and railway, .. including widening cuts and embankments, .. rebuilding and repairing masonry, ballasting, .. &c.....	726 73
Cost of iron rails used in repairs, including .. chairs and spikes, and cost of laying down....	716 30
Cost of repairs of iron rails,.....	676 05
Number and kind of cross ties used for renewals .. (Say 3,000, included in ord) repairs.....	999 76
Cost of the same, including the expenses of lay-.. ing down... ..	
Taxes on real estate.....	
Totals	<hr/>

TABLE H.

COST OF OPERATING THE ROAD.

For the year ending August 31, 1857.

Fuel, including cost of preparing the same,.....	\$4,926 39
Enginemmen and firemen, (See "Employees and Compensation.")	
For office expenses,.....*	311 03
For law ".....	unknown.
Other expenses in detail as follows:.....	
Wood account.....	4,926 39
Wages.	12,347 54
*Transportation	14,174 67
Road.....	14,780 93
Oil and Waste.....	1,692 40
Loss and Damages.....	285 39
Shop.....	10,767 15

* Includes rent of rolling stock, use of Rutland & Burlington yard and motive power on branch from Sept. 1, 1856 to to January 15 1857, and rent of rolling stock and use of Rutland and Burlington yard from May 9, to Sept. 1, 1857.

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

SOURCE.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	to JANUARY. 16.	FEBRUARY.
	Through passengers.....	5,639 57	4,656 63	3,340 67	3,205 46	1,180 51	Troy & Boston R. R.
Way ".....	4,652 10	5,443 64	4,075 45	3,234 33	1,073 59	
Through freight.....	150 00	150 00	150 00	150 00	75 00	
Way ".....	451 25	451 25	451 25	451 25	225 62	
Express,.....						
Transport of mails.....						
Use of engines,.....						
Use of cars,.....	252 18	252 18	252 18	252 18	426 09	
Rent,.....						
Other earnings specified in de- tail as follows:.....	6 08	2 08	4 08	20 00	48 00	
Total,.....	11,151 18	10,955 78	8,273 63	4,313 22	2,728 81	

DETAILS OF EARNINGS,—CONTINUED.

SOURCE.	MARCH.	APRIL.	From MAY 8.	JUNE.	JULY.	AUGUST.
Through passengers,.....			1,080 71	1,936 94	2,416 91	2,891 55
Way ".....						
Through freight,.....			2,656 82	3,855 51	3,667 76	
Way ".....						
Express,.....			58 08	75 00	75 00	75 00
Transport of mails,.....			330 92	451 25	454 16	454 16
Use of engines,.....						
Use of cars,.....			10 00			
Rent,.....						
Other earnings specified in detail as follows:.....						
Total,.....		Troy & Boston R. R.	4,386 53	6,318 70	6,613 83	
		Troy & Boston R. R.				

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 killed or injured.

OFFICERS OF THE COMPANY.

Directors, President, Treasurer, Secretary, Superintendent,—none. The principal office and address of C. M. Davey, Receiver, is at Rutland, Rutland County, Vermont.

EMPLOYEES AND COMPENSATION.

C. M. Davey, Receiver, (salary not determined.			
F. H. Campbell, Cashier and paymaster . . .	\$60	per month.	
S. Buxton, Ticket Clerk,	60	"	
W. H. Bennett, Freight Clerk and Cond'r . . .	60	"	
2 Conductors, each	50	"	
3 Baggage and Brakemen	30	"	
2 Enginemen	60	"	
1 do	50	"	
3 Firemen	30	"	
1 Laborer in wood shed, Manchester		90 per day	
A. J. Bennett, Master mec. & Rd. master	1,000	per year.	
3 Machinists, Rutland shop, from 1 50 to	2 25	per day.	
5 Blacksmiths 75 to	2 00	"	
1 Painter	2 00	"	
4 Car repairers, from 1 00 to	1 60	"	
7 Laborers, watchmen and switchmen 75 to	1 00	"	
13 Station Agents 12 50 to	50	per month.	
9 Sec. Masters, on reps. of track. . 1 25 to	1 50	per day,	
40 Laborers, "at	90	"	

ANNUAL REPORT

OF THE TRUSTEES OF THE RUTLAND & WASHINGTON 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, 1857.

Signed,

F. E. WOODBRIDGE,

Acting Trustee.

STATE OF VERMONT, }
RUTLAND COUNTY, ss. }

We, F. E. Woodbridge and J. Wilder, 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,

F. E. WOODBRIDGE,

Acting Trustee,

J. WILDER,

Superintendent.

Subscribed and sworn to before me, this 5th day of October, 1857.

J. PROUT, *Notary Public.*

TABLE A.

STOCK AND DEBTS.

1.	The amount of capital stock, as per charter,.....	\$950,000
2.	“ “ “ subscribed,	950,000
3.	“ “ “ paid in as by last report,	950,000
4.	“ “ “ now paid in,.....	950,000

CLASSES OF STOCK.

	No. 1.	No. 2.	No. 3.	No. 4.
Number of Shares, ..	9,500			
Character,				
Par value,	100			
Cash realized,	\$950,000			

There is but one class of stock. By the original charter the capital stock was limited to \$300,000. By an amendment to the charter, granted in 1849, the company were authorized to increase their capital stock, to an amount sufficient to complete the road, and purchase the necessary furniture, &c., &c.

Total of funded and floating debt,\$1,030,000

CLASSES OF BONDED OR FUNDED DEBTS.

In October, 1850, this company created a mortgage upon the road of \$250,000. Subsequently they created another mortgage for the sum of \$550,000. They recently issued a new series of bonds, secured by a mortgage upon the entire road, franchises and furniture, payable April 1, 1875, with semi-annual interest at six per cent for the total amount of the funded and floating debt of the company, under an agreement with a very large proportion of the creditors of all classes to receive the new bonds at par in payment of prior bonds and floating debt, subject to an award of a committee of the creditors, as to the relative value of the different classes of the old debts. The award is completed and the bonds are now being issued under it, but it is impossible to make an accurate statement, in the present report, of the amount of the new bonds issued, or of the old bonds or floating debt still outstanding—but the above is believed to be an accurate statement of the aggregate amount.

TABLE B.

COST OF CONSTRUCTION.

The books of the company do not show the cost of the several items specified in table B, as no separate accounts are kept for that purpose. The total original cost of the road, including furniture, machine shop and fixtures, engine houses, depot buildings, &c., &c., for both the Rutland & Washington and Troy & Rutland Railroads, of 17 miles of which the Rutland & Washington have a lease during the existence of its charter, is \$1,771,683 31.

TABLE C.

EQUIPMENT.

Total cost of road and equipment,.....\$1,771,683 31

TABLE D.

ESTIMATED VALUE OF THE PROPERTY OF THE COMPANY.

Total estimated value of the property of the
company,.....\$1,771,683 31

TABLE E.

CHARACTERISTICS OF ROAD.

	Miles.
Length of road,.....	62
“ “ completed,.....	62
“ side tracks,.....	4 34-100ths.
Weight of rail per yard,.....	58 to 61 lbs.
Width of earth cuts at grade,.....	22 feet.
“ rock, “ “	none.
Slope of earth cuts,.....	1½ to 1 foot.
“ rock, “	none.
Width of embankments at grade,.....	15 feet.
Number of locomotive engine houses and shops,.....	4
“ “ engines,	10
“ passenger cars,	6
“ baggage, express and mail cars,	3
“ freight cars,	198

CHARACTER AND LENGTH OF BRIDGING.

	No. of Structur's	No. of Spans.	Length of bridging in feet.
Trestle bridging,	2	18	351
Truss bridging, 50 feet span and under, . .	7	7	320
Truss do., from 50 to 100 feet span,	9	9	559
Truss do., from 100 to 150 feet span,	3	3	358
Truss do., 150 feet span and over,	8	12	1661
Draw bridges,			
Totals,	29	49	3249

Number of road crossings at grade,	58
" " " above and below grade,	3
Number of cross ties per mile,	2051
Average length and size of cross ties, 7 to 7½ feet long, 6 by 8 in.	
Kinds of timber used for cross ties, oak, ash, tamarack and chestnut.	
Chairs—number per mile,	586
Wrought or cast iron,	cast.
Average weight of cast iron chairs,	17 lbs.
" " wrought " 	
Whole number of single switches on main track,	36
Kind of switches used,	lever.

GRADIENTS AND ALIGNMENT.

Some of the original surveys and profiles have been destroyed, so that we have not the data for giving details of the grades. It is however proper to say that the grades are generally level, or from 10 to 20 feet per mile, with some short grades from 30 to 50 feet per mile. A large proportion of the line is straight, with a small amount of curved line, varying from two to four degrees.

BUILDINGS AND FIXTURES.

Passenger houses, .....	.2
Freight " .....	.4
Freight and passenger houses, .....	.7
Engine houses, .....	.4
Repair shops, .....	.2
Water stations, .....	.7
Dwellings, .....	.2
Wood sheds, .....	.7
Turn tables, .....	.3
Brick store at Poultney, .....	.1
Number of stalls for locomotives, .....	.22

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,			5	3	
“ requiring slight repair,			2		
“ heavy repair,					
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	
Second “ “ “ “ in good repair.....	
“ “ “ “ “ wanting repair.....	
Baggage, express and mail cars in good repair.....	3
Covered freight and cattle 8 wheel cars, in good repair. .	105
Covered freight and cattle 8 wheel cars, wanting repair, . .	26
Platform 8 wheel cars, in good repair.....	67
Other freight cars.....	
Gravel cars... ..	

TABLE F.

BUSINESS OF THE YEAR.

Miles run by passenger trains,	90,272
“ “ freight “	54,462
“ “ gravel and construction trains,	2,250
Number of passengers carried in cars, ...	94,769
“ “ miles traveled by passengers,	2,245,854
“ “ tons of freight carried in cars one mile, ...	2,126,711
Average rate of speed of ordinary passenger trains, including stops,	25 miles per hour.
Rate of speed of same when in motion,	28 “ “
Average rate of speed of express trains, including stops, ..	
Rate of speed when the same are in motion,	
Average rate of speed of freight trains including stops, ...	8 miles.
Rate of speed when the same are in motion,	12 miles.
Rate of fare charged first class through passengers, per mile,	2½ cents per mile.
Rate of fare charged first class way passengers, per mile,	3¼ cents per mile.
Average rate of fare charged second class passengers, per mile,	
Rate per ton per mile charged on 1st class thro' freight, ...	3 cents.
“ “ “ “ 2d “ “ “	2½ “
“ “ “ “ 3d “ “ “	2 “
“ “ “ “ 4th “ “ “	“
“ “ “ “ 1st “ way “	7½ “
“ “ “ “ 2d “ “ “	3¾ “
“ “ “ “ 3d “ “ “	“
“ “ “ “ 4th “ “ “	“

TABLE G.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

For the year ending August 31, 1857.

Ordinary repairs of road bed and railway.....	\$20,558 78
Extraordinary repairs of road bed and railway, including widening cuts and embankments, re- building and repairing masonry, ballasting, &c.	} 18,867 52
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 expense of laying down.....	
Insurance and taxes on real estate.....	1,203 93
Totals.....	<u>\$40,630 23</u>

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders.....	\$ 9,187 64
“ extraordinary.....	4,000 00
Repairs of passenger and baggage cars.....	2,704 83
Depreciation of the same.....	
Repairs of freight cars.....	4,249 62
“ extraordinary.....	2,160 00
Repairs of tools and machinery in shops.....	2,375 89
Oil used about workshops,..	319 50
Fuel and waste.....	
Clerks.....	
Totals.....	<u>24,897 48</u>

TABLE H.

COST OF OPERATING THE ROAD,

For the year ending Aug. 31, 1857.

Fuel, including cost of preparing the same,.....	\$20,822 65
Number of cords of wood used,.....	5,949
" gallons of oil,.....	2,858
" pounds of waste,.....	5,300
Cost of oil for engines and tenders,.....	} 3,478 19
" passenger and baggage cars	
" freight cars,.....	
Loss and damage of goods,.....	364 85
" " baggage,.....	
Damages to property, including fire and animals killed..	8 00
on the road,.....	
Office expenses and stationery printing and advertising.	2,959 69
Agents,.....	} 17867 32
Clerks.....	
Labor, loading and unloading freight,.....	
Porters and watchmen,.....	
Switchmen,.....	
Wood and water station attendance,.....	
Conductors and baggagemen,.....	} 15,158 54
Brakemen,.....	
Enginemen and firemen,.....	
For salaries of president, directors, secretary, treas-..	
urer and superintendent, trustees, &c.....	11,149 83
For law expenses,.....	
Rent account.....	15,504 25
Interest account.....	3,377 86
Repairs of buildings.....	529 60
Mail and express service.....	198 59
Insurance account.....	82 00
Totals,.....	<u>91,501 37</u>

RECAPITULATION OF EXPENSES.

Maintaining roadway, and real estate.....	\$40,630	23
Repairs of machinery,.....	24,897	48
Operating,.....	91,501	37
Total,.....	157,029	08

TABLE I.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings,

From passengers,.....	\$67,614	92
“ freight,.....	91,980	51
“ other sources,.....	9,250	00

Receipts,—Same as earnings.

Amount of earnings.....	168,845	43
-------------------------	---------	----

Statement of expenses properly chargeable to years' business.

Ordinary repairs of road and real estate	21,779	71
Repairs of machinery.....	18,737	48
Operating road, including rent paid Troy & Rutland road... ..	91,501	37
	132,018	56

Statement of extraordinary expenses.

Repairs of road, (see Table H.).....	18,867	52
Rebuilding engines and cars.....	6,160	00
Building engine houses and turn tables and paid land damages.....	5,352	78
Excess of surplus over last report.....	7,034	59
Paid for new furniture.. ..	16,373	89

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

SOURCE.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	JANUARY.	FEBRUARY.
Through passengers.....	7,542 34	6,594 93	5,115 65	4,232 55	3,260 51	3,656 14
Way						
Through freight.....	8,473 35	10,323 70	8,106 09	6,229 03	4,313 15	5,095 51
Way						
Express,	250 00	250 00	250 00	250 00	250 00	250 00
Transport of mails	520 83	520 83	520 84	520 83	530 83	520 84
Use of engines,						
Use of cars,						
Rent,						
Other earnings specified in de- tail as follows:.....						
Total,.....	16,786 52	17,689 46	13,992 58	11,232 41	8,344 49	9,522 49

DETAILS OF EARNINGS,—CONTINUED.

SOURCE.	MARCH.	APRIL	MAY	JUNE.	JULY.	AUGUST.
Through passengers,.....	4,984 12	5,058 47	6,084 20	6,021 31	7,196 75	7,867 95
Way ".....						
Through freight,.....	7,572 63	7,570 64	8,278 69	8,683 75	8,224 65	9,109 32
Way ".....						
Express,.....	250 00	250 00	250 00	250 00	250 00	250 00
Transport of mails,.....	520 83	520 83	520 84	520 83	520 83	520 84
Use of engines,.....						
Use of cars,.....						
Rent,.....						
Other earnings specified in de- tail as follows :.....						
Total,.....	13,327 58	13,399 94	15,133 73	15,475 89	16,192 23	17,748 11

VALUE OF MATERIALS ON HAND.

Wood, cords of, 2,750.....	\$5,500 00
Oil, gallons of, 240	262 00
Iron rails, tons of,	
Chairs, pounds of, 3000,.....	82 50
Spikes, 1,500.....	60 00
Ties, number of, 4,000.....	1,400 00
Iron and other metals unwrought,.....	5,000 00
" " worked and partly do.....	2,000 00
Lumber,.....	800 00
Total.....	

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.

OFFICERS OF THE COMPANY.

Directors.

THOS H. CANFIELD
 GEO. W. STRONG,
 D. A. SMALLEY,
 MERRITT CLARK,
 CHARLES L. WILLIAMS,
 O. D. ASHLEY,
 CHESTER SPENCER.

Trustees.

F. E. WOODBRIDGE,
 B. E. BATES,
 JAMES E. COWING,

THO'S H. CANFIELD, *President.*

GEO. W. STRONG, *Treasurer and Secretary.*

J. WILDER, *Superintendent.*

The principal office and address of the company is at West Poultney, Rutland County, Vermont.

EMPLOYEES AND COMPENSATION.

J. Wilder, Superintendent.....	\$2,500	per year.
Z. V. K. Wilson, Mast. Transportation..	900	"
George Follett, Accountant.....	900	"
John McKeogh, Frt. and Ticket Clerk..	900	"
D. W. Hooker, Station Agent.....	35	per month.
Peter Dudley do	25	"
P. L. Goss do	30	"

C. T. Lyon	do	.....	40	"
J. Joslin	do	.....	40	"
Geo. W. Church	do	.....	35	"
J. H. Reynolds,	do	.....	40	"
L. Johnson	do	.....	1	per day.
James E. Austin	do	.....	1	"
Rufus Frost	do	... ..	40	per month.
Geo. B. Holden	do	.....	30	"
R. Hawley	do	.....	40	"
W. L. Ferguson, (part p'd by Alb. R. R.			25	"
3 Helpers, average.....			1	per day.
H. Gaylord, Master Mechanic.....			100	per month.
A. Robertson, Clerk.....			40	"
Wm. B. Howe, Machinist Foreman.....			60	"
8 Machinists, average.....			1 72	per day.
M. Bartlett, Blacksmith Foreman.....			2	"
R. Matthews, do			1 50	"
6 Helpers, average.....			1	"
2 do do			1 50	"
W. H. Southard, Carpenter Foreman...			60	per month.
6 Carpenters, average.. ..			1 62	per day.
J. Williamson, Engineman.....			35	per month.
C. B. Frost, Machinist Foreman... ..			60	"
J. S. Miller, Blacksmith.....			1 87	per day.
4 Watchmen.....			1	"
B. F. Merrill, Road Master.....	1,000			per year.
12 Section men, average.....			1 40	per day
60 Laborers "			1	"
F. A. Haskell, Pass. Conductor.....			60	per month.
Henry Fales do			50	"
John L. Wellington, Frt. do			50	"
W. P. Spaulding do			50	"
George Thayer.....			35	"
2 Baggage men, average.....			35	"
10 Brakemen "			30	"
8 Engineers "			60	"
8 Firemen "			30	"
3 Passenger agents			42	"

ANNUAL REPORT

OF THE VERMONT CENTRAL AND VERMONT & CANADA RAILROAD COMPANIES FOR THE YEAR ENDING JUNE 30, 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, as nearly as the state of the accounts would allow.

Signed, R. SHERBURNE,
Supt. for Trustees. Vt C R. R.

STATE OF VERMONT, }
CHITTENDEN COUNTY, ss. }

We, George M. Dexter and John Smith 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, G. M. DEXTER,
Prest. Vt. C. R. R.
J. SMITH,
Prest. Vt. & Canada R. R.

Subscribed and sworn to before me, by G. M. Dexter, this 2d day of October, 1857. CHA'S B. F. ADAMS, *J. P.*

Subscribed and sworn to before me, by J. Smith, this 7th day of October, 1857. GEO. J. STANNARD, *J. P.*

TABLE A.

STOCK AND DEBTS.

Of the Vermont Central and Vermont & Canada Railroads.

1. The amount of capital stock, as per charter is unlimited
2. " " " subscribed,
3. " " " paid in as by last report,
4. " " " now paid in Vt. Cent. \$5,000,000 00
5. " " " Vt. & Can. 1,350,000 00

The average of all the issues of the Vermont Central Railroad stock is \$50 per share on 100,000 shares, equal to \$5,000,000.

The Vermont & Canada Railroad stock was all issued at par.

CLASSES OF STOCK.

Of the Vermont Central Railroad.

	No. 1.	No. 2.	No. 3.	No. 4.
Number of Shares, .	100,000			
Character, all of } one class. }				
Par value, average	\$50			
Cash realized,	\$5,000,000			

CLASSES OF STOCK.

Vermont & Canada Railroad.

	No. 1.	No. 2.	No. 3.	No. 4.
Number of Shares, .	13,500			
Character, }				
Par value, average	100			
Cash realized,	\$1,350,000			

Funded debt, by last report,	\$3,500,000 00
Amount of funded debt now,	same.
Floating debt by last report,	1,423,299 09
Floating debt now,	1,783,299 09
Total of funded and floating debt,	5,283,299 09
Average rate of interest on funded debt,	7 per cent.
Average rate of interest on floating debt,	none paid.

CLASSES OF BONDED OR FUNDED DEBTS.

Of Vermont Central Road.

	No. 1.	No. 2.
Amount,	\$2,000,000	\$1,135,700
Date of issue,		
Date of payment,	1861	1868
Annual rate of interest,		
Interest, when payable,	semi-annually.	
Cash realized,	\$1,710,166 50	\$896,977 32
Nature and character } of security, }		
Amount of sinking fund,		

The Vermont & Canada Railroad has no bonds. The rent due Vermont & Canada Road is a Vermont Central liability, taking precedence of the funded debt.

The divisions of construction accounts not having been kept in accordance with the table furnished, the details cannot be given accurately.

Total Vt. Central Road's construction is,	\$8,402,054 92
The Vt. & Canada Road's construction or amount of stock is	1,350,000 00

TABLE C.

EQUIPMENT.

For locomotive engines and fixtures, (including snow ploughs,) by last report,
Amount now expended for the same,
For passenger and baggage cars, by last report, . .
Amount now expended for the same,
For freight cars, by last report,
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,

[Details of the account were not kept so they can be made to answer this table.]

Total cost of road and equipment, Vt. C. R. R. \$8,402,054 92

TABLE E.

CHARACTERISTICS OF ROAD.

	Miles.
Length of roads	166
“ “ completed	122
“ side tracks	20
Weight of rail per yard	54 to 64 lbs.
Width of earth cuts at grade,	26 feet.
“ rock, “ “	26 feet.
Slope of earth cuts,	1½ to 1 foot.
“ rock, “	1 to 4 feet
Width of embankments at grade,	14 feet.
Number of locomotive engine houses and shops	6
“ “ engines	42
“ passenger cars	29
“ baggage, express and mail cars	10
“ freight cars, eight wheeled	753

CHARACTER AND LENGTH OF BRIDGING.

	No. of Structur's	No. of Spans.	Length of bridging in feet.
Piles and stringers,.....	1		2,800
Piles and cribs with stringers,	2		4,590
Truss bridging, 50 feet span and under, ..	42	52	1,304
Truss do., from 50 to 100 feet span,	6	7	354
Truss do., from 100 to 150 feet span,.....	32	57	8,103
Draw bridges,	2		339
Totals,	85	116	17,490

Number of road crossings at grade,.....88

“ “ “ above and below grade,.....30

Number of cross ties per mile,.....2058

Average length and size of cross ties, $7\frac{1}{2}$ feet long, 6 by 9 in.

Kinds of timber used for cross ties, hemlock, tamarack and burnet-
ised hard wood.

Chairs—number per mile,586

Wrought or cast iron,mostly cast.

Average weight of cast iron chairs,21 lbs.

“ “ wrought “ $13\frac{1}{2}$

Whole number of single switches on main track,90

Kind of switches used,.....crank.

GRADIENTS AND ALIGNMENT.

Level number of miles.....	
From 20 to 30 feet, number of miles.....	
" 30 to 40 " " " 	
" 40 to 50 " " " 	
" 50 to 60 " " " 	
" 60 to 70 " " " 	
Maximum grade,.....	45
Amount of straight line, miles.....	85
" curved " " 	34
Maximum radius.....	11,460 feet.
Minimum " 	1146 "
Sum of ascents going in one direction.....	
" " " opposite direction.....	

Part of the notes having been burned, answers cannot be furnished till a new survey is made.

BUILDINGS AND FIXTURES.

Passenger houses.	28
Freight " 	17
Engine " 	10
Repair shops.....	2
Water stations.....	31
Dwellings.....	7
Wood sheds.....	39
Turn tables.....	5
Car Houses.....	2
Ice Houses.....	4
Number of stalls for locomotive engines.....	42

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,	1	2	10	11	1
“ requiring slight repair,				3	1
“ “ heavy repair,			2	3	1
Not in use in good repair,			2		
“ “ requiring slight repair,					
“ “ “ heavy repair,					
Worn out,	1		2	1	2

First class 8 wheel passenger cars in good repair,	15
“ “ “ “ “ wanting repair,	12
Second “ “ “ “ in good repair,	2
“ “ “ “ “ wanting repair,	
Baggage, express and mail cars in good repair,	10
Covered freight and cattle 8 wheel cars, in good repair,	523
Covered freight and cattle 8 wheel cars, wanting repair,	130
Platform 8 wheel cars, in good repair,	75
Other freight cars,	25
Gravel cars,	36
Hand cars,	42
2 Boarding, 1 wreck car,	3

TABLE F.

BUSINESS OF THE YEAR.

Miles run by passenger trains,	204,015
“ “ freight “	395,578
“ “ wood & gravel and construction trains,	30,635
Number of passengers carried in cars,	168,280
“ “ miles traveled by passengers,	6,544,402
“ “ tons of freight carried in cars one mile,	21,867,610
Average rate of speed of ordinary passenger trains, including stops,	22 miles per hour.
Rate of speed of same when in motion,	24 “ “
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,	9 miles.
Rate of speed when the same are in motion,	12 miles.
Rate of fare charged first class through passengers, per mile,	“ “ “ “
Rate of fare charged first class way passengers, per mile,	“ “ “ “
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 “ “ “ “	“ “ “ “

Prices vary with the seasons from $1\frac{3}{4}$ to $5\frac{1}{2}$ cents per ton per mile for different articles.

TABLE G.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE

For the year ending Aug. 31, 1857.

Ordinary repairs of road bed and railway.....	\$65,575	49
Extraordinary repairs of road bed and railway,.. including widening cuts and embankments,.. rebuilding and repairing masonry, ballasting,.. &c.....		1,217 80
Cost of iron rails used in repairs, including.. chairs and spikes, and cost of laying down....	106,767	57
Cost of repairs of iron rails,.....	12,515	77
Number and kind of cross ties used for renewals..		
Cost of the same, including the expenses of lay- ing down... ..		
Taxes on real estate.....		
Repairing depots and furniture.....	9,174	83
“ bridges.....	10,538	33
Totals	\$222,992	30

COST OF REPAIRS OF MACHINERY.

Repairs and renewals of engines and tenders.....	\$81,622	75
Depreciation of the same.....		
Repairs of passenger and baggage cars,.....	16,272	97
Depreciation of the same,.....		
Repairs of freight cars,.....	49,046	64
Depreciation of the same,.....		
Repairs of tools and machinery in shops,.....	5,957	50
Oil used about workshops,	2,346	81
Fuel and waste,.....	2,880	10
Clerks,.....	1,013	00
Total.....	\$159,139	77

TABLE H.

COST OF OPERATING THE ROAD.

Fuel, including cost of preparing the same,.....	\$86,668	40
Number of cords of wood used,.....	33,269	
“ gallons of oil,.....	13,880	
“ pounds of waste,.....	29,847	
Cost of oil and waste for engines and tenders,.....	5,497	44
“ passenger and baggage cars and depots	2,017	27
“ freight cars,.....	6,164	15
“ “ gravel cars.....	337	74
Loss and damage of goods,.....	7,168	22
“ “ baggage,.....	487	94
Damages for injuries to persons,.....	593	50
Damages to property, including fire and animals killed . . on the road,.....	592	63
Office expenses and stationery,.....	2,638	38
Agents,	21,795	39
Mast. Transportation, Tic't Masters and Clerks,.....	5,460	32
Labor, loading and unloading freight,.....	11,028	17
Porters and watchmen,.....	3,878	47
Switchmen.....	3,656	60
Wood and water station attendance,.....	509	34
Conductors and Baggage-men,.....	} 25,714	90
Brakemen,.....		
Enginemen and firemen,.....	29,795	85
For salaries of president, trustees, directors, secretary treasurer and superintendent,.....	17,184	26
For office expenses,.....		
For law “ 	1,450	23
Advertising, insurance, mails, interest, telegraph, ex- press &c.....	19,174	44
Expense of State Commission.....	407	29
Miscellaneous expenses, not included above.....	18,705	95
Totals.....	\$270,926	88

RECAPITULATION OF EXPENSES.

Maintaining roadway.....	\$222,992	30
Repairs of machinery,.....	159,139	77
Operating,.....	270,926	88
	<hr/>	
Total,.....	\$653,058	95

TABLE I.

EARNINGS RECEIPTS AND PAYMENTS.

Earnings.

From passengers.....	\$213,565	45
“ freight,.....	573,323	22
“ other sources,.....	21,439	20
	<hr/>	
	\$808,327	87

Receipts.

From passengers,.....	} as above.
“ freight,.....	
“ other sources,.....	

Payments other than for construction,

For transportation expenses, viz :

For passenger business,.....	40,090	28
“ freight, “.....	110,603	57
“ other, “.....	502,365	10
“ interest on funded debt,.....		
“ “ floating debt,.....		
“ dividends,.....		
“ carried to surplus fund,.....		
“ amount of surplus fund,.....		
Total,.....	\$653,058	95

DETAILS OF EARNINGS, FOR THE YEAR ENDING JUNE 30, 1857.

SOURCE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.
Through passengers.....	13,305 06	14,452 86	15,224 72	13,019 52	9,255 59	7,113 71
" "	10,082 00	9,616 75	12,655 47	9,400 77	7,697 42	5,390 61
Through freight.....	44,770 80	40,828 08	57,533 38	62,671 92	49,692 54	48,169 94
" "	4,708 46	3,941 27	5,993 95	5,008 93	4,830 67	4,192 02
Express,	358 34	358 33	358 33	358 33	358 33	538 34
Transport of mails	1,317 47	1,420 84	1,420 84	1,420 84	1,420 84	1,420 84
Use of engines,						
Use of cars,						
Rent,						
Other earnings specified in de- tail as follows:.....						
Total,.....	74,542 13	70,618 13	98,186 69	91,880 31	73,255 39	66,645 45

DETAILS OF EARNINGS,—CONTINUED.

SOURCE.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.
Through passengers,.....	4,248 02	5,553 98	7,928 40	10,765 83	8,394 72	10,591 72
Way	4,777 92	6,033 37	7,952 52	7,621 55	6,019 43	6,463 51
Through freight,.....	29,838 01	29,530 26	35,807 54	39,765 11	47,276 41	32,769 88
Way	2,919 74	2,499 61	5,486 18	5,185 84	5,029 41	4,873 26
Express,.....	358 33	358 34	358 33	358 33	358 33	358 33
Transport of mails,.....	1,420 84	1,420 84	1,420 84	1,420 84	1,420 84	1,420 84
Use of engines,.....						
Use of cars,.....	40 00	20 00	75 00	20 00	17 50	20 00
Rent,.....						
Other earnings specified in de- tail as follows :.....						
Total,.....	43,602 86	45,416 40	59,028 81	65,137 50	68,516 64	56,497 55

VALUE OF MATERIALS ON HAND.

Wood, cords of, 30,552.....	\$68,699 80
Oil, gallons of, 335.....	310 05
Iron rails, tons of,	
Cbairs, pounds of,	
Spikes.....	
Ties, number of,	
Iron and other metals unwrought lbs	} 56,008 23
“ “ worked and partly do lbs.	
Lumber ft.....	
Total.....	\$125,018 08

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.

Killed by being thrown from the cars.....	2 employees.
Injured by trains thrown from track.....	2 passengers.
Killed while walking or standing on the track.....	4 employees.
Injured at work or standing by trains	1 do
Total number of persons killed... ..	6
“ “ injured but not killed.....	3

July 2, 1856. An insane woman threw herself before an engine near Jonesville, and was instantly killed.

Aug. 9, 1856. Ira Sherman was found dead on the track near Middlesex, supposed to have been run over by night train. A jug containing liquor was found with the body.

Oct. 11, 1856. A boy named Diamond was killed at Waterbury, by being run over by a gravel train. He had been at play on the track.

Nov. 3, 1856. A Frenchman was run over near Alburg and killed. He was seen drunk a short time before.

Dec. 6, 1856. A train was thrown from the track by a brake falling down, and slightly injured two passengers.

Feb. 28, 1857. John Dwire, a brakeman on Freight train, fell from the top of the train, and was run over and killed.

June 5, 1857. Mr. W. Colby was run over by a freight train near Middlesex, and died soon after. Supposed to have been intoxicated.

June 20, 1857. A conductor had his thumb cut off when at work with freight train.

OFFICERS OF THE COMPANIES.

Directors.

VERMONT & CANADA.

HON. JOHN SMITH,
HON. L. BRAINERD,
J. CLARK,
C. O. WHITTEMORE,
G. M. DEXTER,
J. P. PUTNAM,
J. WHEELER.

HON. JOHN SMITH, *Pres't.*

CHA'S BARRETT, *Treas.*

J. G. SMITH, *Clerk.*

ISAAC B. HOWE, *Engineer.*

VERMONT CENTRAL.

GEO. M. DEXTER,
C. O. WHITMORE,
LEVI UNDERWOOD,
JOHN G. SMITH,
J. CLARK,
E. P. WALTON,
C. B. MARVIN.

GEO. M. DEXTER, *Pres't*

H. HOWE, *Treas.*

E. W. PECK, *Clerk.*

ISAAC B. HOWE, *Eng'r.*

R. SHERBURNE, *Superintendent for trustees 1st M. bonds, Vt. C. R. R.*

The principal office and address of the company is at Northfield Washington County Vt.

EMPLOYEES AND COMPENSATION.

77 Machinists, average	\$1 56	per day
54 Wood Workmen	1 53	"
8 Painters	1 64	"
63 Blacksmiths	1 27	"
33 Engine Drivers	2 23	"
34 Firemen	1 47	"
68 Watchmen, laborers at shop, &c.	93	"
274 Section men	97	"
1 Road Master	125 00	per mth.
1 Master Mechanic	150 00	"
50 Wood train men, piles &c.	1 08	per day
1 Wood train conductor	50 00	per mth.
19 Freight conductors	46 29	"
17 Brakemen	35 00	"
33 Bridge and depot repair men	1 44	per day
5 Passenger Conductors	60 00	per mth.
8 Baggage men and Brakemen	36 25	"
8 Mast. Transportation clerks, &c.	50 04	"
42 Station Agent's clerks	44 46	"
35 Laborers at Stations	1 03	per day

ANNUAL REPORT

OF THE RUTLAND & WHITEHALL RAILROAD COMPANY, SEPT. 6, 1857.

To the Railroad Commissioner of the State of Vermont:

SIR: The road of this company extends from the west line of the town of Fairhaven to the village of Castleton, a distance of about seven miles, including a branch at Hydeville of 8,000 feet in length.

We, the undersigned, have no additional facts to report at the present time, which are not embraced and set out in detail in the report submitted to you by us, under the date of September 10th, 1856, and we beg leave to refer you to that report for a specification of the cost of original construction, cost of the branch of Hydeville, cost of depot buildings and turnouts, and the rolling stock belonging to the company.

Since the report of last year, this company have executed a perpetual lease of their road to the Saratoga & Whitehall Railroad Company, a corporation in the state of New York, and owning a road which connects with this road at its western terminus in the west line of this state. The rent reserved in said lease is payable quarterly and is equal to 6 per cent. per annum upon \$255,700, the whole capital stock of the company.

The contribution share of this road towards the salary of the Railroad Commissioner, and certain other trifling contingent expenses, reduces the income of the road to be divided among its stockholders, to a fraction less than 6 per cent. per annum upon the capital stock.

During the past year the road has been kept in good condition by the lessees; such as to render public travel thereon safe and commodious.

This report has been prepared in obedience to the laws of the State of Vermont.

The directors and officers of the company for the current year are as follows :

Directors.

A. W. HYDE, Castleton, Vt.
 B. F. LANGDON, "
 WM. C. KITTREDGE, Fairhaven, Vt.
 W. W. COOK, Whitehall, N. Y.
 G. R. J. BOWDOIN, New York city.

A. W. HYDE, *President.*

B. F. LANGDON, *Vice do and Attorney.*

W. C. KITTREDGE, *Clerk and Secretary.*

Signed, WM. C. KITTREDGE,
 A. W. HYDE.

We Wm. C. Kittredge and A. W. Hyde, on oath depose and say that the facts set forth and the statements made in the foregoing report signed by us are true and correct according to our best knowledge and belief.

Subscribed and sworn to this 6th day of September, A. D. 1857,
 before me ALANSON ALLEN, *Justice of Peace.*

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