

**TESTIMONY INTRODUCED BEFORE THE  
RAILROAD COMMITTEE OF THE NEW  
HAMPSHIRE LEGISLATURE IN FAVOR  
OF THE "ATHERTON BILL," AND IN  
OPPOSITION TO THE "HAZEN BILL."**

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# **COMMITTEE ON RAILROAD**

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*new Sta. ... General ...*

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## TESTIMONY.

### TESTIMONY OF SAMUEL BARRETT.

*Samuel Barrett sworn :*

Q. What is your business ?

A. General freight agent of the Concord Railroad.

Q. How long have you acted in that capacity ?

A. Four years last March.

Q. Whether you have caused a computation to be made of the freight that has been gathered up on the Concord Railroad and branches, and sent over the Boston and Lowell Railroad into their Boston station ?

A. I have : commencing April 1, 1886, to March 31, 1887, inclusive, 68,990 tons.

Q. Aside from paying the haulage over the Boston and Lowell Road, what sum have you paid for the use of their terminal facilities ?

A. Thirty cents per ton.

Q. Have you a computation of the amount ?

A. \$20,697 in one year.

Q. Whether that is exclusive of paying haulage over their roads ?

A. That is for terminal facilities, exclusive of haulage.

Q. Whether you have also caused a computation to be made of all the freight hauled over the Concord Road, and over the Boston and Lowell Road into Boston, no matter where it came from ?

A. I have, for same time.

Q. Give me the total tonnage that has gone over the Concord Road, excluding what you gathered up on your own line, which has gone over the Boston and Lowell Railroad into Boston, on which they taxed terminal charges?

A. Total tonnage was 432,144 tons.

Q. Have you made a computation of this at thirty cents per ton for terminal charges?

A. It amounts to \$129,643.20.

Q. For terminal facilities only?

A. That is for terminal charges only.

Q. Whether or not that sum includes any freight that goes over their own road below Concord?

A. No, sir, that includes nothing south of Nashua.

Q. Whether or not that sum includes anything for haulage?

A. No, sir, that is simply terminal charges.

Q. Whether or not, in addition to these figures, you make an allowance to the Boston and Lowell Railroad for freight that they gather up on the St. Johnsbury and Lake Champlain?

A. The Concord Railroad pays the St. Johnsbury and Lake Champlain, or the Boston and Lowell Railroad, for the business from it, 25 per cent. of the earnings of the Concord Road on that business.

Q. You pay them 25 per cent. of your share of the haulage for taking the freight that they gather, and you haul over the Concord Road on its way to Boston?

A. After the terminal charges are deducted from the freight, they give us a pro rate of whatever the price may be, and we allow them for the business 25 per cent. out of that.

Q. Out of your share of the pro rate for haulage?

A. Yes, sir.



Q. Can you get at the amount you pay them on account of that thing?

A. I can, but not tonight.

Q. You give it out of your share of the pro rata of the mileage. What do you call it for?

A. We call it for the business, call it anything you please.

Q. What do you mean by pro rate?

A. We get the same price per mile for hauling that they get, and that is one cent per ton per mile. We get one cent per ton per mile for hauling, and pay them back 25 per cent. of that for the business.

Q. Do you pay the Boston and Lowell Railroad, in the same manner, for freight that is gathered up between Bradford station and the Connecticut River, including Claremont, on the Concord and Claremont Road? Do you pay them an allowance of a similar character; if so, how much?

A. We do, 20 per cent.

Q. They have their terminal charges.

A. They get their terminal charges. They pay a specific or pro rate, whichever will pay the Concord Road the least; and then we pay them 20 per cent. besides, out of it.

Q. Have you any means of telling, tonight, the amount you pay them for that allowance?

A. No, sir, I could not tell. I can get it for you, if you like

*Cross-Examination by Mr. Burns.*

Q. I suppose that this price that you pay the Boston and Lowell is a matter of contract with the Boston and Lowell and Concord Railroads.

A. Yes, sir.

Q. Agreed to by both parties?

A. Both parties agree to it.

Q. This matter of terminals, does that include the deep water terminals, as well as the station terminals?

A. Yes, sir. It includes the terminal at the station in Boston.

Q. And the terminals at the deep water also, the whole thing goes in one charge for terminals.

A. Yes, sir.

Q. How long has this amount been paid for terminals, and how long have you worked under this contract that you speak of?

A. This last contract was made in 1885, I cannot tell the month.

Q. Is there any change in the last contract in regard to the amount, for terminals, and any change in the contract in any respect as to business?

A. There was no change in regard to terminals. They have been thirty cents per ton as long as I have known any thing about it.

Q. How about the other rates you speak of; is there any change in that?

A. What do you refer to?

Q. This pro rate, is there any change in that?

A. There might have been a change. I cannot say what they formerly were.

Q. The St. Johnsbury business is a matter that has obtained since the Boston & Lowell came into the possession of the St. Johnsbury Railroad?

A. Yes, sir.

Q. Before they came into the possession of that road, did you get any of that business?

A. I think we did. We did get some business from the St. Johnsbury & Lake Champlain, before the Boston & Lowell leased it.

Q. Did you get all of their business the same as you get it now?

A. Perhaps not all of it.

Q. What is your belief about it?

A. I do not think we did get it all.

Q. Whether you know whether the rate is the same now that it was on that business, before the Boston & Lowell came into possession?

A. You mean the tariff?

Q. Yes.

A. I could not tell just now. They may have lessened the tariff.

Q. But you have made a gain in the amount of business you have done since the Boston & Lowell came into the possession of the St. Johnsbury road?

A. Perhaps a slight gain: I do not think very much. I think the business mostly came the same as it does now, but perhaps some of it did not.

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#### TESTIMONY OF F. E. BROWN.

*Examined by F. S. Streeter.*

I am the general ticket agent of the Concord Railroad. In the early summer of 1885, I had a conversation with the general passenger agent of the Boston & Lowell Railroad, and proposed to him that the Concord Railroad and Boston & Lowell Railroad should each issue mileage tickets that would be good over both roads—interchangeable tickets—but he declined.

In January, 1884, I attempted to have the Boston & Lowell Railroad agree to allow us to put two names upon package tickets of six or twelve round trips between Nashua and Boston of our issue, which we were selling to our patrons in connection with Concord Railroad mileage tickets of five hundred or one thousand