

**ANNUAL REPORT OF THE
RAILROAD COMMISSIONERS
OF THE STATE OF NEW
HAMPSHIRE, JUNE 1, 1858**

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Annual report of the Railroad Commissioners of the State of New Hampshire, June 1, 1853 by
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**ANNUAL REPORT OF THE
RAILROAD COMMISSIONERS
OF THE STATE OF NEW
HAMPSHIRE, JUNE 1, 1858**

Annual REPORT

OF THE

(134)

New Hampshire
RAILROAD COMMISSIONERS,

OF THE

STATE OF NEW HAMPSHIRE,

JUNE 1,

1858.

CONCORD:
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STATE OF NEW HAMPSHIRE.

*In House of Representatives, }
June 16, 1858. }*

Ordered, That the Message of His Excellency the Governor, transmitting the report of the Railroad Commissioners, together with the accompanying documents, be laid upon the table, and that the Clerk be instructed to procure the usual number of printed copies for the use of the House.

HENRY O. KENT, *Clerk.*

*Subbie
Geo*

REPORT.

To His Excellency the Governor of the State of New Hampshire:

5/8/52 (Garden Hill)

The undersigned Railroad Commissioners of the State having, agreeably to the provisions of the act entitled "An act to render railroad corporations public in certain cases, and constituting a Board of Railroad Commissioners," made examination into the condition of the following railroad corporations and into the management of their affairs to wit: the Atlantic and St. Lawrence Railroad, the Ashuelot Railroad, the Boston, Concord and Montreal Railroad, the Boston and Maine Railroad, the Cheshire Railroad, the Concord Railroad, the Contoocook River Railroad, the Cochecho Railroad, the Eastern Railroad, the Great Falls and Conway Railroad, the Merrimack and Connecticut Rivers Railroad, the Manchester and Lawrence Railroad, the Nashua and Lowell Railroad, the Northern Railroad, the Concord and Portsmouth Railroad, the Peterborough and Shirley Railroad, the Sullivan Railroad, the Worcester and Nashua Railroad, the Wilton Railroad and the White Mountains Railroad, report as follows:

ATLANTIC & ST. LAWRENCE RAILROAD.

The examination of the books and papers of this corporation was made at the office of the treasurer in the city of

758189

Portland, April 20, 1858, and embraced a period of one year, from January 1st to December 31st, 1857, inclusive.

The road is operated by the Grand Trunk Company, under a long lease, (nine hundred and ninety-nine years,) as more particularly explained in the report of the board of commissioners submitted a year since. The changes in the several accounts and schedules annually submitted in a report like this from year to year, in a road operated as this has been and will be, are necessarily very limited, easily investigated and readily understood.

Receipts upon Construction Account.

12291 shares Federal Currency,		
\$100,	\$1,229.100 00	
2610 shares sterling, \$484,	1,263.240 00	
160 fractional shares, \$16,	2.560 00	
	<hr/>	\$2,494.900 00
City of Portland bonds,		2,000.000 00
Company American mortgage bonds,		988.000 00
" sterling bonds,		484.000 00
Bills payable, due 1862,		10.000 00
Grand Trunk Railway Company,		778.576 58
		<hr/>
		\$6,755.476 58
Expended for construction and equipment,	\$6,594.828 92	
	<hr/>	\$160.647 66

The expenditure for construction and equipment is spread over the whole of that portion of the Grand Trunk road denominated by that company as the *Eastern Division*, incorporated by the legislatures of the States of Maine, New Hampshire and Vermont, as the Atlantic and St. Lawrence railroad, and running 149 miles, from Portland to Island Pond, about 52 miles of which is in New Hampshire.

Income for the year ending Dec. 31, 1857.

From passengers,	\$154,275 84	
“ freight,	402,798 99	
“ mails,	14,900 00	
“ rents,	4,508 83	
	<hr/>	
	\$576,483 66	
Expenditures same time,	570,980 80	
	<hr/>	\$5,502 86

A large sum has been expended by the Grand Trunk Company in renewals of iron and reconstruction of bridges, as well as in numerous permanent improvements, particularly at Portland, absorbing, as will be seen, the whole income of the road.

The sinking fund amounted, on the 30th June 1857, to \$211,039.60, and with the last payment thereto, probably the amount may now be nearly \$250,000, all of which is safely invested under the direction of the commissioners appointed for that purpose.

ASHUELOT RAILROAD.

The examination into the affairs of this corporation was made at their office at Keene, May 25th 1858, and embraces a period of one year, up to May 12th 1858.

This road has been run for several years by the Connecticut River Railroad Company of Massachusetts under a lease which will expire in a little less than two years from this time. That company pay \$30,000 for the use thereof yearly, being a fraction less than six per cent. upon the original cost of the road.

The receipts and expenditures being a matter of no immediate interest to the Ashuelot corporation, have not been inquired into by us, and no account thereof could be found short of an application at the office of the lessees at Springfield, Mass.

The receipts during the past year have been the \$30,000 rent above named, all of which is accounted for as follows:

Paid interest on bonds,	\$9.000 00	
Bills payable,	5.750 00	
Bridge work at Keene,	2.000 00	
Taxes, including State,	741 75	
Warren Colburn, old account,	250 00	
Fencing,	100 00	
Depot ground,	75 00	
Three years office rent,	75 00	
Old interest coupons,	8 25	
Money now loaned,	12.000 00	
	<hr/>	\$30,000 00

Receipts upon Original Construction Account.

2451 shares fully paid,	\$245.100 00	
Shares partly paid,	418 00	
Bonds due 1861,	150.000 00	
Floating debt, all now paid,	109.982 00	
	<hr/>	\$505.500 00

Expended as follows:

Land and fencing,	40.583 63	
Grading,	161.529 43	
Superstructure,	176.805 37	
Masonry and bridging,	95.223 71	
Stations,	14.403 70	
Engineering and other expenses,	16.954 16	
	<hr/>	\$505.500 00

Negotiations are in progress for the final extinguishment

of the funded debt, upon certain terms, under a vote of the company two years since, which, if completed as proposed, will place this corporation upon a better basis than most of the roads in the State, as far as the original expenditure for building their road is concerned; what its prospects for a future income may be, we have no means of judging.

BOSTON, CONCORD AND MONTREAL RAILROAD.

The examination of the books and papers of this corporation was made at the office of the treasurer in Concord, May 11th, 1858, and embraced a period of one year ending April 1, 1858.

Cost of Road and Equipment.

Roadway, &c.,	\$2,503.632 45
Locomotives,	113.800 00
Freight cars,	125.000 00
Passenger cars,	25.000 00
Shop tools,	11.361 44
Road tools,	8.288 33
	<hr/> \$2,787.082 22

Receipts upon Construction Account.

Capital stock—all classes,	\$1,808.898 46
Bonds,	864.000 00
Included in bills, to balance	114.183 76
	<hr/> \$2,787.082 22