

EIGHTY-FOURTH ANNUAL REPORT

OF THE

BOSTON AND MAINE RAILROAD

TO THE

STOCKHOLDERS

YEAR ENDED JUNE 30, 1917.

CONTENTS.

	PAGE
Notice of Annual Meeting	3
Directors and Corporate Officers of the Company	4
Report of the Temporary Receiver	5
Condensed General Balance Sheet, June 30, 1917	Table No. 1 16
Income Account for twelve months ended June 30, 1917	Table No. 2 18
Contingent Liabilities	Table No. 3 20
Profit and Loss Account	Table No. 4 20
Securities and Advances	Table No. 5 21
Capital Stock and Funded Debt	Table No. 6 22
Road Operated	Table No. 7 28
Inventory of Equipment	Table No. 8 34
Operating Expenses in Detail	Table No. 9 35
Rents for Leased Roads	Table No. 10 38
Classification of Freight Traffic	Table No. 11 39
Traffic and Operating Statistics	Table No. 12 40
Electric Street Railways — Result of Operations	Table No. 13 42
Report of Trustee of Sinking Fund	Table No. 14 43
Combined Income Account Boston and Maine and Controlled Roads	Table No. 15 44
Income Account, 1901-1917 — Graphic Chart	45
Condensed General Balance Sheet, December, 31, 1916.	Table No. 16 46
Condensed Income Account for six months ended December 31, 1916	Table No. 17 47
Vermont Valley R.R.— General Balance Sheet	Table No. 18 48
Vermont Valley R.R.— Income Account	Table No. 19 49
The Sullivan County R.R.— General Balance Sheet	Table No. 20 50
The Sullivan County R.R.— Income Account	Table No. 21 51
York Harbor and Beach R.R. Co.— General Balance Sheet	Table No. 22 52
York Harbor and Beach R.R. Co.— Income Account	Table No. 23 53
Mount Washington Ry. Co.— General Balance Sheet	Table No. 24 54
Mount Washington Ry. Co.— Income Account	Table No. 25 55
The St. J. and L. C. R.R. Co.— General Balance Sheet	Table No. 26 56
The St. J. and L. C. R.R. Co.— Income Account	Table No. 27 57
Montpelier and Wells River R.R.— General Balance Sheet	Table No. 28 58
Montpelier and Wells River R.R.— Income Account	Table No. 29 59
Barre and Chelsea R.R. Co.— General Balance Sheet	Table No. 30 60
Barre and Chelsea R.R. Co.— Income Account	Table No. 31 61
Conway Electric St. Ry. Co.— General Balance Sheet	Table No. 32 62
Conway Electric St. Ry. Co.— Income Account	Table No. 33 63

BOSTON AND MAINE RAILROAD.

The Annual Meeting of the Stockholders of the Boston and Maine Railroad will be held Wednesday, October 10, 1917, at 10.30 o'clock a.m., in Room 11, North Station, Boston, Mass., for the following purposes:

- I. To hear and act upon the report of the Directors.
- II. To elect Directors for the ensuing year.
- III. To see what action the Stockholders will take in regard to a revision of the By-Laws.
- IV. To transact any other lawful business.

By order of the Directors.

ARTHUR B. NICHOLS, *Clerk.*

BOSTON, MASS., September 11, 1917.

BOSTON AND MAINE RAILROAD.

J. H. HUSTIS, Temporary Receiver

DIRECTORS.

ELECTED OCTOBER 11, 1916

JAMES H. HUSTIS	WINCHESTER, MASS.
NORMAN L. BASSETT	AUGUSTA, ME.
CHARLES W. BOSWORTH	SPRINGFIELD, MASS.
FRANK P. CARPENTER	MANCHESTER, N. H.
SAMUEL CARR	BOSTON, MASS.
CHARLES SUMNER COOK	PORTLAND, ME.
HENRY B. DAY	NEWTON, MASS.
JAMES L. DOHERTY	SPRINGFIELD, MASS.
FREDERIC C. DUMAINE	CONCORD, MASS.
CHARLES P. HALL	NEWTON, MASS.
MARCUS P. KNOWLTON	SPRINGFIELD, MASS.
JAMES M. PRENDERGAST	BOSTON, MASS.
GEORGE H. PROUTY	NEWPORT, VT.
JAMES DUNCAN UPHAM	CLAREMONT, N. H.

CORPORATE OFFICERS.

JAMES H. HUSTIS	President	BOSTON, MASS.
WILLIAM J. HOBBS	Vice-President	BOSTON, MASS.
WOODWARD HUDSON	Vice-President and General Counsel	BOSTON, MASS.
HERBERT R. WHEELER	Treasurer	BOSTON, MASS.
ARTHUR B. NICHOLS	Clerk	BOSTON, MASS.

EIGHTY-FOURTH ANNUAL REPORT.

To the Stockholders of the Boston and Maine Railroad:

The following report of the operation and financial condition of your property for the fiscal year ended June 30, 1917, as compared with that of the previous year, is respectfully submitted.

	1917	1916	Increase or Decrease
Operating Revenues (see table No. 2, page 18)	\$56,992,040 32	\$52,075,427 89	Inc. \$4,916,612 43
Operating Expenses (see table No. 9, page 35)	42,448,076 76	36,197,958 47	Inc. 6,250,118 29
<i>Net Operating Revenue</i>	\$14,543,963 56	\$15,877,469 42	Dec. \$1,333,505 86
<i>Operating Ratio</i>	(74.48%)	(69.51%)	Inc. (4.97%)
Tax Accruals	2,123,476 96	1,986,267 31	Inc. 137,209 65
Uncollectible Revenues	1,235 55	2,624 23	Dec. 1,388 68
<i>Operating Income</i>	\$12,419,251 05	\$13,888,577 88	Dec. \$1,469,326 83
Other Income (see table No. 2, page 19)	1,165,855 08	1,170,715 39	Dec. 4,860 31
<i>Gross Income</i>	\$13,585,106 13	\$15,059,293 27	Dec. \$1,474,187 14
Deductions (see table No. 2, page 19)	11,704,657 56	10,993,602 18	Inc. 711,055 38
<i>Net Income</i>	\$1,880,448 57	\$4,065,691 09	Dec. \$2,185,242 52

RECEIVERSHIP

On August 29, 1916, the District Court of the United States for the District of Massachusetts appointed James H. Hustis, temporary receiver of the Boston and Maine Railroad. This appointment became effective in Maine and New Hampshire by the filing of attested copies of the proceedings in the District Courts in those states within ten days thereafter as required by law. Ancillary proceedings were brought in the United States District Court for the District of Vermont and in the United States District Court for the Northern District of New York, and James H. Hustis was appointed ancillary temporary receiver in those states on August 30 and 31, 1916. Since that time the entire system has been operated by the temporary receiver under the immediate direction and control of the courts. The receiver was authorized to make such payments and to do such acts as might be necessary to prevent a forfeiture of any lease or operating contract until the further order of the court, without prejudice, however, to his right thereafter to abandon such lease or contract as he might be advised or as the court should direct. Acting under this authority, and in accordance with its limitation, the receiver has up to the present time done whatever was required of the Boston and Maine Railroad by the terms of its leases and operating contracts. There has been no forfeiture and the system has been kept intact. Whether it will continue so, the future only can tell.

Many holders of bonds or notes of the Company have inquired why interest on them has not been paid. The answer is that the law does not permit the receiver to make such payments. The great bulk of these bonds and notes are not secured by mortgage. Except in cases where the failure to pay interest would occasion a forfeiture of valuable property or rights of the Company, as in case of a mortgage or other security, no authority has been conferred upon the temporary receiver by the Court to pay interest; and it is not the practice of the Courts to confer authority to prefer holders of unsecured bonds or notes over other general creditors by paying their debts in part. The rule of law is understood to be that no one unsecured creditor shall be preferred over another unsecured creditor by paying him either his principal or interest before the final liquidation.

Various attacks have been made upon the receivership by certain stockholders. The first was made at a stockholders' meeting called at their request and held September 19, 1916. At this meeting the stockholders approved the action of the directors in consenting to a receivership by a stock vote of 326,135 shares in favor of and 8,457 shares against such approval.

The next attack was made in the United States District Court for the District of Massachusetts, where, after a hearing lasting five weeks, the Court decided that the receivership was proper and ought to be continued.

Contemporaneously in part with the last-named proceeding, a hearing was had before the United States Circuit Court of Appeals upon the petition of certain stockholders that the appointment of a temporary receiver be declared void as to the Districts of Maine and New Hampshire. The petition was denied.

Last May a hearing was had in Washington, before a Sub-Committee of the Committee on Interstate Commerce of the United States Senate upon a resolution introduced at the instance of the same stockholders providing for an investigation of Boston and Maine affairs by the Interstate Commerce Commission. The Sub-Committee reported against the resolution.

If there remained anyone who was not satisfied by all these proceedings that the receivership was a necessary and proper step, and who still believed that the improvement in earnings last year indicated that no fundamental change in the organization of the system was needed, surely the tremendous additional burdens in operating expenses which have fallen upon this road, in common with other roads, since the first of January, must have shown him that the directors were right in saying a year ago that the favorable financial showing made by the road for the preceding year could not be depended upon to continue, and offered no real hope of permanent relief.

The question most frequently asked is, what is to be the final outcome of this receivership? That no one can give a definite answer to this inquiry is, of course, obvious. But it may be helpful to the stockholders to consider the important elements in the problem and its possible solution.

At a recent meeting the directors of the company authorized a statement of their views as to the situation which is incorporated in full for your information.

STATEMENT OF BOARD OF DIRECTORS

"The primary object of this board, in August, 1916, was to secure a protective receivership. It was felt that, regardless of what might be the ultimate solution of the financial difficulties of the Boston and Maine Railroad, it was imperative that it should be protected by the court from wasteful and perhaps ruinous litigation while that solution was being worked out. It was hoped that some solution might be found before the proceedings had passed beyond this protective stage. The board still cherishes that hope; and for that reason believes that no one who really has the interests of the stockholders or creditors at heart will desire to urge the immediate appointment of a *permanent receiver*, which would bring the proceedings one step nearer to liquidation.

"It is said that there are three possible ways for a railroad to get out of receivership — (1) by improvement in its earnings which will enable it to take care of its debts without the help of the court, (2) by liquidation, or (3) by a voluntary reorganization.

"It has seemed to the directors of the road that the possibility was rather remote that it would be able to avail itself of the first of these methods within any reasonable time. That conviction has grown much stronger since it has had to carry the additional burdens arising from the great increases in the prices of labor and all kinds of supplies, particularly coal and iron, that have fallen upon it during the present calendar year. It is realized, however, that this possibility of recuperation is one of the three alternatives, from which the stockholders will probably be obliged to make their choice.

"The board has always felt that the second method — liquidation — was to be avoided if possible. It is full of danger to the stockholders. Liquidation means a sale of the assets to pay creditors, leaving to the stockholders only the right to share in the surplus (if there is any) of the selling price, after the debts are paid in full.

"It is the strong conviction of the directors that every reasonable effort must be made to avoid a reliance upon either of these first two alternatives, which has led this board to do all it can to bring about a reorganization. In its effort to accomplish this, it has tackled a problem of extreme difficulty.

"If a reorganization of the road could be accomplished by the simple expedient of getting a committee of stockholders of the Boston and Maine Railroad together and having them prepare a plan which they deem advantageous to themselves, the task would be easy. Certain stockholders appear to have assumed that this was all that was required and to have put forth such a plan, with the ingenious comment that it would be an excellent plan for the Boston and Maine. Little, if any, help is to be got from such efforts. The important thing to remember is that reorganization is a matter of barter between lessors and lessee, in which both parties must be expected to do their utmost to get as favorable terms as possible, and that a plan of reorganization is of practical value only so far as it has been approved by both.

"As is usual in trades, the compelling force that tends to bring the parties together is nothing more or less than the dread of the alternative. The Boston and Maine stockholders must choose between the best terms open in the proposed reorganization and the uncertainties of the alternative outcomes of the receivership; the lessors must choose between the best terms open in the reorganization and the probabilities of a cancellation of their leases by the receiver, and the resulting necessity of operating their own lines.

"Dealing so at arm's length, the boards of directors of the Boston and Maine Railroad and of its directly leased lines, namely, the Boston and Lowell, the Fitchburg, the Connecticut River, the Concord and Montreal, the Lowell and Andover, the Manchester and Lawrence, and the Kennebunk and Kennebunkport Railroad companies, have come very close to agreeing upon a plan of reorganization which they are willing to recommend to their stockholders. This board approved it except in certain minor details. The legislature of the State of New Hampshire, at its last session, passed an act authorizing the carrying out of this plan. The legislatures of Maine and Massachusetts extended the time allowed by previous acts for effecting a reorganization. Contracts embodying the proposed plan are now being put in shape for submission to the stockholders of the several companies.

"Without attempting to recite this plan in all its details, and having in mind that the entire plan will eventually be submitted to the stockholders, it is proper here to call attention to the three or four fundamental propositions which it involves, and around which the principal controversies have centered in the past and are likely to center in the future.

"I. The plan provides that the leased lines shall give up their leases and turn over all their property to a consolidated company, and that stockholders of the leased lines shall have in exchange for their present stock, a first preferred stock in the consolidated company, carrying a cumulative dividend equal to the dividends on their present stock. This the leased lines have uniformly insisted upon from the start. Their claim always has been that the question whether their rentals should be reduced was not involved in the negotiations, since the Boston and Maine has never been willing to trade upon the basis that they should continue to be lessors or to receive rents, but has insisted that they should turn in their entire property and become stockholders in a consolidated company, subject to all the financial risks of the business. If they are to take this risk, they say, they should not do it for less than their present income. It is not the purpose of this statement to argue the question whether they ought or ought not to adhere to this position. The point is that this board became convinced that they were not likely to recede from it, and that no reorganization was likely to go through unless this point was conceded.

"II. The plan provides that the stockholders of the Boston and Maine Railroad shall furnish new money to nearly the amount of its present floating debt. To do this they are to provide subscriptions for new 6% preferred stock of the consolidated company to the amount of \$12,324,000. This compulsory subscription amounts to \$30 per share upon all the outstanding common stock and \$15 per share upon the present preferred stock of the Boston and Maine. The common stockholder may meet his obligation to purchase such new stock in either of four alternative ways:—

- (a) He may himself subscribe at par for this new 6% preferred stock to the amount of 30% of his present holdings.
- (b) He may provide a substitute who shall buy this new stock in his stead. The underwriters are required to guarantee that procuring this substitute shall not cost him over \$5 per share. He may be able to get his substitute for considerably less in the open market.
- (c) If he prefers, he may surrender 20% of his present stock and be relieved of all obligation to subscribe.
- (d) He may, if he prefers, borrow from the underwriters for one year at 6% the \$30 per share to pay his subscription, giving his old and new stock as collateral security for the loan.

"Of the new stock placed by this compulsory subscription, 60% is to be a first preferred stock, equal in priority to the stock given to the leased line stockholders, and 40% a convertible preferred, inferior in priority only to said first preferred.

"This compulsory subscription is frequently spoken of as if it were a cash assessment of \$30 per share which each stockholder must pay in order to keep his present stock; but obviously it is not that. The only instance in which a stockholder can be said to pay a pure assessment, for which he gets no new stock, is where he hires a substitute to subscribe for him; and the outside limit of such assessment cannot exceed \$5 per share.

"III. The plan provides for the issue of \$12,500,000 of 5% bonds for the purpose of funding floating debts of the old Boston and Maine Railroad and of its leased lines which come into the consolidation and for needed additions and improvements.

"IV. The plan provides for the purchase by the consolidated company of the Hampden Railroad, and the issue in payment therefor of \$1,660,000 par value of first preferred 5% stock and \$1,400,000 par value of 5% preferred stock, or a total in stock of \$3,060,000.

" The claim has at times been made that there was a difference in the treatment of majority and minority stockholders under this plan, but such is not the case. Neither in this, nor in any other plan ever considered by this board has there been any attempt to treat minority stockholders differently from the majority.

" In view of the attacks made upon this plan, and upon prior propositions along somewhat similar lines, it is well to have in mind the various tests to which any plan of reorganization must be submitted before it can become operative under existing laws.

" 1. It must be approved by the directors of all the companies which are parties to it.

" 2. When put in form for final action the plan must be submitted to the stockholders of all of the eight railroad companies involved. To be adopted it must in each instance be approved by a two-thirds vote.

" 3. Obviously it can not be approved at a stockholders' meeting of the Boston and Maine Railroad unless the stock controlled by the Federal Trustees is voted in favor of it. Before they will commit themselves to such important action it will be necessary for these Trustees to apply to the court which appointed them for instructions. This means that the plan must be submitted to the United States District Court for the Southern District of New York for approval or disapproval, and that, before passing upon the question, that court will undoubtedly hear all interested parties, including the Attorney-General of the United States, and probably the Attorney-General of Massachusetts.

" 4. Before the plan can be operative it must be passed upon by the Public Service Commissions of Maine, New Hampshire and Massachusetts. In Maine the Commission takes under consideration the merits of the entire plan and every provision of it. In Massachusetts the Commission must specifically determine after public hearing whether the provision for the purchase of the Hampden Railroad is consistent with the public interest and just and equitable as between the contracting corporations and their respective stockholders and creditors, and whether the plan is otherwise in conformity to law. In New Hampshire, the legislature having already passed upon the plan, the duty of the Commission is to see that in carrying it out all the provisions of the law are complied with.

" 5. The Boston and Maine Railroad and the Connecticut River Railroad Company being in the hands of receivers, it will no doubt be necessary for the courts in which the receivership proceedings are pending to determine whether the plan of reorganization so fully and fairly takes care of all the interests which the court is bound to protect, that its adoption will be a proper ending of the proceedings. It is obvious therefore that the plan is subject to the approval of those courts.

" It would seem that these tests are sufficient to guard the interests of everybody, including the minority stockholders. It is unlikely that any plan that contains in it any seriously objectionable elements will successfully run this gauntlet.

" Assuming that all such elements have been, or will be, eliminated from the plan, there will remain the practical business question whether it is better to accept a plan of reorganization that is not all that could be wished for by everybody, or to risk the outcome of the receivership proceedings with that plan eliminated. In the determination of that question great weight should be, and no doubt will be, given to the opinions of the stockholders upon whom the consequences must ultimately fall.

" It behooves every stockholder therefore to give the most careful consideration to the agreements of reorganization which will be submitted to him."

THE YEAR'S RESULTS.

Operating revenues, which increased \$4,916,612 or 9.4% over the previous year, were the largest in the history of the road. However, the operating expenses increased \$6,250,118 or 17.3%, so that the net operating revenue decreased \$1,333,506 or 8.4%.

After the inclusion of income from sources other than operation and the deduction of all charges the net income was \$1,880,449 as compared with \$4,065,691 for the previous year.

The operating ratio (percentage of operating revenues taken by operating expenses) for the year ended June 30, 1917, was 74.5% as compared with 69.5% for previous year.

The division between the general operating expense accounts was as follows:

PERCENTAGE OF OPERATING REVENUES TAKEN BY OPERATING EXPENSES.

	1917	1916
Maintenance of Way and Structures.....	11.3	11.5
Maintenance of Equipment.....	13.8	12.6
Traffic.....	.7	.8
Transportation.....	45.8	41.8
Miscellaneous Operations.....	.5	.4
General.....	2.4	2.4
Total.....	74.5	69.5

The largest increase was in transportation expenses which took 41.8% of operating revenues in 1916, and 45.8% in 1917. Of the increase of four points, 3.1 points were due to the cost of fuel for locomotives. This item

of expense for the year ended June 30, 1917, amounted to \$7,053,348 or 12.4% of the total operating revenues, while in the previous year the amount was \$4,860,771 or 9.3% of operating revenues.

In explanation of the greater increase in operating expenses than in operating revenues:

Increases in wage rates added more than..... \$1,500,000

Of this amount, \$549,895 was paid during the six months period to June 30, 1917, on account of the "Eight-Hour" law which became operative January 1. Since June 30, further payments have been made, applicable to the period ended that date, on account of rulings on certain questions submitted to a national commission composed of four railroad officers and four representatives of train service employes. Based on the best information at hand, it is estimated that the "Eight-Hour" law as applied to men affected, which number but 22% of the total employes of the railroad, will add \$1,200,000 to the annual payroll.

Increase in price of fuel..... 1,900,000

These two items alone increased operating expenses..... \$3,400,000

In addition there were heavy increases in cost of material and supplies other than coal. Further remarks have been made under the headings "Material and Equipment" and "Fuel."

GENERAL

From time to time during the year you have been informed through published reports as to the results of the financial operation. It is a story of higher costs of operation and, since the beginning of the calendar year, of rapidly diminishing net returns.

The statements and tables herewith submitted show the facts in detail.

The European war which has now entered upon its fourth year, has naturally produced unusual economic conditions, and the entrance of the United States into this conflict on April 6th last has aggravated these conditions.

The war has demanded its toll from railroad forces for army service in this country and abroad. Governmental, manufacturing and commercial interests, and the farms have, through the payment of higher wages, gradually drained the skilled and unskilled labor market of surplus men, so that to-day only that work is being undertaken which is necessary to maintain the property and its equipment.

These unusual conditions have expressed themselves in various ways, the most pronounced being in the threatened strike of the train service employes last September which was avoided by governmental action in the passage of the so-called "Eight-Hour" law. This was followed throughout the year by similar manifestations in nearly every department of the railroad, and such conditions still continue.

The so-called "Eight-Hour" law passed by Congress and approved by the Supreme Court of the United States, affected the engineers, conductors, brakemen and firemen — about 22% of the total number of men employed on the road. When this was declared, the law of the land, demands previously made were renewed or new demands for increased compensation were instituted by other classes of employes. When bartering between representatives of the men failed, representatives of the Labor Department of the Federal Government acting under the acts of Congress, were called into conference, and adjustments were usually reached by that means.

Wage increases granted since June 1, 1916, and before July 31, 1917, largely effective during the last half of the fiscal year covered by this report, will amount to \$3,000,000 or more per annum. These increases are largely the result, either directly or indirectly, of federal sanction, and in general they correspond to rates paid by other railroads in this territory.

It must be recognized that in many of these demands for increased compensation, particularly among the lower paid employes, it was proper that some increase should be granted, but the fact should be made clear that wages paid railroad employes, like the rates the railroads receive for the carrying of passengers and freight, are now largely a governmental function.

The principal difficulty, so far as the railroads are concerned, is that, unlike commercial or manufacturing interests, with whom they must compete in the purchase of labor, fuel and other supplies, they have thus far been unable to obtain the necessary relief in the way of increased rates for fares and freight to offset the increased expenses.

MATERIAL AND EQUIPMENT

All material used by railroads has substantially increased in price over that paid last year, and, as the stock purchased at lower prices is exhausted, the added expense of operation will become more and more evident.

Steel bars, castings and plates are quoted at from 87% to 119% higher than last year, and other metal or metal parts at from 22% to 40% advance. Lumber has increased more than 70%.

An inquiry recently made for the duplication of an order for sixty locomotives elicited the response that the tentative price would be in excess of 100% over that of those delivered last winter, and that any orders placed would be subject to governmental preference.

The situation as to cars, both passenger and freight, is practically the same as to locomotives. No new equipment is being ordered, partly because of the uncertainties of receivership and partly because of the existing war conditions.

FUEL.

The New England railroads have always been at a serious disadvantage in respect to locomotive fuel, due to their distance from the mines. Fuel is one of the largest individual items of a railroad's expenses.

In normal times locomotive fuel makes up about 13% of operating expenses of the Boston and Maine Railroad. This year it was 16.6%. For the last six months' period of this fiscal year it was 19.4%.

Presenting the matter in another form: During the last fiscal year your railroad used 1,693,054 net tons of locomotive fuel. The cost of this fuel delivered to your railroad was \$4,960,859.30. This year 1,794,102 net tons of locomotive fuel were used at a cost of \$7,166,570.02 or an average increase in cost per ton of \$1.06, or 36.2%. This greatly increased cost has resulted notwithstanding the advantage of certain long time contracts for fuel and water transportation, which have since expired or are about to expire. Narrowing the comparison to the last six months of the year, the increase in the average cost per net ton was \$1.81 or 60% over the same six months of 1916.

It has been possible to contract for but a small part of our requirements beyond the year covered by this report. Before the end of the present calendar year it will be necessary to go into the open market for the necessary daily supply. Recent acts of Congress granting the President power in the matter of fixing the price at which fuel shall be sold, as well as designating its priority as to use, may result in protecting the needs of the railroads both as to price and deliveries.

In anticipation of the shortage of fuel and the depletion of labor forces, as well as to permit of the handling of a larger volume of freight, passenger train mileage has been reduced, and the running of special and excursion trains restricted or discontinued. That further restrictions in this direction will be necessary if the war continues may reasonably be expected if the experience of Europe in this respect is any criterion.

PER DIEM.

In the last annual report a reference was made to the increase in the debit balance of "Hire of Freight Cars," which is shown in the Income Account under Deductions from Gross Income. This debit balance has further increased from \$2,074,248.00 to \$2,898,307.61. It represents the amount paid for the use of the freight cars owned by other railroads after crediting the amount received from other lines for the use of the freight equipment of this company. While the greater volume of business added somewhat to the net payments on this account, the increase was principally due to a change in the per diem rate. From January 1, 1913, to December 15, 1916, the charge was 45c per car per day. During the year 1916 the abnormal traffic conditions existing in the country had the effect, speaking generally, of massing freight equipment in the east.

It was believed by the managements of many railroads that a high per diem rate would induce eastern carriers to return cars more promptly to the owning roads and reduce the shortage in other sections of the country. It appeared to the American Railway Association, that some action along such lines was necessary, and through a committee appointed to deal with the subject, it increased the rate to 75c a day, effective, as above stated, December 15, 1916. The management of this company, together with others, protested, and both orally and by printed brief argued against the propriety of this action. Subsequently the rate was reduced to 60c a day, the change being made effective as of April 1. It is estimated that of the increased per diem balance against the company for year covered by this report about \$625,000 is due to the new rates.

CAPITAL STOCK.

There has been no increase in the Company's outstanding capital stock, which at the close of the year consisted of 31,498 shares of Preferred, and 395,051 shares of Common Stock, a total of 426,549 shares, owned by 7,209 stockholders, with residences as follows:

In Massachusetts.....	4,741	owning 382,457 shares.
In New Hampshire.....	1,236	" 15,104 "
In Maine.....	549	" 15,565 "
And Elsewhere.....	683	" 13,423 "

FUNDED DEBT.

There has been no change during the year in the funded debt, which remains at \$43,338,000.

FLOATING DEBT.

Notes of the Company were outstanding June 30, 1917, to the amount of \$13,306,060 as follows:

Notes extended to August 31, 1916.....	\$13,120,060
Notes extended to July 17, 1916.....	160,600
Notes extended to June 2, 1916.....	24,400
Notes extended to March 2, 1916.....	1,000

Total as per Balance Sheet, Table No. i, page 17.....

\$13,306,060

CASH ON HAND.

The amount of cash on hand at the close of business June 30, 1917, including agents' remittances in transit and time deposits, was \$7,963,756.85, as shown by Balance Sheet. This sum, however, includes over-due interest, etc., amounting to \$2,087,575.00, which, had it been paid as it matured would have left a cash balance of \$5,876,181.85 required for a working balance and to pay for improvements in process. Included in the cash balance is the Profit and Loss credit balance of \$1,862,967.02, as shown by Balance Sheet.

MILEAGE.

According to table on page 33, the mileage of road operated, 2,258.69, is 7 miles more than reported last year, while the mileage of all tracks operated, 4,251.10, is 9.40 miles less than shown by the last year's report.

The entire difference in mileage of road operated and practically all of the changes in track mileage are due to new measurements and reclassifications in connection with the work of Federal Valuation.

ADDITIONS AND BETTERMENTS.

The following expenditures were made during the year for Additions and Betterments to the property:

Engineering	\$24,003	81
Land for Transportation Purposes	36,774	60
Grading	240,086	79
Tunnels and Subways	849	04
Bridges, Trestles and Culverts	124,315	85
Ties	120,834	63
Rails	201,037	86
Other Track Material	132,644	33
Ballast	44,701	81
Track Laying and Surfacing	89,384	71
Right-of-Way Fences	1,806	10
Snow and Sand Fences and Snow Sheds	82	60
Crossings and Signs	31,612	16
Station and Office Buildings	157,267	37
Roadway Buildings	812	31
Water Stations	38,703	02
Fuel Stations	79,900	76
Shops and Enginehouses	294,624	78
Wharves and Docks	327	16
Gas Producing Plants	18,314	52
Telegraph and Telephone Lines	4,665	73
Signals and Interlockers	152,015	31
Power Plant Buildings	32,145	62
Power Transmission Systems	3,584	63
Power Distribution Systems	17,179	37
Power Line Poles and Fixtures	151	50
Miscellaneous Structures	6,212	07
Roadway Machines	7,131	00
Roadway Small Tools	2,173	68
Assessments for Public Improvements	836	94
Cost of Road Purchased	195	00
Other Expenditures — Road	381	33
Shop Machinery	34,857	38
Power Plant Machinery	18,145	47
Law	184	20
Equipment (per detail on page 12)	1,820,833	44
<i>Total</i>	<u>\$3,738,776</u>	<u>88</u>
CREDIT.		
Equipment Retired	\$575,040	82
Land Sold and Property Retired	50,775	54
<i>Net Amount</i>	<u>\$3,112,960</u>	<u>52</u>
Distributed as follows:		
Charged to Investment in Road and Equipment	\$1,714,771	36
Charged to Leased Roads	1,279,586	86
Charged as Additional Rental of Leased Roads	118,602	30
<i>Total as Above</i>	<u>\$3,112,960</u>	<u>52</u>

EQUIPMENT.

During the year there have been purchased sixty locomotives (10 passenger, 25 freight and 25 switch) costing	\$1,415,593 95
Four passenger service cars (2 combination baggage and mail and 2 baggage) costing	40,587 78
Four wrecking cranes, costing	58,163 34

There was also expended for:

Improvements to comply with Federal Safety Appliance Laws	29,002 24
Reinforced steel underframes for freight and passenger cars	192,830 99
Other improvements to freight and passenger cars	25,683 31
Truck brakes, superheaters, water glasses, etc., for locomotives	22,583 43
Improvements to work equipment	2,138 55
New boiler for Str. Mount Washington	3,159 30

Conversion of equipment:

26 passenger, 27 freight and 3 work cars of a record value of \$75,661.02 converted into 3 freight and 53 work cars valued at	31,090 55
---	-----------

Equipment retired during the year:

18 Locomotives, 52 passenger, 670 freight and 65 work cars, valued at	499,379 80
---	------------

During the year there was charged to Operating Expenses for depreciation and retirements of equipment the sum of \$1,018,624.56, and Profit and Loss was charged with \$77,855.45 for depreciation which accrued prior to July 1, 1907.

SIGNAL IMPROVEMENTS.

Mechanical signals have been replaced by power signals, track circuit controlled, at South Wilmington northbound, North Billerica northbound, East Deerfield westbound, Wilmington southbound, and Bleachery northbound. Advanced locking has been completed on drawbridges at Saugus River and Beverly, Mass.

Semi-automatic yard signals have been installed on the Lawrence Branch at North Andover, Mass., on the Portsmouth Branch at Dover, N. H., and at South Lawrence, Mass., Track No. 3.

Semaphore signals have been installed to take the place of ball signals at Suncook, N. H., and "Wye" at South Lawrence, Mass.

A new steel truss signal bridge, to replace old ball signals, has been constructed at Ayer, Mass.

The installation of additional signal protection at fifteen locations on middle sidings on the Fitchburg Division is about one-half completed.

Train order signals have been installed at North Berwick, Me., tower, and West Lynn, Mass., tower.

Twenty-three pipe connected derails have been installed.

Ten gatemens' warning bells and four tower bells have been completed.

WATER AND FUEL STATIONS.

Additional locomotive water facilities have been installed at Barnet, Vt., Belchertown, Mass., Bradford, N. H., Bristol, N. H., Dover, N. H., East Deerfield, Mass., Holyoke, Mass., Lexington, Mass., Lowell, Mass., Manchester, N. H., Mascoma, N. H., Middleton, Mass., Rochester, N. H., South Deerfield, Mass., West Kennebunk, Me., Westboro, N. H., and Winchester, Mass.

Coaling stations have been completed at Salem, Mass., and Nashua, N. H. At Salem, the old trestle has been replaced by a modern coaling plant consisting of a combination wooden frame building with one coal hopper, an automatic weighing device, one coke hopper and one sand hopper. This plant is a bucket conveyor type with a wooden frame machinery house on concrete foundations. At Nashua, N. H., the work consisted of erecting a new wooden frame plant of the bucket conveyor type, with two coal chutes with automatic weighing devices and two sand chutes, the relocation of storehouse, four smaller buildings, crossing gates and water lines, and rearranging track layout. This plant replaces the old coal trestle which was destroyed by fire.

At Lyndonville, Vt., a modern coaling station has been constructed which includes a coal pocket, a single track ash-pit, a gantry runway, a pile bulkhead, two 10-in. water columns, installation of a gantry crane and track rearrangements.

BRIDGES.

New steel bridges replacing light structures have been erected as follows:—

Appalachia, N. H.	East Somerville, Mass.	Lowell, Mass.
Ayers Cliff, P. O.	Enfield, N. H.	Mt. Whittier, N. H.
Bowman, N. H.	Gardner, Mass.	Oliverian, N. H.
Boy Mt., N. H.	Gorham, N. H.	Randolph, N. H.
Buckland, Mass.	Greendale, Mass.	South Lyndeboro, N. H.
Cherry Mt., N. H.	Hayes, N. H.	Swainsboro, N. H.
East Cambridge, Mass.	Hoosac Tunnel, Mass.	Wentworth, N. H.
East Deerfield, Mass.	Lebanon, N. H.	Westminster, Mass.

STATIONS.

New passenger stations have been completed at Hoosick, N. Y., West Rindge, N. H., Rosemont, Mass., and South Wilmington, Mass.

A new milk station has been built at Mystic Junction to consolidate Boston milk business.

ROADWAY AND TRACK.

Intertrack fences at Melrose, Malden and Union Square, Mass., have been built.

Passing tracks have been laid at Blair, N. H., Wells River, Vt., Cummings, Me., Gardner, Mass., Lowell Mass. and Ayer, Mass.

Passing tracks were extended at Sugar Hill, N. H., Barrett, N. H., Oliverian, N. H., Centerville, Vt., Ely, Vt., West Peabody, Mass., North Berwick, Me., Merrimack, N. H., and Lebanon, N. H.

OTHER IMPROVEMENTS.

The following miscellaneous improvements have been completed:

New engine house at Sanbornville, N. H.

New four track export steel storage yard at Mystic Wharf.

Improved lighting facilities at ten stations and three engine houses.

Eight track scales have been installed.

New transfer platform at freight house No. 10, Boston.

New freight house at Mechanicville, N. Y.

Reclamation plant at Billerica, Mass. The work of providing these facilities for the handling and reclaiming of scrap material, consisted of remodeling the old scrap building for a reclamation building, erecting a new building with adequate machinery on concrete foundations, and installing a gantry crane of 37,500 lbs. capacity, equipped with a four-ton lifting magnet on a 1100-ft. concrete runway on pile foundation, with necessary track work and grading.

At Ayer, Mass., there have been laid eleven miles of additional yard tracks, with relocation of cripple and yard tracks and buildings.

The following work is under way:

At East Deerfield, Mass., a new east and westbound cripple yard is being constructed and east and westbound classification and receiving yards extended. This work requires the laying of 8 miles of new track, moving the yard office, building a carpenter shop, air piping the classification yards, yard lighting, water supply, drains and grading work. Modern engine house facilities are being provided to replace old facilities. They include the following:— Machine shop, 15-stall engine house, 85-ft. turntable, power house, sand house, two sand towers, 2 10-in. water columns, 100,000 gallon steel water tank, 50,000 gallon wooden water tank, 2 500-ton coal pockets, 900-ft. gantry runway, 343 ft. double track ash-pit, and an 836 ft. pile bulkhead for coal storage. It is expected that all of the work at East Deerfield will be completed during the present calendar year.

Subway at White River Junction, Vt. — Construction work being done by Central Vermont Railway, expense to be divided between Boston and Maine Railroad and Central Vermont Railway.

Subway under tracks at Malden, Mass., is under construction.

MATERIAL AND SUPPLIES.

The details of the item "Material and Supplies" shown on the Balance Sheet (table No. 1), as of June 30, 1917, are listed below in comparison with the same item for June 30, 1916. The increase in stock balance for general stores is due mainly to the increased prices of materials and also to some extent due to larger stocks of certain commodities purchased at prices much lower than present prices. The irregularities and extraordinary delays in deliveries of material under present market, necessitate larger stocks so that proper operation can be maintained.

The increase in the fuel item is due to the increased price of coal and to the fact that there was in stock June 30, 1917, approximately 30% greater tonnage than a year previous. Further comments have been made under the headings of "Material and Equipment" and "Fuel."

	MATERIAL AND SUPPLIES, JUNE 30		
	1917	1916	INCREASE OR DECREASE
General Stores.....	\$4,367,127 36	\$3,031,200 08	Inc. \$1,335,927 28
Ties.....	484,372 65	468,646 24	Inc. 15,726 41
New Rail.....	33,460 94	240,978 19	Dec. 207,517 25
Old Rail.....	226,328 52	222,976 94	Inc. 3,351 58
Miscellaneous.....	76,096 50	93,758 38	Dec. 17,661 88
	<u>\$5,187,385 97</u>	<u>\$4,057,559 83</u>	Inc. \$1,129,826 14
Coal and Coke.....	2,702,984 14	1,104,670 45	Inc. 1,598,313 69
	<u>\$7,890,370 11</u>	<u>\$5,162,230 28</u>	Inc. \$2,728,139 83

CHANGE IN FISCAL YEAR.

The Interstate Commerce Commission and the Public Service Commissions of the states in which your railroad operates have changed the twelve-month period, for which reports are required, to end on December 31, instead of on June 30. Future reports, therefore, will be made for the calendar year. For purposes of the record there are included in this report a condensed Income Account for the six months ended December 31, 1916, and a condensed Balance Sheet as of December 31, 1916.

FEDERAL VALUATION.

The valuation of the Boston and Maine Railroad System by the Interstate Commerce Commission, as required by an Act of Congress, has been continued during the year, at a cost to the system of \$133,271.10, which is included in Operating Expenses. The total expenditure incurred by the system, on account of this work to June 30, 1917, has been \$482,421.67. For the Boston and Maine Railroad and leased lines there was expended on this account during the year \$131,651.48 or a total of \$469,608.34 since the work was begun in the fiscal year 1914. Since the last annual report the work has progressed and some branches of it have been completed. The government has from time to time made new requirements, so that the expenditures have been greater than were originally anticipated. As the task has neared completion many of its complications have become more apparent and new problems have developed which have delayed the work both of the Commission and the Railroad, so that the tentative report by the Division of Valuation cannot probably be made for some months. The present indications are that such a report may be made in the early part of 1918.

COMBINED INCOME ACCOUNT AND INCOME OF SEPARATELY OPERATED PROPERTIES.

Statements of the Income Account and General Balance Sheet of the following mentioned roads controlled by this Company, but operated separately, and a statement of the combined income of the Boston and Maine and these roads, are included in this report:

Vermont Valley Railroad
The Sullivan County Railroad
York Harbor and Beach Railroad Co.
Mount Washington Railway Co.

The St. Johnsbury and Lake Champlain Railroad Co.
Montpelier and Wells River Railroad
Barre and Chelsea Railroad Company
Conway Electric Street Railway Co.

INCREASED RATES.

In view of the financial burdens suddenly thrust on the railroads, your representatives, in conjunction with those of all other railroads, appeared before the Interstate Commerce Commission last May requesting a 15% increase in the freight rates. If granted, this would have netted your railroad, based on last calendar year's business, an increase of about \$4,600,000.

Commercial and financial interests of New England, with full knowledge of the needs of the local situation, favored the advance. They appreciated the fact that the proposed tax, although large, would be less than the additional burdens and small in comparison with the losses to which the public had been and would be subjected by inadequate service.

The application was denied with the right to renew. Certain increases, which as nearly as can be estimated, will approximate 4% on the total freight revenue, were granted.

In denying the application the Commission recognized that:

"Among the eastern carriers those located in New England appear to present the most serious condition."

They further stated:

"We shall, through the medium of the monthly reports of the carriers, keep in close touch with the operating results for the future, and if it shall develop that the fears which have prompted the carriers are realized, or that their realization is imminent, we shall be ready to meet that situation by such modification or amplification of the conclusions and orders herein reached and entered as are shown to be justified. . . ."

In a statement of his individual convictions in the case, Mr. Commissioner Harlan said:

"We are facing a much larger problem, and it must be approached in a much broader way if we are to reach a sound solution. The report of the Commission states that some of the symptoms disclosed of record are unquestionably unfavorable. As I read the record, that is undoubtedly the case and, being so, the wisdom of deferring full relief is not apparent to me. What the country as a whole needs, as all participating in the hearing seemed to agree, is much larger terminals, more tracks, more cars, and more locomotives. This enlargement of our facilities is not required merely to meet the exigencies growing out of the war, but to keep our transportation facilities up to the measure of the country's growing volume of business.

* * * * *

"For seven or eight years, competent railroad officials have been warning us that the carriers are not keeping abreast of the requirements of the country. It is true that there are periods when a substantial part of the carriers' equipment is lying idle. On the other hand, the carriers can not prudently undertake to meet extreme and extraordinary demands. But a rough estimate of a billion dollars has been suggested as the yearly expenditure necessary to enable them to open up new territory and to enlarge and extend their present facilities in order to meet the rapidly growing volume of the general commerce of the country. No such investment, however, has been or is being made in our railroads. On the contrary an exhibit of record shows that beginning with 1895 the new construction increased

year by year until 1910, while from the latter date it has steadily diminished. In other words, our population and commerce have largely expanded, but there has been no expansion, relatively speaking, in our transportation facilities."

NEED OF INCREASED AND IMPROVED FACILITIES.

The increasing business of the railroad, and its inability to at all times take all business offered, particularly by its principal western connections, or at all times to handle the business with expedition and economy continued during the year, and again emphasizes the need of increased and improved facilities. The 60 new locomotives delivered last winter have been of material assistance in operation, and the improvements now being completed at East Deerfield will directly aid in facilitating freight movement and in resultant economies. Although the necessity is urgent for the adoption and active prosecution of a constructive program of improvements, under the existing circumstances little can be undertaken.

"RAILROAD WAR BOARD".

On April 11, 1917, or five days after the entrance of this country into the European War, the representatives of the railroads of the United States at the request of the Council of National Defence, created under an act of Congress approved August 29, 1916, met in Washington, and there agreed as follows:

"RESOLVED: That the railroads of the United States, acting through their chief executive officers here and now assembled, and stirred by a high sense of their opportunity to be of the greatest service to their country in the present national crisis, do hereby pledge themselves, with the Government of the United States, with the Governments of the several states, and with one another, that during the present war they will co-ordinate their operations in a continental railway system, merging during such period all their merely individual and competitive activities in the effort to produce a maximum of national transportation efficiency. To this end they hereby agree to create an organization which shall have general authority to formulate in detail and from time to time a policy of operation of all or any of the railways, which policy, when and as announced by such temporary organization, shall be accepted and earnestly made effective by the several managements of the individual railroad companies here represented."

It is too early to predict to what extent the co-operative effort will affect your net revenue, but it is certain that effective transportation is essential to the successful prosecution of the war.

An earnest effort is being made to carry out the spirit and purpose of the resolution, observe the instructions and comply with the suggestions of the Executive Committee created by the railroads under this resolution.

The activities of the committee in co-ordinating and unifying the operation of the individual railroads are primarily directed toward increasing the capacity of the railroads generally and toward bringing about a fuller utilization of their cars and locomotives. In this endeavor, they are receiving a public co-operation that under other circumstances has not been possible.

In a recent article, the Chairman of the Committee, Fairfax Harrison, ventured the prediction that "the railroads of the United States during the period of the war will rise to the highest state of efficiency that the art has ever known. They will make this great advance through the co-operative work of their employes, of shippers and consignees of freight, of passengers, and of Federal and State regulative bodies. Indeed, such a prediction can only be fulfilled through this co-operation, to secure which is part of the railroads' war problem."

OPERATING EFFICIENCY.

That improvements have been made in these directions on the Boston and Maine in the past is evident from the increases in the freight train and freight carload. During the fiscal year ended June 30, 1912, the average revenue freight train load was 264.9 tons. In the following four years (1913-1916) it was 291.6, 314.4, 333.5 and 362.5 respectively. In 1917 it was 374.2, an increase of 3.2% over 1916, of 12.2% over 1915, and of 41.3% over 1912. The carload (tons per loaded freight car mile) has also increased from 14.9 tons in 1912 to 18.2 tons in 1917, a gain of 22.1%.

RECOGNITION.

The disturbed labor conditions, heretofore referred to, that have existed throughout the year do not make for the kind of loyalty and *esprit de corps* that will produce the best results for the railroad or for the public. It is proper, however, that the thanks of the management should be extended to those officers and men who by their faithful performance of duty throughout the year, made possible the safe running of millions of train and engine miles. It means constant watchfulness and intelligent co-operation on the part of those who man the trains, care for the tracks, repair the locomotives and the cars, and operate the signal towers. The men and women at the stations and in the offices, whose duties are exacting and laborious, are also deserving of recognition. Thanks are expressed to all who have contributed to the results that have been achieved during the year.

J. H. Curtis
TEMPORARY RECEIVER

No. 1.
CONDENSED GENERAL BALANCE SHEET.
ASSETS.

June 30, 1916.		June 30, 1917.
	<i>ROAD AND EQUIPMENT</i>	
\$60,571,229 58	Investment in Road	\$61,040,208 32
30,108,570 57	*Investment in Equipment	31,354,363 19
\$90,679,800 15	..... Total	\$92,394,571 51
	<i>IMPROVEMENTS ON LEASED RAILWAY PROPERTY</i>	
2,657,889 48	..... To be settled at termination of leases	2,776,420 38
	<i>SINKING FUND</i>	
1,446,205 96	† Boston and Maine R. R. Bonds—Par Value	\$761,000 00
	Cost of Other Securities and Cash	720,496 88
	..... Total (See Table No. 14)	1,481,496 88
	<i>MISCELLANEOUS PHYSICAL PROPERTY</i>	
163,440 99	Real Estate, etc.	239,735 89
	<i>INVESTMENTS IN AFFILIATED COMPANIES</i> (per Table No. 5)	
	\$271,327 06	Stocks
	437,618 50	Bonds
	982,273 13	Notes
	.....	Advances
1,691,218 69	..... Total	238,925 32
	<i>OTHER INVESTMENTS</i> (per Table No. 5)	
	\$7,223,815 03	Stocks
	233,537 55	Bonds
	1,482,680 32	Notes
	844,188 21	Advances
9,784,221 11	..... Total	1,980,073 35
\$106,422,776 38	..... Total Investments	10,794,465 88
	<i>CURRENT ASSETS</i>	
\$8,443,025 39	Cash	\$2,351,007 75
517,152 00	Cash in Transit—Agent's Remittances	544,749 10
—	Time Drafts and Deposits	5,068,000 00
41,737 69	Special Deposits	20,565 00
122,659 87	Traffic and Car Service Balances Receivable	385,946 77
2,978,598 42	Net Balances Receivable from Agents and Conductors	3,401,170 04
1,764,946 77	Miscellaneous Accounts Receivable	1,997,475 57
5,162,230 28	Material and Supplies	7,890,370 11
80,358 15	Interest and Dividends Receivable	31,685 65
76,125 12	Rents Receivable	89,122 25
\$19,186,833 69	..... Total Current Assets	\$21,780,092 24
	<i>DEFERRED ASSETS</i>	
\$25,783 52	Working Fund Advances	\$6,440 37
201,586 46	Other Deferred Assets	193,440 18
\$227,369 98	..... Total Deferred Assets	\$199,880 55
	<i>UNADJUSTED DEBITS</i>	
\$85,075 58	Rents and Insurance Premiums Paid in Advance	\$87,952 37
886,313 35	Other Unadjusted Debits	1,226,837 24
\$971,388 93	..... Total Unadjusted Debits	\$1,314,789 61
\$126,808,368 98	..... Grand Total	\$133,007,000 44

* Does not include Equipment acquired from Leased Roads at inception of Leases appraised at \$8,194,707.96.

† The Bonds of the Boston and Maine Railroad purchased by the Trustee of Sinking Fund at a cost of \$716,803.85 are reported above at par \$761,000, in compliance with the rule of the Interstate Commerce Commission.

No. 1.

CONDENSED GENERAL BALANCE SHEET.

LIABILITIES.

June 30, 1916.		June 30, 1917.
	<i>CAPITAL STOCK</i>	
\$39,505,100 00	Common Stock—Par Value of Shares \$100	\$39,505,100 00
290 70	Common Stock—Scrip	290 70
\$39,505,390 70	..... <i>Total Common Stock</i>	\$39,505,390 70
3,149,800 00	Preferred Stock—Par Value of Shares \$100	3,149,800 00
\$42,655,190 70	..... <i>Total Capital Stock (per Table No. 6)</i>	\$42,655,190 70
6,501,620 14	Premiums realized on Common Stock sold since July 9, 1894	6,501,620 14
\$49,156,810 84	..... <i>Total Capital Stock and Premiums</i>	\$49,156,810 84
	<i>LONG TERM DEBT</i>	
	Funded Debt Unmatured (<i>per Table No. 6</i>)	
	\$42,589,000 00	\$42,577,000 00
	749,000 00	761,000 00
	\$43,338,000 00	\$43,338,000 00
	— Non-negotiable Debt to Affiliated Co.'s	588,527 48
\$43,338,000 00	..... <i>Total</i>	\$43,926,527 48
	<i>CURRENT LIABILITIES</i>	
\$13,306,060 00	Loans and Bills Payable	\$13,306,060 00
2,319,421 25	Traffic and Car Service Balances Payable	2,409,311 65
3,189,852 27	Audited Accounts and Wages Payable	3,800,681 26
2,145,177 75	Miscellaneous Accounts Payable	2,008,394 87
291,601 45	Interest Matured Unpaid	1,998,790 00
3,222 81	Dividends Matured Unpaid	3,217 81
6,100 21	Funded Debt Matured Unpaid	6,100 21
—	Sinking Fund Accruals Matured Unpaid	28,785 00
359,283 36	Unmatured Interest Accrued	625,404 56
461,484 03	Unmatured Rents Accrued	520,698 74
\$22,082,203 13	..... <i>Total Current Liabilities</i>	\$24,707,444 10
	<i>DEFERRED LIABILITIES</i>	
\$1,852,345 89	Due to Leased Roads at Expiration of Leases	\$1,852,345 89
	<i>UNADJUSTED CREDITS</i>	
\$643,808 05	Tax Liability	\$777,011 91
287,000 12	Premium on Funded Debt	275,137 37
690,357 25	Operating Reserves	690,526 63
6,480,831 83	Accrued Depreciation—Equipment	7,259,985 40
615,498 58	Other Unadjusted Credits	825,405 71
\$8,717,495 83	..... <i>Total Unadjusted Credits</i>	\$9,828,067 02
	<i>CORPORATE SURPLUS</i>	
\$191,341 21	Additions to Property through Income since June 30, 1907	\$191,341 21
1,446,205 96	Sinking Fund Reserve for Redemption of Improvement Bonds	1,481,496 88
\$1,637,547 17	..... <i>Total Appropriated Surplus</i>	\$1,672,838 09
23,966 12	Profit and Loss—Balance (<i>per Table No. 4</i>)	1,862,967 02
\$1,661,513 29	..... <i>Total Corporate Surplus</i>	\$3,535,805 11
\$126,808,368 98	..... <i>Grand Total</i>	\$133,007,000 44
	Contingent Liabilities \$4,528,000.00— <i>See Table No. 3.</i>	

No. 2.

INCOME ACCOUNT.

	Year ended June 30, 1917.	Year ended June 30, 1916.	Increase.	Decrease.	Per Cent
TRANSPORTATION REVENUE—RAIL LINE					
Freight.....	\$33,909,489 30	\$31,963,489 26	\$1,946,000 04		6.09
Passenger.....	16,878,756 85	15,028,316 94	1,850,439 91		12.31
Excess Baggage.....	93,884 08	102,133 70		\$8,249 62	8.08
Mail.....	706,762 70	475,410 50	231,352 20		48.66
Express.....	1,952,559 62	1,583,457 82	369,101 80		23.31
Other Passenger Train.....	144,575 25	165,422 66		20,847 41	12.60
Milk.....	885,392 80	682,150 70	203,242 10		29.79
Switching.....	609,620 18	508,440 35	101,179 83		19.90
Special Service Train.....	82,575 68	89,753 00		7,177 32	8.00
<i>Total Transportation Rev.—Rail Line</i>	\$55,263,616 46	\$50,598,574 93	\$4,665,041 53		9.22
TRANSPORTATION REVENUE—WATER LINE					
Freight.....	\$397 83	\$489 54		\$91 71	18.73
Passenger.....	14,455 64	13,516 07	\$939 57		6.95
Excess Baggage.....	18 16	17 04	1 12		6.57
Mail.....	—	83 20		83 20	100.00
Express.....	300 00	300 00			
<i>Total Transportation Rev.—Water Line</i>	\$15,171 63	\$14,405 85	\$765 78		5.31
INCIDENTAL REVENUE					
Dining and Buffet.....	\$119,730 16	\$105,756 10	\$13,974 06		13.21
Station and Train Privileges.....	129,783 07	124,954 16	4,828 91		3.86
Parcel Room.....	44,647 94	41,303 85	3,344 09		8.10
Storage—Freight.....	208,008 76	133,767 74	74,241 02		55.50
Storage—Baggage.....	14,619 02	14,287 84	331 18		2.32
Demurrage.....	627,809 30	455,412 74	172,396 56		37.85
Telegraph and Telephone.....	35,588 75	18,232 20	17,356 55		95.20
Grain Elevators.....	161,496 61	167,700 05		\$6,203 44	3.70
Rents of Buildings and Other Property.....	169,974 28	161,941 26	8,033 02		4.96
Coal Discharging Plants.....	40,886 35	92,054 33		51,167 98	55.58
Miscellaneous.....	160,707 99	147,036 84	13,671 15		9.30
<i>Total Incidental Revenue</i>	\$1,713,252 23	\$1,462,447 11	\$250,805 12		17.15
<i>Total Operating Revenue</i>	\$56,992,040 32	\$52,075,427 89	\$4,916,612 43		9.44
OPERATING EXPENSES					
Maintenance of Way and Structures.....	\$6,414,842 41	\$5,986,602 56	\$428,239 85		7.15
Maintenance of Equipment.....	7,881,109 58	6,588,043 56	1,293,066 02		19.63
Traffic.....	426,840 62	421,797 12	5,043 50		1.20
Transportation—Rail Line.....	26,075,406 75	21,742,534 46	4,332,872 29		19.93
Transportation—Water Line.....	9,852 08	14,531 45		\$4,679 37	32.20
Miscellaneous Operations.....	276,686 57	206,157 42	70,529 15		34.21
General.....	1,363,338 75	1,238,291 90	125,046 85		10.10
<i>Total Operating Expenses</i>	\$42,448,076 76	\$36,197,958 47	\$6,250,118 29		17.27
<i>Operating Ratio</i>	(74.48%)	(69.51%)	(4.97%)		7.15
<i>Net Operating Revenue</i>	\$14,543,963 56	\$15,877,469 42		\$1,333,505 86	8.40
TAX ACCRUALS					
	\$2,123,476 96	\$1,986,267 31	\$137,209 65		6.91
UNCOLLECTIBLE REVENUES					
<i>Total</i>	1,235 55	2,624 23		\$1,388 68	52.92
<i>Operating Income (carried forward)</i>	\$2,124,712 51	\$1,988,891 54	\$135,820 97		6.83
	\$12,419,251 05	\$13,888,577 88		\$1,469,326 83	10.58

INCOME ACCOUNT—Concluded.

	Year ended June 30, 1917.	Year ended June 30, 1916.	Increase.	Decrease.	Per Cent
<i>Operating Income (brought forward) ..</i>	\$12,419,251 05	\$13,888,577 88		\$1,469,326 83	10.58
OTHER INCOME					
Rents received from Locomotives	\$27,076 95	\$19,729 02	\$7,347 93		37.24
Rents received from Passenger Cars	357,255 92	311,511 94	45,743 98		14.69
Rents received from Work Equipment	12,913 90	7,626 89	5,287 01		69.32
Joint Facility Rent Income	88,668 39	95,314 78		\$6,646 39	6.97
Income from Lease of Road	18,000 00	18,000 00			
Miscellaneous Rent Income	275,235 34	225,360 32	49,875 02		22.13
Miscellaneous Non-Operating Physical Property Income	2,569 90	2,872 70		302 80	10.54
Dividend Income	75,266 80	175,266 80		100,000 00	57.06
Income from Funded Securities	14,589 33	15,823 55		1,234 22	7.80
Income from Unfunded Securities and Accounts	246,818 32	213,819 84	32,998 48		15.43
Income from Sinking Fund	20,798 98	53,219 13		32,420 15	60.92
Miscellaneous Income	26,661 25	32,170 42		5,509 17	17.13
<i>Total Other Income</i>	\$1,165,855 08	\$1,170,715 39		\$4,860 31	.42
<i>Gross Income</i>	\$13,585,106 13	\$15,059,293 27		\$1,474,187 14	9.79
DEDUCTIONS FROM GROSS INCOME					
Hire of Freight Cars—Debit Balance	\$2,898,307 61	\$2,074,248 00	\$824,059 61		39.73
Rents paid for Locomotives	12,177 40	11,909 22	268 18		2.25
Rents paid for Passenger Cars	342,030 46	306,405 87	35,624 59		11.63
Rents paid for Work Equipment	542 16	244 38	297 78		121.85
Joint Facility Rents	159,464 39	150,181 16	9,283 23		6.18
Rent for Leased Roads	5,653,960 25	5,626,028 77	27,931 48		.50
Miscellaneous Rents	10,535 29	17,103 40		\$6,568 11	38.40
Interest on Funded Debt	1,754,980 00	1,754,980 00			
Interest on Unfunded Debt	823,076 02	970,497 25		147,421 23	15.19
Income applied to Sinking Fund	49,583 98	82,004 13		32,420 15	39.53
<i>Total Deductions</i>	\$11,704,657 56	\$10,993,602 18	\$711,055 38		6.47
<i>Net Income transferred to Profit and Loss (per table No. 4, page 20) ..</i>	\$1,880,448 57	\$4,065,691 09		\$2,185,242 52	53.75

No. 3.

CONTINGENT LIABILITIES.

BONDS GUARANTEED.

St. Johnsbury & Lake Champlain R.R. Co., First Mortgage 5% Bonds, due March 1, 1944	\$1,328,000 00
Concord & Claremont N.H. R.R., First Mortgage 5% Bonds, due January 1, 1944.....	500,000 00
Peterborough & Hillsborough R.R., First Mortgage 4½% Bonds, due July 1, 1917.....	100,000 00
Portland Union Ry. Station Co. Sinking Fund 4% Bonds, due July 1, 1927-9, guaranteed jointly with the Maine Central R.R. Co.....	300,000 00
	\$2,228,000 00

NOTES GUARANTEED.

Vermont Valley R.R., 6% Notes due August 31, 1916, guaranteed by Connecticut River R.R. Co. and endorsed by Boston and Maine R.R.....	2,300,000 00
<i>Total</i>	\$4,528,000 00

No. 4.

Dr. PROFIT AND LOSS ACCOUNT. Cr.

To Loss on Maine Railways Companies Notes called for redemption October 1, 1916.....	\$1,227 55	By Balance June 30, 1916, per last year's report	\$23,966 12
To Property retired during the year not replaced.....	32,238 20	Amounts received in settlement of Old Accounts	20,024 96
To Depreciation accrued prior to July 1, 1907, on equipment retired during the year.....	77,855 45	Unrefundable Overcharges	41,138 57
		Unpaid Wages transferred.....	7,917 97
Balance June 30, 1917.....	1,862,967 02	Adjustment of Miscellaneous Accounts.....	792 03
	\$1,974,288 22	By Balance of Income Account for the year (per Table No. 2).....	1,880,448 57
			\$1,974,288 22
		Balance to next year's account.....	\$1,862,967 02

No. 5.

SECURITIES AND ADVANCES.

JUNE 30, 1917.

		Ledger Value.	Total.
INVESTMENTS IN AFFILIATED COMPANIES.			
STOCKS			
Shares			
5,340	York Harbor and Beach R. R. Co., (Par \$50)	\$256,830 00	
117	Concord & Claremont, N. H., R. R.	4,890 00	
415	Preferred and 455 Shares Common Stock of The St. Johnsbury and Lake Champlain R. R. Co. (Par \$50).....	4,517 06	
400	Portsmouth Bridge.....	4,000 00	
11	Wells River Bridge.....	1,090 00	
109	Woodsville Aqueduct Co.....	*	
			\$271,327 06
BONDS			
Par Value			
\$432,000	The St. Johnsbury and Lake Champlain R.R. Co. First Mortgage 5's due 1944	\$432,000 00	
5,450	Woodsville Aqueduct Co. (\$50 each)	5,618 50	
100,000	Peterborough and Hillsborough R.R. First Mortgage 4½'s due July 1, 1917	100,000 00	
			537,618 50
NOTES			
\$940,434 93	The St. Johnsbury and Lake Champlain R. R. Co. on demand.....	\$940,434 93	
13,746 70	Conway Electric Street Ry. Co. on demand.....	13,746 70	
23,494 99	Troy Union R. R. Co.....	23,494 99	
			977,676 62
ADVANCES			
\$238,925 32	Vermont Valley R. R.	\$238,925 32	
	<i>Total Investments in Affiliated Companies.....</i>		238,925 32
			<u>\$2,025,547 50</u>
OTHER INVESTMENTS.			
STOCKS			
Shares			
55,514	Fitchburg R. R. Co., Common	\$5,488,394 75	
5,619	Boston & Lowell R. R. Corporation.....	1,198,820 28	
3,335	The Concord & Montreal R. R.	533,600 00	
373	Montreal & Atlantic Ry. Co.	3,000 00	
			\$7,223,815 03
BONDS			
Par Value			
\$108,000	Montreal & Atlantic Ry. Co. First Mortgage 5's due 1925.....	\$108,000 00	
			108,000 00
NOTES			
\$750,000	Fitchburg R. R. Co. 6% Notes due June 1, 1918.....	\$750,000 00	
7,577 50	" " " 6% Notes due February 16, 1918.....	7,577 50	
450,000	Connecticut River R.R. Co. 6% Notes due Aug. 31, 1916.....	450,000 00	
35,000	" " " 6% Note on demand.....	35,000 00	
240,000	Hampden R. R. Corporation Note.....	240,000 00	
			1,482,577 50
ADVANCES			
	Fitchburg R. R. Co. — Additions and Improvements to Property	\$1,601,546 15	
	Boston & Lowell R. R. Corp. " " " "	117,531 58	
	The Concord & Montreal R. R. " " " "	58,188 63	
	Connecticut River R. R. Co. " " " "	133,720 15	
	Wilton R. R. Co. " " " "	42,326 59	
	Peterborough R. R. " " " "	26,760 25	
			1,980,073 35
	<i>Total Other Investments.....</i>		<u>\$10,794,465 88</u>
	<i>Grand Total.....</i>		<u>\$12,820,013 38</u>

* Stock acquired with bonds purchased.

No. 6.

BOSTON AND MAINE RAIL
CAPITAL STOCK AND FUNDED DEB
OWNED

NAME OF ROAD.	CAPITAL STOCK.			Date of Issue.
	Amount Outstanding.	Dividends.		
		Rate.	Amount.	
Boston and Maine	Common \$39,505,100 00			February 1, 1887
" " "	Com. Scrip 290 70			August 1, 1892
" " "	Preferred B 3,149,800 00			January 1, 1894
" " "				July 2, 1900
" " "				November 1, 1901
" " "				January 1, 1903
" " "				February 2, 1905
" " "				September 1, 1906
" " " Portsmouth, G. F. & C.				April 1, 1909
" " " Worc., Nash. & Roch..				June 1, 1877
" " " " " " " "				January 1, 1890
" " " " " " " "				October 1, 1894
" " " " " " " "				January 1, 1906
<i>Totals for Owned Road.....</i>	\$42,655,190 70			

LEASED

NAME OF ROAD.	CAPITAL STOCK.			Date of Issue.
	Amount Outstanding.	Dividends.		
		Rate.	Amount.	
Boston & Lowell	D\$7,679,400 00	8%	\$614,352 00	April 1, 1892
" " "				October 1, 1897
" " "				October 1, 1898
" " "				July 1, 1899
" " "				January 1, 1901
" " "				May 1, 1903
" " "				September 1, 1905
" " "				November 1, 1906
" " "				July 1, 1907
" " "				April 1, 1909
" " "				February 1, 1913
" " "				March 1, 1916
<i>Leased Roads (carried forward)</i>	\$7,679,400 00		\$614,352 00	

A \$7,000 owned by Nashua & Lowell R. R. Sinking Fund in hands of Trustee cost, \$1,437,300.73. (Per Table No. 14).
 B 262 shares owned by Nashua & Lowell R. R.
 C \$1,000 owned by Nashua & Lowell R. R.

No. 6.

ROAD AND LEASED ROADS.

OUTSTANDING JUNE 30, 1917.
ROAD.

FUNDED DEBT.

Class.	Bonds Outstanding.	Date of Maturity.	Interest.			
			Rate.	When Payable.	Accrued for Year.	
Sink'g F'd Imp't.	A \$1,919,000 00	February 1, 1937	4%	February and August	1	\$76,760 00
Plain	C 2,500,000 00	August 1, 1942	4%	February and August	1	100,000 00
Plain (Gold)	6,000,000 00	January 1, 1944	4½%	January and July	1	270,000 00
Plain (Gold)	5,454,000 00	July 1, 1950	3%	January and July	1	163,620 00
Plain	1,000,000 00	November 1, 1921	3½%	May and November	1	35,000 00
Plain	2,000,000 00	January 1, 1923	3½%	January and July	1	70,000 00
Plain	500,000 00	February 2, 1925	3½%	February and August	2	17,500 00
Plain	10,000,000 00	September 1, 1926	4%	March and September	1	400,000 00
Plain	11,700,000 00	April 1, 1929	4½%	April and October	1	526,500 00
First Mortgage	1,000,000 00	June 1, 1937	4½%	June and December	1	45,000 00
First Mortgage	735,000 00	January 1, 1930	4%	January and July	1	29,400 00
First Mortgage	380,000 00	October 1, 1934	4%	April and October	1	15,200 00
First Mortgage	150,000 00	January 1, 1935	4%	January and July	1	6,000 00
	\$43,338,000 00					\$1,754,980 00

ROADS.

FUNDED DEBT.

Class.	Bonds Outstanding.	Date of Maturity.	Interest.			
			Rate.	When Payable.	Accrued for Year.	
Plain	\$1,000,000 00	April 1, 1932	4%	April and October	1	\$40,000 00
Plain	200,000 00	October 1, 1917	4%	April and October	1	8,000 00
Plain	214,000 00	October 1, 1918	4%	April and October	1	8,560 00
Plain	620,000 00	July 1, 1919	3½%	January and July	1	21,700 00
Plain	319,000 00	January 1, 1921	3½%	January and July	1	11,165 00
Plain	250,000 00	May 1, 1923	3½%	May and November	1	8,750 00
Plain	500,000 00	September 1, 1925	3½%	March and September	1	17,500 00
Plain	500,000 00	November 1, 1926	4%	May and November	1	20,000 00
Plain	325,000 00	July 1, 1927	4%	January and July	1	13,000 00
Plain	350,000 00	April 1, 1929	4%	April and October	1	14,000 00
Plain	1,000,000 00	February 1, 1933	4½%	February and August	1	45,000 00
Plain	1,250,000 00	March 1, 1936	5%	March and September	1	62,500 00
	\$6,528,000 00					\$270,175 00

5,619 shares owned by Boston and Maine R.R.

BOSTON AND MAINE RAIL

CAPITAL STOCK AND FUNDED DEBT

LEASED

NAME OF ROAD.	CAPITAL STOCK.			Date of Issue.
	Amount Outstanding.	Dividends.		
		Rate.	Amount.	
<i>Leased Roads (brought forward)</i>	\$7,679,400 00		\$614,352 00	
Nashua & Lowell.....	800,000 00	9%	72,000 00	
Stony Brook.....	300,000 00	7%	21,000 00	
Wilton.....	240,000 00	8½%	20,400 00	
Peterborough.....	A 385,000 00	4%	15,400 00	
Horn Pond Branch.....	2,000 00			
Concord & Montreal	B 8,257,600 00	7%	577,948 00	June 2, 1890
“ “ “				June 1, 1897
“ “ “				December 1, 1899
“ “ “				June 1, 1901
“ “ “				December 1, 1914
Nashua & Acton.....	C 300,000 00			
New Boston.....	D 84,000 00	4%	2,800 00	
Concord & Portsmouth.....	350,000 00	7%	24,500 00	
Suncook Valley.....	B 341,700 00	3%	10,251 00	
Pemigewasset Valley.....	F 541,500 00	6%	32,490 00	
Franklin & Tilton.....	G 265,600 00			
Northern.....	3,068,400 00	6%	184,104 00	
Concord & Claremont, N.H.....	H 412,400 00			January 1, 1914
Peterborough & Hillsborough.....	J 45,000 00			July 1, 1897
“ “ “				April 30, 1877
Lowell & Andover.....	625,000 00	L 8%	50,000 00	
Manchester & Lawrence.....	1,000,000 00	10%	100,000 00	January 1, 1892
Kennebunk & Kennebunkport.....	65,000 00	4½%	2,925 00	
<i>Leased Roads (carried forward)</i>	\$24,762,600 00		\$1,728,170 00	

A 331 shares owned by Boston & Lowell R.R.

B No dividends are paid on 12 shares. 3,335 shares owned by Boston and Maine R.R. and 70 shares owned by Manchester & Lawrence R.R.

C All owned by Concord & Montreal R.R.

D 240 shares owned by Concord & Montreal R.R., of which no dividends are paid on 140 shares.

E 630 3/5 shares owned by Concord & Montreal R.R.

ROAD AND LEASED ROADS.

OUTSTANDING JUNE 30, 1917—Continued.

ROADS—Continued.

FUNDED DEBT.

Class.	Bonds Outstanding.	Date of Maturity.	Interest.		
			Rate.	When Payable.	Accrued for Year.
	\$6,528,000 00				\$270,175 00
Mortgage	5,500,000 00	June 1, 1920	4%	June and December	220,000 00
Plain	650,000 00	June 1, 1920	4%	June and December	26,000 00
Plain	400,000 00	June 1, 1920	3½%	June and December	14,000 00
Plain	473,000 00	June 1, 1920	3½%	June and December	16,555 00
Plain	200,000 00	June 1, 1920	5%	June and December	10,000 00
First Mortgage	I 500,000 00	January 1, 1944	5%	January and July	25,000 00
First Mortgage	K 100,000 00	July 1, 1917	4½%	January and July	4,500 00
Second Mortgage	J 65,000 00	April 30, 1887	7%		No Interest.
Plain	274,000 00	January 1, 1922	4%	January and July	10,960 00
	\$14,690,000 00				\$597,190 00

F 381 shares owned by Concord & Montreal R.R.

G 1,328 shares owned by Concord & Montreal R.R. and 1,328 shares owned by Northern R.R., being the total amount outstanding.

H 117 shares owned by Boston and Maine R.R.; 4,000 shares owned by Northern Railroad.

I \$10,000 owned by Northern Railroad.

J All owned by Northern Railroad.

K All owned by Boston and Maine R.R.

L Dividends of 8½% earned per annum, 9% paid every third year.

BOSTON AND MAINE RAIL

CAPITAL STOCK AND FUNDED DEBT

LEASE

NAME OF ROAD.	CAPITAL STOCK.			Date of Issue.
	Amount Outstanding.	Dividends.		
		Rate.	Amount.	
<i>Leased Roads (brought forward)</i>	\$24,762,600 00		\$1,728,170 00	
Fitchburg	A 7,000,000 00	5%	943,000 00	February 1, 1887
"	Pf'd 18,860,000 00			June 1, 1890
"				March 1, 1897
"				January 1, 1898
"				October 1, 1900
"				October 1, 1901
"				May 1, 1905
"				April 1, 1907
"				May 1, 1908
"				January 1, 1912
"		January 1, 1913		
"		January 1, 1914		
" Troy and Boston			July 1, 1874	
Vermont & Massachusetts	3,193,000 00	6%	191,580 00	May 1, 1903
Troy & Bennington	150,800 00	10%	15,080 00	
Connecticut River	3,233,300 00	10%	313,330 00	September 1, 1893
"				January 1, 1901
"				January 1, 1903
Connecticut & Passumpsic Rivers	Pf'd 2,500,000 00	6%	150,000 00	April 1, 1893
Massawippi Valley	C 800,000 00	6%	24,000 00	
Newport & Richford (sub-let to Montreal & Atlantic Ry.)	D 350,000 00			January 2, 1911
<i>Totals for Leased Roads</i>	\$60,849,700 00		\$3,375,160 00	
<i>Grand Total—Owned and Leased Roads</i>	\$103,504,890 70		\$3,375,160 00	

A Common Stock. 55,514 shares owned by Boston and Maine R.R. and 14,486 shares owned by Fitchburg R.R., being the total amount outstanding.

B \$1,000 owned by Nashua & Lowell R.R.

C 4,000 shares owned by Connecticut & Passumpsic Rivers R.R. Co. on which no dividends are paid.

D All owned by Connecticut & Passumpsic Rivers R.R. Co.

ROAD AND LEASED ROADS.

OUTSTANDING JUNE 30, 1917—Concluded.

ROADS—Concluded.

FUNDED DEBT.

Class.	Bonds Outstanding.	Date of Maturity.	Interest.		
			Rate.	When Payable.	Accrued for Year.
	\$14,690,000 00				\$597,190 00
Plain	5,000,000 00	February 1, 1937	4%	February and August	200,000 00
Plain	500,000 00	June 1, 1920	4%	June and December	20,000 00
Plain	B 2,750,000 00	March 1, 1927	4%	March and September	110,000 00
Plain	1,450,000 00	January 1, 1928	4%	January and July	58,000 00
Plain	500,000 00	October 1, 1920	3½%	April and October	17,500 00
Plain	1,775,000 00	October 1, 1921	3½%	April and October	62,125 00
Plain	3,660,000 00	May 1, 1925	4%	May and November	146,400 00
Plain	2,000,000 00	April 1, 1927	4%	April and October	80,000 00
Plain	2,400,000 00	May 1, 1928	4½%	May and November	108,000 00
Plain	1,200,000 00	January 1, 1932	4½%	January and July	54,000 00
Plain	400,000 00	January 1, 1933	4½%	January and July	18,000 00
Plain	1,872,000 00	January 1, 1934	5%	January and July	93,600 00
First Mortgage	573,000 00	July 1, 1924	7%	January and July	40,110 00
Plain	772,000 00	May 1, 1923	3½%	May and November	27,020 00
Plain	1,000,000 00	September 1, 1943	4%	March and September	40,000 00
Plain	290,000 00	January 1, 1921	3½%	January and July	10,150 00
Plain	969,000 00	January 1, 1923	3½%	January and July	33,915 00
First Mortgage	1,900,000 00	April 1, 1943	4%	April and October	76,000 00
First Mortgage	350,000 00	January 1, 1941	5%	January and July	17,500 00
	\$44,051,000 00				\$1,809,510 00
	\$87,389,000 00				\$3,564,490 00

NOTE: There are also outstanding the following mentioned notes of leased roads:—

Fitchburg Railroad Company 5% notes dated, February 15, 1917, due February 15, 1918.....	\$1,359,000 00	
Fitchburg Railroad Company 6% notes, dated June 1, 1915, due June 1, 1918.....	750,000 00	
Fitchburg Railroad Company 5% notes, dated June 30, 1917, due June 30, 1918.....	500,000 00	
Fitchburg Railroad Company 6% note, dated February 16, 1916, due February 16, 1918.....	7,577 50	\$2,616,577 50
Connecticut River Railroad Company 6% notes dated June 2, 1915, due Aug. 31, 1916.....	\$2,000,000 00	
Connecticut River Railroad Company 6% notes, dated June 1, 1915, due Aug. 31, 1916.....	450,000 00	
Connecticut River Railroad Company 6% demand note, dated June 21, 1915.....	35,000 00	2,485,000 00
<i>Total</i>		<u>\$5,101,577 50</u>

No. 7. BOSTON AND MAINE RAIL ROAD OPERATED

NAME OF ROAD.	FROM	TO
STEAM ROADS.		
Boston and Maine R.R.	Boston, Mass.	Rigby, Me. (Western Route)
"	Boston, Mass.	Rigby, Me. (Eastern Route)
"	Jewett, Me.	Intervale, N.H.
"	North Cambridge, Mass.	Northampton, Mass.
"	Worcester, Mass.	Westbrook, Me. (Gorham Line)
" Medford.....Branch	Medford Jct., Mass.	Medford, Mass.
" South Reading....."	Wakefield, Jct., Mass.	Peabody, Mass.
" Newburyport....."	Wakefield, Jct., Mass.	Newburyport, Mass.
" Methuen....."	South Lawrence, Mass.	New Hampshire State Line
" Georgetown....."	Bradford, Mass.	Georgetown, Mass.
" Merrimac....."	Newton Jct., N.H.	Merrimac, Mass.
" Dover & Winnipisseogee.."	Dover, N.H.	Alton Bay, N.H.
" Somersworth....."	Rollinsford, N.H.	Somersworth, N.H.
" Orchard Beach....."	Old Orchard, Me.	Camp Ellis, Me.
" Charlestown....."	East Somerville, Mass.	Charlestown, Mass.
" Saugus....."	Everett Jct., Mass.	West Lynn, Mass.
" East Boston....."	Revere, Mass.	East Boston, Mass.
" Chelsea Beach....."	Revere, Mass.	Saugus River Jct., Mass.
" Swampscott....."	Swampscott, Mass.	Marblehead, Mass.
" Marblehead....."	Salem, Mass.	Marblehead, Mass.
" Lawrence....."	Salem, Mass.	North Andover, Mass.
" Gloucester....."	Beverly, Mass.	Rockport, Mass.
" Essex....."	Hamilton and Wenham, Mass.	Conomo, Mass.
" Newburyport City....."	Freight Tracks, Newburyport, Mass.	Water Front
" Amesbury....."	Salisbury, Mass.	Amesbury, Mass.
" Dover....."	Portsmouth, N.H.	Dover, N.H.
" Wolfeboro....."	Sanbornville, N.H.	Wolfeboro, N.H.
" Phillips Wharf....."	Freight Tracks, Salem, Mass.	Phillips Wharf
" Sundry Connecting Tracks		
" Billerica Shop Tracks	Billerica, Mass.	
Lowell & Andover R.R. Co.	Lowell Jct., Mass.	Lowell, Mass.
" Connecting Track	Lowell Jct., Mass. (L. & A. R.R.)	Portland Division (Main Line)
Manchester & Lawrence R.R.	Manchester, N.H.	Mass. State Line
Kennebunk & Kennebunkport R.R.	Kennebunk, Me.	Kennebunkport, Me.
Boston & Lowell R.R. Corp'n	Boston, Mass.	Lowell, Mass.
" Mystic.....Branch	Mystic Jct., Mass.	Mystic Wharves, Mass.
" Lexington....."	Somerville Jct., Mass.	Lexington, Mass.
" Middlesex Central....."	Lexington, Mass.	Reformatory, Mass.
" Bedford & Billerica....."	Bedford, Mass.	No. Billerica, Mass.
" Woburn....."	Winchester, Mass.	No. Woburn Jct., Mass.
" Stoneham....."	Montvale, Mass.	Stoneham, Mass.
" Lawrence....."	Wilmington, Mass.	Wilmington Jct., Mass.
" Salem & Lowell....."	Tewksbury Jct., Mass.	Peabody, Mass.
" Lowell & Lawrence....."	Lowell, Mass.	Lawrence, Mass.
" *Manchester & Keene...."	Greenfield, N.H.	Keene, N.H. (total, 29.52 miles)
" Sundry Connecting Tracks		
" Freight Tracks	Salem, Mass.	
Nashua & Lowell R.R. Corp'n	Lowell, Mass.	Nashua Union Sta., N.H.
" Keene.....Branch	Nashua Union Sta., N.H.	Nashua City Sta., N.H.
Stony Brook R.R. Corp'n	North Chelmsford, Mass.	Ayer, Mass.
Wilton R.R. Co.	Nashua City Sta., N.H.	Wilton, N.H.
Peterborough R.R.	Wilton, N.H.	Greenfield, N.H.
Horn Pond Branch R.R. Co.	Woburn Branch	Horn Pond, Woburn, Mass.
<i>Steam Roads (carried forward)</i>		

* Road owned jointly by Boston & Lowell and Concord & Montreal Railroads. One-half of the mileage is shown under each road.

No. 7. ROAD AND LEASED ROADS.

JUNE 30, 1917.

MILEAGE.

Owned Roads.		Leased Roads.		Total Road Operated.	Second Track.	Third Track.	Fourth Track.	Side Tracks.	Total Track Operated.
Main Lines.	Branch Lines.	Main Lines.	Branch Lines.						
111.09					93.23			95.96	300.28
104.90					63.56			80.07	248.53
73.15								17.64	90.79
94.90								23.22	118.12
139.49					45.97			82.12	267.58
	1.86				1.72			1.42	5.00
	8.13							2.38	10.51
	31.17							3.95	35.12
	3.72				.75			11.04	15.51
	6.10							1.66	7.76
	4.44							.67	5.11
	28.20							7.10	35.30
	2.86							2.06	4.92
	3.83							.37	4.20
	1.11				.88			19.38	21.37
	9.74				9.65			4.31	23.70
	1.84							4.04	5.88
	3.30				2.41			.19	5.90
	4.35				.27			.46	5.08
	3.57							2.38	5.95
	19.88				1.95			7.59	29.42
	16.64				12.98			5.48	35.10
	6.00							1.32	7.32
	1.97							1.19	3.16
	3.78							2.30	6.08
	10.59							3.57	14.16
	12.25							2.89	15.14
	1.08							2.86	3.94
2.18	1.16				.26				3.60
				713.28				24.92	24.92
			7.19		7.17			5.22	19.58
			.27	7.46					.27
			23.44	23.44				9.20	32.64
			4.63	4.63				.85	5.48
		25.52			25.52			71.89	122.93
			2.06		.87			43.89	46.82
			8.20		8.20			2.40	18.80
			10.92					3.19	14.11
			8.06					.51	8.57
			5.98		5.97			2.74	14.69
			2.41					1.53	3.94
			3.27					1.44	4.71
			16.80					3.43	20.23
			12.29					7.97	20.26
			14.76					1.11	15.87
			.88						.88
				111.15				2.20	2.20
		13.31			13.31			19.95	46.57
			.95	14.26	.95			1.47	3.37
			13.25	13.25	.97			8.66	22.88
			15.41	15.41	.18			5.00	20.59
			10.64	10.64				1.11	11.75
			.76	.76				.56	1.32
525.71	187.57	38.83	162.17	914.28	296.77			606.86	1,817.91

BOSTON AND MAINE RAIL ROAD OPERATED

NAME OF ROAD.	FROM	TO
STEAM ROADS (brought forward)		
The Concord & Montreal R.R.	Nashua Union Station, N.H.	Woodsville and Groveton, N.H. ...
" Hooksett..... Branch	Hooksett, N.H.	Concord, N.H.
" Mt. Washington	Wing Road, N.H.	Base Station, N.H.
" Manchester & No. Weare	Manchester, N.H.	Henniker Jct., N.H.
" Lake Shore.....	Lakeport, N.H.	Alton Bay, N.H.
" Tilton & Belmont	Belmont Jct., N.H.	Belmont, N.H.
" Whitefield & Jefferson ...	Whitefield Jct., N.H.	Berlin Mills, N.H.
" Waumbek.....	Cherry Mountain, N.H.	Jefferson, N.H.
" Profile & Franconia Notch	Bethlehem Jct., N.H.	Profile House, N.H.
" Bethlehem.....	Bethlehem Jct., N.H.	Bethlehem, N.H.
" Manchester & Milford... ..	Grasmere Jct., N.H.	East Milford, N.H.
" Suncook Valley Extension	Pittsfield, N.H.	Centre Barnstead, N.H.
" *Manchester & Keene	Greenfield, N.H.	Keene, N.H. (total, 29.52 miles) ..
" Sundry Connecting Tracks		
Nashua & Acton R.R.	Nashua Union Station, N.H.	North Acton, Mass.
Old Colony R.R. Co.	North Acton, Mass.	Concord Jct., Mass.
New Boston R.R. Co.	Parkers, N.H.	New Boston, N.H.
Concord & Portsmouth R.R.	Manchester, N.H.	Portsmouth, N.H.
Suncook Valley R.R.	Suncook, N.H.	Pittsfield, N.H.
Pemigewasset Valley R.R.	Plymouth, N.H.	Lincoln, N.H.
Franklin & Tilton R.R.	Franklin Jct., N.H.	Tilton N.H.
Northern R.R.	Concord, N.H.	White River Jct., Vt.
" Bristol..... Branch	Franklin, N.H.	Bristol, N.H.
Concord & Claremont, N.H., R.R.	Concord, N.H.	Claremont Jct., N.H.
" Connecting Track	Claremont Jct., N.H., (C.&C.N.H.R.R.)	Sullivan Co. R.R.
" Hillsboro..... Branch	Contoocook, N.H.	Hillsboro, N.H.
Peterborough & Hillsborough R.R.	Peterboro, N.H.	Hillsboro, N.H.
" Connecting Track	Elmwood, N.H., (Hillsborough Br.)	Manchester and Keene Branch ..
Fitchburg R.R. Co.	Boston, Mass.	Fitchburg, Mass.
" 	Greenfield, Mass.	Rotterdam Jct., N.Y.
" 	Vermont State Line.	Troy, N.Y.
" 	South Ashburnham, Mass.	Bellows Falls, Vt.
" Hoosac Docks..... Branch	Freight Tracks.	In Boston, Mass.
" Watertown.....	West Cambridge, Mass.	Roberts, Mass.
" Marlboro.....	South Acton, Mass.	Marlboro, Mass.
" Greenville.....	Ayer, Mass.	Greenville, N.H.
" Milford.....	Squannacook Jct., Mass.	Milford, N.H.
" Ashburnham.....	South Ashburnham, Mass.	Ashburnham, Mass.
" Worcester.....	Worcester, Mass.	Winchendon, Mass.
" Peterboro.....	Winchendon, Mass.	Peterboro, N.H.
" Saratoga.....	East Saratoga Jct., N.Y.	Saratoga, N.Y.
" Schuylerville.....	Schuylert Jct., N.Y.	Schuylerville, N.Y.
" Sundry Connecting Tracks		
Vermont & Massachusetts R.R. Co.	Fitchburg, Mass.	Greenfield, Mass.
" Connecting Track	Gardner, Mass., (Fitch. Div.)	Wor., Nash. & Port. Div.
" Turners Falls..... Branch	Turners Falls Jct., Mass.	Turners Falls, Mass.
Troy & Bennington R.R. Co.	Hoosick Jct., N.Y.	Vermont State Line.
Connecticut River R.R. Co.	Springfield, Mass.	Brattleboro, Vt.
" Chicopee Falls..... Branch	Chicopee Jct., Mass.	Chicopee Falls, Mass.
" Easthampton.....	Mount Tom, Mass.	Easthampton, Mass.
" East Deerfield.....	Deerfield Jct., Mass.	East Deerfield, Mass.
" Ashuelot.....	Dole Jct., N.H.	Keene, N.H.
Connecticut & Passumpsic Rivers R.R. Co.	White River Jct., Vt.	Canada Line.
" Connecting Track	Wells River, Vt., (C. & P. Div. No.)	White Mountains Div.
Massawippi Valley Ry. Co.	Canada Line.	Lennoxville, P.Q.
" Stanstead..... Branch	Beebe Jct., P.Q.	Stanstead, P.Q.
Steam Roads (carried forward)		

* Road owned jointly by Boston & Lowell and Concord & Montreal Railroads. One-half of the mileage is shown under each road.

ROAD AND LEASED ROADS.

JUNE 30, 1917 - Continued.

MILEAGE.									
Owned Roads.		Leased Roads.		Total Road Operated.	Second Track.	Third Track.	Fourth Track.	Side Tracks.	Total Track Operated.
Main Lines.	Branch Lines.	Main Lines.	Branch Lines.						
525.71	187.57	38.83	162.17	914.28	296.77			606.86	1,817.91
		180.45			35.67			126.86	342.98
			8.79					2.69	11.48
			20.13					4.93	25.06
			24.62					7.58	32.20
			16.84					1.57	18.41
			4.20					.60	4.80
			30.56					11.52	42.08
			3.49					.40	3.89
			9.47					.54	10.01
			3.26					.37	3.63
			18.54					.58	19.12
			4.57					1.20	5.77
			14.76					1.11	15.87
		.33	.07	340.08					.40
			20.11	20.11				2.90	23.01
			4.30	4.30					4.30
			5.18	5.18				.75	5.93
			39.82	39.82				14.43	54.25
			17.55	17.55				1.61	19.16
			21.41	21.41				8.35	29.76
			4.96	4.96				2.87	7.83
		69.53						24.27	93.80
			12.78	82.31				.98	13.76
			56.84					10.69	67.53
			.13						.13
			14.60	71.57				2.16	16.76
			18.05					1.86	19.91
			.29	18.34					.29
		49.59			49.59	2.01	1.98	99.04	202.21
		104.82			71.75	1.20		123.21	300.98
		40.37			15.55			16.78	72.70
		53.78						21.67	75.45
			.79		.48			1.42	2.69
			8.54		6.49			6.22	21.25
			12.25					4.53	16.78
			23.65					4.48	28.13
			21.59					4.47	26.06
			2.59					.30	2.89
			35.86					18.07	53.93
			15.92					4.05	19.97
			17.90					3.17	21.07
			8.20					1.54	9.74
		.11	.41	396.37					.52
		56.02			56.02			62.55	174.59
		.12							.12
			2.76	58.90				1.26	4.02
			5.03	5.03				1.10	6.13
		59.93			37.48			64.02	161.43
			2.26					2.02	4.28
			3.26					1.67	4.93
			1.04					.17	1.21
			21.66	88.15				5.12	26.78
		109.40						50.52	159.92
		.20		109.60					.20
		31.95						9.53	41.48
			3.51	35.46				1.01	4.52
525.71	187.57	795.43	724.71	2,233.42	569.80	3.21	1.98	1,345.60	4,154.01

BOSTON AND MAINE RAIL ROAD OPERATED

NAME OF ROAD.	FROM	TO
STEAM ROADS (brought forward)		
TRackage RIGHTS.		
Portland Terminal Co.	Rigby, Me.	Portland, Me. Union Station
" " "	Rigby, Me.	" " Commercial St.
" " "	Westbrook, Me. (Gorham Line)	" " Union Station
Boston & Albany R.R.	Cumberland Mills, Me.	" " Fore River Yard.
" " "	Connecting Track.	In Winchendon, Mass.
Troy Union R.R.	Water St.	Springfield, Mass., Station.
Delaware & Hudson Co.	Hoosic St., Troy, N. Y.	Station in Troy, N.Y.
" " "	Mechanicville, N.Y.	West End Tower.
Grand Trunk Ry.	Coons, N. Y.	Crescent, N. Y.
Rutland R.R. Co.	Lennoxville, P.Q.	Sherbrooke, P.Q.
	Connecticut River Bridge.	Bellows Falls Station, Vt.
<i>Total Trackage Rights</i>		
<i>Total Steam Roads</i>		
STREET RAILWAYS.		
Portsmouth Electric Branch.....	Portsmouth, N.H.	North Hampton, N.H.
Concord & Manchester Electric Branch..... (Concord & Montreal R.R.)	Concord, N.H.	Manchester and Penacook, N.H.
<i>Total Electric Street Railways</i>		
<i>Grand Total Steam and Electric Roads— June 30, 1917</i>		

SUMMARY.

DESCRIPTION.	MILEAGE.		
	Owned.	Leased.	Total.
STEAM ROADS.			
Main Lines	525.71	795.43	1,321.14
Branch Lines	187.57	724.71	912.28
Trackage Rights.....		25.27	25.27
<i>Total Road Operated</i>	713.28	1,545.41	2,258.69
Second Track	233.63	A 357.46	591.09
Third Track		B 4.20	4.20
Fourth Track		1.98	1.98
Side Tracks.....	412.54	933.06	1,345.60
<i>Total Track Operated</i>	1,359.45	2,842.11	4,201.56
ELECTRIC STREET RAILWAYS.			
Branch Lines	18.09	28.71	46.80
Side Tracks.....	.94	1.80	2.74
<i>Total</i>	19.03	30.51	49.54
<i>Grand Total Track Operated—Steam and Electric Roads— June 30, 1917</i>	1,378.48	2,872.62	4,251.10

A Includes trackage rights, 21.29 miles.
 B Includes trackage rights, .99 miles.
 C Includes Portsmouth Electric Branch.
 D Includes Concord & Manchester Electric Branch.

ROAD AND LEASED ROADS.

JUNE 30, 1917—Concluded.

MILEAGE.

Owned Roads.		Leased Roads.		Total Road Operated.	Second Track.	Third Track.	Fourth Track.	Side Tracks.	Total Track Operated.
Main Lines.	Branch Lines.	Main Lines.	Branch Lines.						
525.71	187.57	795.43	724.71	2,233.42	569.80	3.21	1.98	1,345.60	4,154.01
		4.41			4.41				8.82
		3.84			.55				4.39
		7.51			2.54				10.05
		3.80		19.56	3.66				7.46
			.16						.16
		.23		.39	.23				.46
		2.03		2.03	2.00				4.03
					.99	.99			1.98
					6.91				6.91
		2.95		2.95					2.95
		.34		.34					.34
		25.11	.16	25.27	21.29	.99			47.55
525.71	187.57	820.54	724.87	2,258.69	591.09	4.20	1.98	1,345.60	4,201.56
	18.09			18.09				.94	19.03
			28.71	28.71				1.80	30.51
	18.09		28.71	46.80				2.74	49.54
525.71	205.66	820.54	753.58	2,305.49	591.09	4.20	1.98	1,348.34	4,251.10

MILEAGE.

BY OPERATING DIVISIONS.	Total Road Operated.	Second Track.	Third Track.	Fourth Track.	Side Tracks.	Total Track Operated.
Terminal Division	13.86	12.13			181.63	207.62
Portland "	C 560.55	199.50			235.34	995.39
Southern "	D 493.44	86.14			265.23	844.81
Fitchburg "	224.89	108.36	3.21	1.98	166.22	504.66
Berkshire "	183.41	98.98	.99		147.96	431.34
Worc., Nash. & Port. Division	354.08	47.10			129.88	531.06
White Mountains "	238.87	1.17			88.02	328.06
Conn. & Pass'c. "	236.39	37.71			134.06	408.16
<i>Total</i>	2,305.49	591.09	4.20	1.98	1,348.34	4,251.10
BY STATES.						
Massachusetts	793.11	399.35	2.01	1.98	778.31	1,974.76
New Hampshire	C 1,066.81	98.40			363.15	1,528.36
Maine	D 161.13	39.88			33.20	234.21
Vermont	123.52				54.66	178.18
New York	122.51	53.46	2.19		108.49	286.65
Province of Quebec	38.41				10.53	48.94
<i>Total</i>	2,305.49	591.09	4.20	1.98	1,348.34	4,251.10

No. 8.

INVENTORY OF EQUIPMENT.

OWNED AND ACQUIRED FROM LEASED ROADS.

DESCRIPTION.	June 30, 1917.			June 30, 1916.
	Owned	Leased	Total	Total
<i>LOCOMOTIVES.</i>				
Passenger.....	278	131	409	402
Freight.....	320	147	467	445
Switching.....	146	106	252	239
Electric.....	5	0	5	5
<i>Total.....</i>	<i>749</i>	<i>384</i>	<i>1,133</i>	<i>1,091</i>
<i>*PASSENGER CAR EQUIPMENT.</i>				
Coaches.....	726	380	1,106	1,175
Combination Passenger Cars.....	108	131	239	244
Dining Cars.....	12	0	12	12
Parlor Cars.....	3	6	9	9
Baggage and Express Cars.....	265	103	368	368
Postal Cars.....	21	4	25	29
Other Passenger-Train Cars.....	68	21	89	88
<i>Total.....</i>	<i>1,203</i>	<i>645</i>	<i>1,848</i>	<i>1,925</i>
<i>FREIGHT CAR EQUIPMENT.</i>				
Box Cars.....	8,253	4,649	12,902	13,064
Flat Cars.....	526	465	991	1,202
Stock Cars.....	100	8	108	113
Coal and Coke Cars.....	6,454	1,212	7,666	7,882
Refrigerator Cars.....	316	0	316	329
Caboose Cars.....	249	154	403	412
Other Freight-Train Cars.....	197	0	197	244
<i>Total.....</i>	<i>16,095</i>	<i>6,488</i>	<i>22,583</i>	<i>23,246</i>
<i>COMPANY SERVICE EQUIPMENT.</i>				
Officers' and Pay Cars.....	3	4	7	7
Ballast Cars.....	100	0	100	100
Derrick Cars.....	15	7	22	29
Steam Shovels.....	8	3	11	11
Wrecking Cars.....	67	27	94	95
Other Company Service Cars.....	898	206	1,104	1,104
<i>Total.....</i>	<i>1,091</i>	<i>247</i>	<i>1,338</i>	<i>1,346</i>
<i>Total, All Classes of Cars.....</i>	<i>18,389</i>	<i>7,380</i>	<i>25,769</i>	<i>26,517</i>
<i>ELECTRIC STREET RY. EQUIPMENT.</i>				
Passenger Cars.....	21	37	58	58
Snow-Plows.....	1	3	4	4
Other Cars.....	3	3	6	6
<i>Total.....</i>	<i>25</i>	<i>43</i>	<i>68</i>	<i>68</i>
<i>FLOATING EQUIPMENT.</i>				
Steamer "Mt. Washington" on Lake Winnepesaukee.....	1		1	1
†Steamer "Lady of the Lake" on Lake Memphremagog.....		1	1	1
<i>Total.....</i>	<i>1</i>	<i>1</i>	<i>2</i>	<i>2</i>
Equipment assigned to The St. Johnsbury and Lake Champlain R. R. Co. (Included above)				
Locomotives.....			12	12
Passenger-Train Cars.....			13	13
Freight-Train Cars.....			4	4
Company Service Cars.....			9	9
<i>Total Cars.....</i>			<i>26</i>	<i>26</i>

*Includes 10 Passenger and 4 Baggage Cars, in service between Boston and Montreal, 68.33 per cent of which are owned by this company; also 8 Passenger and 4 Baggage Cars, 24.83 per cent of which are owned by this company, and 5 Passenger Cars, 31.02 per cent of which are owned by this company, in service between Boston and St. John, N. B.

†Not in commission.

No. 9.
OPERATING EXPENSES IN DETAIL.

MAINTENANCE OF WAY AND STRUCTURES.	Year ended June 30, 1917.	Year ended June 30, 1916.	Increase.	Decrease.
Salaries of Officers and Clerks.....	\$294,342 08	\$229,334 70	\$65,007 38	
Office and Traveling Expenses.....	27,354 53	20,703 38	6,651 15	
Roadway Maintenance.....	423,136 10	369,600 44	53,535 66	
Tunnels and Subways.....	11,537 57	15,263 95		\$3,726 38
Bridges, Trestles and Culverts.....	500,443 08	511,367 32		10,924 24
Ties.....	687,331 16	901,077 69		213,746 53
Rails.....	241,834 05	572,590 39		330,756 34
Other Track Material.....	256,342 93	228,487 69	27,855 24	
Ballast.....	16,326 79	8,660 25	7,666 54	
Track Laying and Surfacing.....	1,849,606 47	1,367,321 00	482,285 47	
Right-of-way Fences.....	66,259 05	80,266 11		14,007 06
Crossings and Signs.....	252,970 58	222,977 41	29,993 17	
Station and Office Buildings.....	419,405 83	301,642 28	117,763 55	
Roadway Buildings.....	22,908 53	19,472 36	3,436 17	
Water Stations.....	78,394 79	56,989 63	21,405 16	
Fuel Stations.....	74,428 33	35,153 60	39,274 73	
Shops and Enginehouses.....	189,033 20	114,345 50	74,687 70	
Grain Elevators.....	21,811 96	12,062 59	9,749 37	
Storage Warehouses.....	324 13	772 59		448 46
Wharves and Docks.....	12,265 58	31,923 19		19,657 61
Coal and Ore Wharves.....	15,166 53	22,594 67		7,428 14
Gas Producing Plants.....	11,348 83	7,113 04	4,235 79	
Telegraph and Telephone Lines.....	26,680 12	28,222 78		1,542 66
Signals and Interlockers.....	280,368 79	219,682 61	60,686 18	
Power Plant Buildings.....	2,068 70	581 05	1,487 65	
Power Transmission Systems.....	5,081 51	4,658 53	422 98	
Power Distribution Systems.....	16,553 60	13,463 28	3,090 32	
Power Line Poles and Fixtures.....	921 04	994 84		73 80
Miscellaneous Structures.....	22,982 72	23,456 99		474 27
Paving.....	1,234 80	277 18	957 62	
Roadway Machines.....	22,456 59	25,580 12		3,123 53
Small Tools and Supplies.....	72,629 51	59,624 11	13,005 40	
Removing Snow, Ice and Sand.....	264,273 36	298,398 02		34,124 66
Assessments for Public Improvements.....	—	877 24		877 24
Injuries to Persons.....	48,410 86	35,671 33	12,739 53	
Insurance.....	70,517 15	65,720 42	4,796 73	
Stationery and Printing.....	10,212 40	6,790 19	3,422 21	
Other Expenses.....	38,821 49	22,806 08	16,015 41	
Maintaining Joint Tracks, Yards and Other Facilities—..... Dr.	115,098 89	103,665 15	11,433 74	
Maintaining Joint Tracks, Yards and Other Facilities—..... Cr.	56,041 22	53,587 14	2,454 08	
<i>Total Maintenance of Way and Structures.....</i>	<i>\$6,414,842 41</i>	<i>\$5,986,602 56</i>	<i>\$428,239 85</i>	
MAINTENANCE OF EQUIPMENT.				
Salaries of Officers and Clerks.....	\$162,276 67	\$138,667 94	\$23,608 73	
Office and Traveling Expenses.....	9,227 52	5,881 40	3,346 12	
Shop Machinery.....	162,714 78	98,613 49	64,101 29	
Power Plant Machinery.....	18,988 84	13,342 63	5,646 21	
Steam Locomotives—Repairs.....	2,895,662 78	2,420,467 91	475,194 87	
Steam Locomotives—Depreciation.....	335,022 92	319,923 08	15,099 84	
Steam Locomotives—Retirements.....	4,224 00	54,591 97		\$50,367 97
Other Locomotives—Repairs.....	38,563 50	17,982 90	20,580 60	
Other Locomotives—Depreciation.....	7,364 39	7,358 77	5 62	
<i>Maintenance of Equipment (carried forward).....</i>	<i>\$3,634,045 40</i>	<i>\$3,076,830 09</i>	<i>\$557,215 31</i>	

OPERATING EXPENSES IN DETAIL—Continued.

MAINTENANCE OF EQUIPMENT— Concluded.	Year ended June 30, 1917.	Year ended June 30, 1916.	Increase.	Decrease.
<i>Brought forward</i>	\$3,634,045 40	\$3,076,830 09	\$557,215 31	
Freight-Train Cars—Repairs.....	2,501,228 81	2,052,155 98	449,072 83	
Freight-Train Cars—Depreciation.....	389,728 27	388,564 99	1,163 28	
Freight-Train Cars—Retirements.....	48,095 12	32,178 99	15,916 13	
Passenger-Train Cars—Repairs.....	824,595 17	606,331 53	218,263 64	
Passenger-Train Cars—Depreciation.....	170,587 78	168,002 41	2,585 37	
Passenger-Train Cars—Retirements.....	47,952 66	34,910 03	13,042 63	
Motor Equipment of Cars—Repairs.....	18,961 71	9,603 46	9,358 25	
Floating Equipment—Repairs.....	10,452 99	3,468 74	6,984 25	
Work Equipment—Repairs.....	76,735 90	43,490 97	33,244 93	
Work Equipment—Depreciation.....	14,085 48	12,341 01	1,744 47	
Work Equipment—Retirements.....	1,563 94	1,884 21		\$320 27
Injuries to Persons.....	36,200 49	55,604 26		19,403 77
Insurance.....	66,004 73	67,075 10		1,070 37
Stationery and Printing.....	15,865 01	10,127 40	5,737 61	
Other Expenses.....	755 75	8,616 62		7,860 87
Maintaining Joint Equip't at Terminals—Dr.	28,900 84	23,214 39	5,686 45	
Maintaining Joint Equip't at Terminals—Cr.	4,650 47	6,356 62		1,706 15
<i>Total Maintenance of Equipment</i>	\$78,81,109 58	\$6,588,043 56	\$1,293,066 02	
TRAFFIC.				
Salaries of Officers and Clerks.....	\$161,988 25	\$158,099 51	\$3,888 74	
Office and Traveling Expenses.....	30,936 51	21,020 84	9,915 67	
Outside Agencies.....	80,267 61	80,874 15		\$606 54
Advertising.....	101,258 49	114,648 10		13,389 61
Traffic Associations.....	6,273 09	5,150 13	1,122 96	
Fast Freight Lines.....	98 85	Cr. 24 37	123 22	
Industrial and Immigration Bureaus.....	297 66	805 12		507 46
Insurance.....	16 94	15 30	1 64	
Stationery and Printing.....	45,454 42	41,030 76	4,423 66	
Other Expenses.....	248 80	177 58	71 22	
<i>Total Traffic</i>	\$426,840 62	\$421,797 12	\$5,043 50	
TRANSPORTATION—RAIL LINE.				
Salaries of Officers and Clerks.....	\$408,487 88	\$337,446 55	\$71,041 33	
Office and Traveling Expenses.....	51,326 14	40,785 24	10,540 90	
Dispatching Trains.....	126,670 58	115,621 58	11,049 00	
Station Employees.....	4,371,294 61	3,930,455 03	440,839 58	
Weighing, Insp'n and Demurrage Bureaus	3,860 66	4,143 53		\$282 87
Coal and Ore Wharves.....	4 89	26,371 85		2,6366-96 26,366.96
Heating and Lighting Stations.....	185,832 84	161,085 25	24,747 59	
Miscel. Station Supplies and Expenses.	169,740 98	163,804 65	5,936 33	
Yardmasters and Yard Clerks.....	515,007 78	464,177 51	50,830 27	
Yard Conductors and Brakemen.....	1,487,324 26	1,279,920 06	207,395 20	
Yard Switch and Signal Tenders.....	191,105 94	182,505 56	8,600 38	
Yard Enginemen.....	817,551 59	708,042 16	109,509 43	
Fuel for Yard Locomotives.....	1,000,152 02	696,730 69	303,421 33	
Water for Yard Locomotives.....	26,863 92	23,755 96	3,107 96	
Lubricants for Yard Locomotives.....	11,150 61	9,286 31	1,864 30	
Other Supplies for Yard Locomotives.....	13,479 44	10,277 96	3,201 48	
Enginehouse Expenses—Yard.....	216,629 97	184,106 89	32,523 08	
Yard Supplies and Expenses.....	31,020 20	25,708 92	5,311 28	
Operating Joint Yards and Terminals—Dr.	603,193 10	440,555 49	162,637 61	
Operating Joint Yards and Terminals—Cr.	188,282 66	164,349 79	23,932 87	
Train Enginemen.....	2,566,473 89	2,337,097 65	229,376 24	
Train Motormen.....	56,270 48	51,168 96	5,101 52	
Fuel for Train Locomotives.....	6,053,195 95	4,164,040 25	1,889,155 70	
Train Power Produced.....	20,657 66	17,588 18	3,069 48	
Train Power Purchased.....	139,322 32	127,688 75	11,633 57	
<i>Transportation—Rail Line (carried forward)</i>	\$18,878,335 05	\$15,338,024 19	\$3,540,310 86	

OPERATING EXPENSES IN DETAIL—Concluded.

<i>TRANSPORTATION—RAIL LINE</i> <i>—Concluded.</i>	Year ended June 30, 1917.	Year ended June 30, 1916.	Increase.	Decrease.
<i>Brought forward</i>	\$18,878,335 05	\$15,338,024 19	\$3,540,310 86	
Water for Train Locomotives	198,812 30	173,498 63	25,313 67	
Lubricants for Train Locomotives	55,611 49	52,399 60	3,211 89	
Other Supplies for Train Locomotives	90,478 95	73,258 44	17,220 51	
Enginehouse Expenses—Train	809,435 20	683,597 98	125,837 22	
Trainmen	3,226,967 72	2,865,477 18	361,490 54	
Train Supplies and Expenses	627,956 98	535,482 58	92,474 40	
Signal and Interlocker Operation	625,095 03	573,534 86	51,560 17	
Crossing Protection	510,977 11	489,630 77	21,346 34	
Drawbridge Operation	46,058 10	43,451 01	2,607 09	
Telegraph and Telephone Operation	16,026 99	14,518 28	1,508 71	
Stationery and Printing	210,789 87	153,438 62	57,351 25	
Other Expenses	21,245 05	25,058 32		\$3,813 27
Operating Joint Tracks and Facilities— <i>Dr.</i>	14,357 85	12,736 83	1,621 02	
Operating Joint Tracks and Facilities— <i>Cr.</i>	66,767 96	75,293 90		8,525 94
Insurance	48,486 88	46,859 83	1,627 05	
Clearing Wrecks	56,639 73	41,004 02	15,635 71	
Damage to Property	70,443 19	132,214 74		61,771 55
Damage to Live Stock on Right-of-way	4,038 95	4,233 75		194 80
Loss and Damage—Freight	356,649 83	319,428 21	37,221 62	
Loss and Damage—Baggage	7,212 51	3,332 56	3,879 95	
Injuries to Passengers	61,265 99	52,086 61	9,179 38	
Injuries to Employees	166,300 13	142,122 07	24,178 06	
Injuries to Others	38,989 81	42,439 28		3,449 47
<i>Total Transportation—Rail Line</i>	\$26,075,406 75	\$21,742,534 46	\$4,332,872 29	
<i>TRANSPORTATION—WATER LINE.</i>				
Operation of Vessels	\$9,095 73	\$13,524 77		\$4,429 04
Incidental	756 35	1,006 68		250 33
<i>Total Transportation—Water Line</i>	\$9,852 08	\$14,531 45		\$4,679 37
<i>MISCELLANEOUS OPERATIONS.</i>				
Dining and Buffet Service	\$126,157 34	\$109,959 70	\$16,197 64	
Hotels and Restaurants	—	466 53		\$466 53
Grain Elevators	103,150 15	79,797 53	23,352 62	
Stockyards	904 40	770 28	134 12	
Producing Power Sold	12,153 50	5,475 29	6,678 21	
Other Miscellaneous Operations	34,321 18	9,688 09	24,633 09	
<i>Total Miscellaneous Operations</i>	\$276,686 57	\$206,157 42	\$70,529 15	
<i>GENERAL.</i>				
Salaries and Expenses of General Officers	\$107,767 09	\$99,751 14	\$8,015 95	
Salaries and Expenses of Clerks and Attendants	713,935 65	580,464 70	133,470 95	
General Office Supplies and Expenses	26,814 17	18,871 04	7,943 13	
Law Expenses	139,460 75	197,189 76		\$57,729 01
Insurance	803 22	607 77	195 45	
Pensions	100,060 62	89,125 10	10,935 52	
Stationery and Printing	81,411 25	39,211 61	42,199 64	
Valuation Expenses	131,651 48	157,896 99		26,245 51
Other Expenses	57,928 87	49,193 44	8,735 43	
General Joint Facilities— <i>Dr.</i>	5,150 57	8,018 58		2,868 01
General Joint Facilities— <i>Cr.</i>	1,644 92	2,038 23		393 31
<i>Total General</i>	\$1,363,338 75	\$1,238,291 90	\$125,046 85	
<i>Total Operating Expenses</i>	\$42,448,076 76	\$36,197,958 47	\$6,250,118 29	
<i>Ratio to Operating Revenues</i>	(74.48%)	(69.51%)	(4.97%)	

No. 10.

RENTS FOR LEASED ROADS.

NAME OF ROAD.	Lease Expires.	Rental Accrued.	Portion applying to Interest on Debt.	Portion applying to Dividends on Capital Stock.	Portion applying to Organization Expenses, etc.
Fitchburg.....	July 1, 1999	\$2,113,805 73	\$1,160,805 73	\$943,000 00	\$10,000 00
Concord & Montreal.....	April 1, 1986	871,503 00	286,555 00	577,948 00	7,000 00
Boston & Lowell.....	April 1, 1986	891,527 00	270,175 00	614,352 00	7,000 00
Connecticut River.....	Jan. 1, 1992	562,292 22	236,962 22	323,330 00	2,000 00
Connecticut & Passumpsic Rivers.	Jan. 1, 1986	229,000 00	76,000 00	150,000 00	3,000 00
Vermont & Massachusetts.....	Jan. 1, 2873	221,600 00	27,020 00	191,580 00	3,000 00
Northern.....	Jan. 1, 1989	218,604 00	29,500 00	184,104 00	5,000 00
Manchester & Lawrence.....	Sept. 1, 1937	112,960 00	10,960 00	100,000 00	2,000 00
Nashua & Lowell.....	Oct. 1, 1979	73,000 00		72,000 00	1,000 00
Lowell & Andover.....	Dec. 1, 1973	52,500 00		*52,500 00	
Pemigewasset Valley.....	Feb. 1, 1982	32,790 00		32,490 00	300 00
Concord & Portsmouth.....	Jan. 1, 1961	25,000 00		24,500 00	500 00
Massawippi Valley.....	July 1, 2869	24,000 00		24,000 00	
Stony Brook.....	Jan. 1, 1989	21,500 00		21,000 00	500 00
Wilton.....	Oct. 1, 1982	20,400 00		20,400 00	
Peterborough.....	Apr. 1, 1986	15,700 00		15,400 00	300 00
Troy & Bennington.....	In perpetuity	15,400 00		15,080 00	320 00
Suncook Valley.....	Jan. 1, 1916	10,551 00		10,251 00	300 00
Kennebunk & Kennebunkport....	May 15, 1982	2,925 00		2,925 00	
New Boston.....	June 19, 1992	2,800 00		2,800 00	
Newport & Richford <small>(sub-let to Montreal and Atlantic Ry.)</small>	Jan. 1, 1986	17,500 00	17,500 00		
Total.....		\$5,535,357 95	\$2,115,477 95	\$3,377,660 00	\$42,220 00
Additions and Betterments charged as additional rental.....		118,602 30			
Grand Total.....		\$5,653,960 25			

* Dividend of 8% (\$50,000) paid for two years, 9% every third year.

No. 11. CLASSIFICATION OF FREIGHT TRAFFIC.

COMMODITIES.	Year ended June 30, 1917. Tons of 2000 lbs.	Per Cent of Total	Year ended June 30, 1916. Tons of 2000 lbs.	Per Cent of Total	Increase or Decrease in Tonnage
PRODUCTS OF AGRICULTURE:					
Grain	1,102,470	3.9	1,161,207	4.4	<i>Dec.</i> 58,737
Flour	566,929	2.0	564,970	2.1	<i>Inc.</i> 1,959
Other mill products	443,498	1.6	574,522	2.1	<i>Dec.</i> 131,024
Hay	261,411	.9	288,517	1.1	<i>Dec.</i> 27,106
Tobacco	43,122	.2	44,439	.2	<i>Dec.</i> 1,317
Cotton	323,668	1.1	326,444	1.2	<i>Dec.</i> 2,776
Fruit and vegetables	1,061,705	3.8	1,007,779	3.8	<i>Inc.</i> 53,926
Other products of agriculture	82,416	.3	71,837	.3	<i>Inc.</i> 10,579
<i>Total products of agriculture</i>	3,885,219	13.8	4,039,715	15.2	<i>Dec.</i> 154,496
PRODUCTS OF ANIMALS:					
Live stock	171,708	.6	168,536	.6	<i>Inc.</i> 3,172
Dressed meats	195,758	.7	214,501	.8	<i>Dec.</i> 18,743
Other packing house products	147,628	.5	163,706	.6	<i>Dec.</i> 16,078
Poultry, game and fish	87,525	.3	83,216	.3	<i>Inc.</i> 4,309
Wool	232,214	.8	208,599	.8	<i>Inc.</i> 23,615
Hides and leather	260,646	1.0	286,370	1.1	<i>Dec.</i> 25,724
Other products of animals	183,244	.6	129,398	.5	<i>Inc.</i> 53,846
<i>Total products of animals</i>	1,278,723	4.5	1,254,326	4.7	<i>Inc.</i> 24,397
PRODUCTS OF MINES:					
Anthracite coal	1,937,607	6.9	1,805,889	6.8	<i>Inc.</i> 131,718
Bituminous coal	3,751,832	13.3	3,231,688	12.2	<i>Inc.</i> 520,144
Coke	195,744	.7	215,904	.8	<i>Dec.</i> 20,160
Ores	96,324	.3	107,720	.4	<i>Dec.</i> 11,396
Stone, sand and other like articles	1,045,456	3.7	1,075,364	4.1	<i>Dec.</i> 29,908
Other products of mines	228,365	.8	163,578	.6	<i>Inc.</i> 64,787
<i>Total products of mines</i>	7,255,328	25.7	6,600,143	24.9	<i>Inc.</i> 655,185
PRODUCTS OF FORESTS:					
Lumber	2,711,478	9.6	2,559,932	9.7	<i>Inc.</i> 151,546
Other products of forests	1,510,663	5.4	1,192,184	4.5	<i>Inc.</i> 318,479
<i>Total products of forests</i>	4,222,141	15.0	3,752,116	14.2	<i>Inc.</i> 470,025
MANUFACTURES:					
Petroleum and other oils	333,727	1.2	359,773	1.4	<i>Dec.</i> 26,046
Sugar	138,319	.5	150,443	.6	<i>Dec.</i> 12,124
Naval stores	87,183	.3	69,438	.3	<i>Inc.</i> 17,745
Iron, pig and bloom	354,529	1.3	311,516	1.2	<i>Inc.</i> 43,013
Iron and steel rails	503,756	1.8	266,297	1.0	<i>Inc.</i> 237,459
Other castings and machinery	525,027	1.9	493,411	1.8	<i>Inc.</i> 31,616
Bar and sheet metal	208,608	.7	191,264	.7	<i>Inc.</i> 17,344
Cement, brick and lime	910,707	3.2	902,608	3.4	<i>Inc.</i> 8,099
Agricultural implements	49,942	.2	40,258	.1	<i>Inc.</i> 9,684
Wagons, carriages, tools, etc.	80,678	.3	59,584	.2	<i>Inc.</i> 21,094
Wines, liquors and beers	137,955	.5	129,446	.5	<i>Inc.</i> 8,509
Household goods and furniture	81,557	.3	77,245	.3	<i>Inc.</i> 4,312
Other manufactures	3,198,981	11.3	2,918,537	11.0	<i>Inc.</i> 280,444
<i>Total manufactures</i>	6,610,969	23.5	5,969,820	22.5	<i>Inc.</i> 641,149
MISCELLANEOUS:					
Miscellaneous commodities, not specified above (Carload rates)	2,839,828	10.1	2,825,897	10.7	<i>Inc.</i> 13,931
L. C. L. goods not distributed above	2,096,777	7.4	2,055,022	7.8	<i>Inc.</i> 41,755
<i>Grand Total, All Commodities</i>	28,188,985	100.0	26,497,039	100.0	<i>Inc.</i> 1,691,946

No. 12.
TRAFFIC AND OPERATING STATISTICS.
 (NOT INCLUDING ELECTRIC STREET RAILWAYS AND WATER LINES)

<i>FREIGHT.</i>	Year Ended June 30, 1917.	Increase or Decrease.	Per Cent
Tons of revenue freight carried.....	28,188,985	<i>Inc.</i> 1,691,946	6.39
Tons of company freight carried.....	2,735,653	<i>Inc.</i> 193,812	7.62
<i>Total tons of freight carried.....</i>	30,924,638	<i>Inc.</i> 1,885,758	6.49
Tons of revenue freight carried one mile.....	3,257,060,140	<i>Inc.</i> 295,461,154	9.98
Tons of company freight carried one mile.....	179,587,489	<i>Inc.</i> 31,631,975	21.38
<i>Total tons of freight carried one mile.....</i>	3,436,647,629	<i>Inc.</i> 327,093,129	10.52
Average distance haul of one ton of revenue freight (miles).....	115.54	<i>Inc.</i> 3.77	3.37
Average tons of revenue freight per revenue train mile.....	374.20	<i>Inc.</i> 11.66	3.22
Average tons of all freight per revenue train mile.....	394.83	<i>Inc.</i> 14.18	3.73
*Average tons of revenue freight per loaded car mile.....	18.23	<i>Inc.</i> 1.24	7.30
Average freight cars per revenue train mile.....	28.71	<i>Dec.</i> 1.44	4.78
Average loaded cars per revenue train mile.....	20.52	<i>Dec.</i> .82	3.84
Average empty cars per revenue train mile (excluding caboose).....	7.20	<i>Dec.</i> .63	8.05
Freight revenue.....	\$33,909,184 39	<i>Inc.</i> \$1,946,095 81	6.09
Average revenue received for each ton of freight.....	\$1.203	<i>Dec.</i> \$0.003	.25
Average revenue per ton per mile (cents).....	1.041	<i>Dec.</i> .038	3.52
Average revenue per revenue train mile.....	\$3.896	<i>Dec.</i> \$0.017	.43
<i>PASSENGER.</i>			
Number of monthly-ticket passengers carried.....	7,103,851	<i>Inc.</i> 500,526	7.58
Number of local passengers carried, including monthly ticket passengers.....	45,084,487	<i>Inc.</i> 4,645,746	11.49
Number of interline passengers carried.....	2,292,816	<i>Inc.</i> 212,812	10.23
<i>Total number of passengers carried.....</i>	47,377,303	<i>Inc.</i> 4,858,558	11.43
Number of monthly-ticket passengers carried one mile.....	129,363,084	<i>Inc.</i> 9,959,678	8.34
Number of local passengers carried one mile.....	610,942,669	<i>Inc.</i> 64,824,843	11.87
Number of interline passengers carried one mile.....	150,953,279	<i>Inc.</i> 17,779,867	13.35
<i>Total number of passengers carried one mile.....</i>	891,259,032	<i>Inc.</i> 92,564,388	11.59
Number of passengers to and from Boston, incl. monthly ticket passengers.....	28,382,289	<i>Inc.</i> 1,762,139	6.62
Average distance carried per passenger (miles).....	18.81	<i>Inc.</i> .03	.16
Average number of passengers per train mile.....	75.56	<i>Inc.</i> 6.02	8.66
Average number of passengers per car mile.....	21.00	<i>Inc.</i> 1.50	7.69
Average number of cars per train mile (inc. mail, bag. and exp. cars).....	5.15	<i>Inc.</i> .01	.19
Passenger revenue (passengers only).....	\$16,623,272 92	<i>Inc.</i> \$1,841,550 82	12.46
Average revenue received per passenger (cents).....	35.087	<i>Inc.</i> .322	.93
Average revenue per passenger mile, monthly-ticket passengers (cents).....	.651	<i>Dec.</i> .002	.31
Average revenue per pass. mile, local pass. incl. monthly tickets (cents).....	1.785	<i>Inc.</i> .014	.79
Average revenue per pass. mile, local pass. not incl. monthly tickets (cents).....	2.025	<i>Inc.</i> .009	.45
Average revenue per pass. mile, interline passengers (cents).....	2.259	<i>Inc.</i> .011	.49
Average revenue per pass. mile, all passengers (cents).....	1.865	<i>Inc.</i> .014	.76
Total passenger train revenue.....	\$20,406,169 22	<i>Inc.</i> \$2,616,161 52	14.71
Average total passenger train revenue per train mile.....	\$1.730	<i>Inc.</i> \$0.181	11.68
<i>TOTAL TRAFFIC.</i>			
Operating revenues.....	\$56,717,578 37	<i>Inc.</i> \$4,906,534 66	9.47
Operating expenses.....	42,225,770 86	<i>Inc.</i> 6,204,392 42	17.22
Net operating revenue.....	\$14,491,807 51	<i>Dec.</i> \$1,297,857 76	8.22
Operating revenues per mile of road.....	\$25,110 83	<i>Inc.</i> \$2,172 29	9.47
Operating expenses per mile of road.....	18,694 81	<i>Inc.</i> 2,746 90	17.22
Net operating revenue per mile of road.....	\$6,416 02	<i>Dec.</i> \$574 61	8.22
Average mileage operated during year.....	2,258 69	†	—
Operating revenues per revenue train mile.....	\$2.795	<i>Inc.</i> \$0.132	4.96
Operating expenses per revenue train mile.....	2.081	<i>Inc.</i> .230	12.43
Net operating revenue per revenue train mile.....	\$0.714	<i>Dec.</i> \$0.098	12.07

* Does not include Caboose Car Mileage.

† Last year's mileage revised account remeasurements in connection with Federal Valuation.

TRAFFIC AND OPERATING STATISTICS—Concluded.

	Year Ended June 30, 1917.	Increase or Decrease.	Per Cent
<i>LOCOMOTIVE MILEAGE.</i>			
Freight service.....	10,240,266	<i>Inc.</i> 503,636	5.17
Passenger service.....	12,189,791	<i>Inc.</i> 368,718	3.12
Mixed service.....	250,888	<i>Inc.</i> 4,911	2.00
Special service.....	43,310	<i>Dec.</i> 1,207	2.71
Switching service.....	7,509,771	<i>Inc.</i> 125,655	1.70
<i>Total revenue locomotive miles</i>	30,234,026	<i>Inc.</i> 1,001,713	3.43
Non-revenue service.....	657,471	<i>Inc.</i> 75,805	13.03
<i>*Total locomotive miles</i>	30,891,497	<i>Inc.</i> 1,077,518	3.61
<i>TRAIN MILEAGE.</i>			
Freight service.....	8,459,534	<i>Inc.</i> 532,845	6.72
Passenger service.....	11,551,161	<i>Inc.</i> 307,526	2.74
Mixed service.....	244,597	<i>Inc.</i> 2,161	.89
Special service.....	40,573	<i>Dec.</i> 2,491	5.78
<i>Total revenue train miles</i>	20,295,865	<i>Inc.</i> 840,041	4.32
Non-revenue service train miles.....	543,778	<i>Inc.</i> 82,866	17.98
<i>Total train miles</i>	20,839,643	<i>Inc.</i> 922,907	4.63
<i>CAR MILEAGE.</i>			
<i>FREIGHT CAR MILES:</i>			
Loaded.....	178,639,412	<i>Inc.</i> 4,276,660	2.45
Empty.....	62,701,751	<i>Dec.</i> 1,232,500	1.93
Caboose.....	8,554,437	<i>Inc.</i> 555,299	6.94
<i>Total freight service</i>	249,895,600	<i>Inc.</i> 3,599,459	1.46
<i>PASSENGER CAR MILES:</i>			
Passenger.....	35,356,366	<i>Inc.</i> 1,186,759	3.47
Sleeping and parlor.....	7,089,233	<i>Inc.</i> 300,820	4.43
Dining.....	345,480	<i>Dec.</i> 14,463	4.02
Other.....	17,967,199	<i>Inc.</i> 197,660	1.11
<i>Total passenger service</i>	60,758,278	<i>Inc.</i> 1,670,776	2.83
<i>SPECIAL TRAIN CAR MILES:</i>			
Freight service.....	48,069	<i>Dec.</i> 3,920	7.54
Passenger service.....	183,480	<i>Dec.</i> 2,153	1.16
<i>Total special service</i>	231,549	<i>Dec.</i> 6,073	2.56
Total revenue service car miles.....	310,885,427	<i>Inc.</i> 5,264,162	1.72
Non-revenue service car miles.....	1,249,235	<i>Inc.</i> 41,158	3.41
<i>Total car miles</i>	312,134,662	<i>Inc.</i> 5,305,320	1.73
<i>†LOCOMOTIVE STATISTICS.</i>			
<i>AVERAGE COST PER LOCOMOTIVE MILE RUN—CENTS:</i>			
Repairs.....	9.38	<i>Inc.</i> 1.18	14.39
Wages—enginemen and firemen.....	11.03	<i>Inc.</i> .74	7.19
Enginehouse expenses.....	3.39	<i>Inc.</i> .42	14.14
Fuel.....	23.37	<i>Inc.</i> 6.60	39.36
Lubricants.....	.23		
Water.....	.75	<i>Inc.</i> .07	10.29
Other supplies.....	.34	<i>Inc.</i> .06	21.43
<i>Total cost per mile run</i>	48.49	<i>Inc.</i> 9.07	23.01
Average mileage per locomotive in service.....	32,333	<i>Inc.</i> 139	.43
Average miles run to ton of coal or coke.....	19.09	<i>Dec.</i> .48	2.45
Average miles run to pint of lubricating oil.....	17.31	<i>Dec.</i> 1.56	8.27
Average cost of coal per gross ton on tenders.....	\$4.47	<i>Inc.</i> \$1.20	36.70
Average cost of coke per gross ton on tenders.....	4.46	<i>Inc.</i> .96	27.43

* Includes electric locomotive miles.

* Includes mileage of locomotives of other roads on B. & M. R. R., but does not include mileage of B. & M. locomotives on other roads.

† Includes mileage of B. & M. locomotives on other roads, but does not include mileage of their locomotives on B. & M. R. R.

† Does not include electric locomotives.

No. 13. ELECTRIC STREET RAILWAYS.

Portsmouth Electric Branch — Portsmouth to North Hampton, N. H.	Miles. 18.09
Concord & Manchester Electric Branch — Concord to Manchester and Penacook, N. H.	28.71
<i>Total Mileage operated (per table No. 7).</i>	46.80

RESULT OF OPERATIONS INCLUDED IN INCOME ACCOUNT.	Year Ended June 30, 1917.	Year Ended June 30, 1916.
<i>REVENUES.</i>		
Passenger	\$255,483 93	\$246,594 84
Freight	304 91	400 68
Mail	278 15	289 78
Station and Car Privileges	1,466 20	1,444 64
Joint Facility Rent Income	381 14	380 32
Contoocook River Park	1,757 13	1,248 39
<i>Total Revenue</i>	\$259,671 46	\$250,358 65
<i>OPERATING EXPENSES.</i>		
<i>MAINTENANCE OF WAY AND STRUCTURES.</i>		
Superintendence	\$1,048 85	\$1,074 55
Maintenance of Way	24,667 81	20,561 79
Maintenance of Electric Lines	7,663 17	4,819 85
Maintenance of Buildings and Structures	5,451 94	3,354 82
<i>Total</i>	\$38,831 77	\$29,811 01
<i>MAINTENANCE OF EQUIPMENT.</i>		
Superintendence	\$577 32	\$547 73
Power Plant Machinery	2,593 71	1,330 83
Passenger and Work Cars — Repairs	14,340 75	10,540 67
Passenger Cars — Depreciation	5,285 64	5,259 03
Motor Equipment of Cars — Repairs	18,961 71	9,583 26
Insurance and Other Expenses	363 85	459 38
<i>Total</i>	\$42,122 98	\$27,720 90
<i>TRANSPORTATION.</i>		
Superintendence and Dispatching Trains	\$7,575 16	\$7,296 07
Station Supplies and Expenses	510 51	768 27
Motormen	29,191 37	27,496 52
Train Power Produced	20,618 66	17,656 30
Train Power Purchased	8,273 82	8,722 90
Conductors	27,781 53	26,039 23
Train Supplies and Expenses	7,277 52	4,465 27
Stationery and Printing	505 50	372 48
Insurance	Cr. 4 13	2 98
Injuries to Persons	12,897 82	2,935 61
Other Expenses	1,506 37	696 15
<i>Total</i>	\$116,134 13	\$96,451 78
<i>GENERAL.</i>		
Salaries and Expenses of Clerks and Attendants	\$800 79	\$869 94
Law Expenses	2,270 50	1,419 00
Other Expenses	187 71	157 25
Contoocook River Park	1,652 95	2,149 96
Rent for Greenland Extension	—	83 29
<i>Total</i>	\$4,911 95	\$4,679 44
<i>Total Operating Expenses</i>	\$202,000 83	\$158,663 13
<i>Net Revenue</i>	\$57,670 63	\$91,695 52
Number of Passengers carried	5,115,662	4,931,397
Number of Revenue Car Miles run	1,050,047	1,068,142

No. 14.
 REPORT OF THE TRUSTEE
 OF THE
 SINKING FUND
 FOR REDEMPTION OF
 BOSTON AND MAINE RAILROAD
 IMPROVEMENT BONDS.
 \$1,919,000 AT 4 PER CENT.

DATED FEBRUARY 1, 1887, DUE FEBRUARY 1, 1937.

1916	July 1 Balance	\$1,403,516 66
1917	June 30 Income for year	33,784 07
	Balance — Payments to Fund	\$798,990 00
	Income, etc.	638,310 73
		\$1,437,300 73

INVESTMENTS.

Par Value.		Cost. (Including Accrued Interest.)
\$27,000 00	3½% Bonds of Boston and Maine R. R. due 1921	\$24,336 47
109,000 00	3½% Bonds of Boston and Maine R. R. due 1923	103,336 45
39,000 00	3½% Bonds of Boston and Maine R. R. due 1925	35,343 90
95,000 00	4 % Bonds of Boston and Maine R. R. due 1926	86,838 26
232,000 00	4½% Bonds of Boston and Maine R. R. due 1929	213,893 97
137,000 00	4 % Improvement Bonds of Boston and Maine R. R. due 1937	134,140 93
7,000 00	4 % Bonds of Boston and Maine R. R. due 1942	4,818 61
93,000 00	4½% Bonds of Boston and Maine R. R. due 1944	97,155 26
22,000 00	3 % Bonds of Boston and Maine R. R. due 1950	16,940 00
30,000 00	3½% Bonds of N. Y., N. H. & H. R. R. Co. due 1954	24,130 00
40,000 00	4 % Bonds of N. Y., N. H. & H. R. R. Co. due 1956	37,333 46
45,000 00	4 % Bonds of Portland Union Ry. Station Co. due 1927	45,301 56
20,000 00	4 % Bonds of Portland Union Ry. Station Co. due 1929	20,075 55
31,000 00	4½% Bonds of Maine Central R. R. Co. due 1917	32,290 35
18,000 00	4½% Bonds of Portland & Ogdensburg Ry. due 1928	18,931 50
8,000 00	4 % Bonds of European & No. American Ry. due 1933	9,198 24
300,000 00	3½% Bonds of The Concord & Montreal R. R. due 1920	299,070 96
17,000 00	3½% Bonds of Connecticut River R. R. Co. due 1923	17,255 00
125,000 00	3½% Bonds of Fitchburg R. R. Co. due 1921	125,959 50
15,000 00	5 % Bonds of Concord & Claremont, N. H., R. R. due 1944	15,002 08
3,100 00	Connecticut River R. R. Co. Stock (31 shares)	7,734 50
25,900 00	Fitchburg R. R. Co. Preferred Stock (259 shares)	37,037 00
\$1,439,000 00	Total	\$1,406,123 55
	Cash	31,177 18
	Grand Total	\$1,437,300 73

BOSTON SAFE DEPOSIT AND TRUST CO., *Trustee.*

FRANCIS J. BURRAGE

Secretary.

BOSTON, MASS., June 30, 1917.

(See Note on Balance Sheet, Page 16)

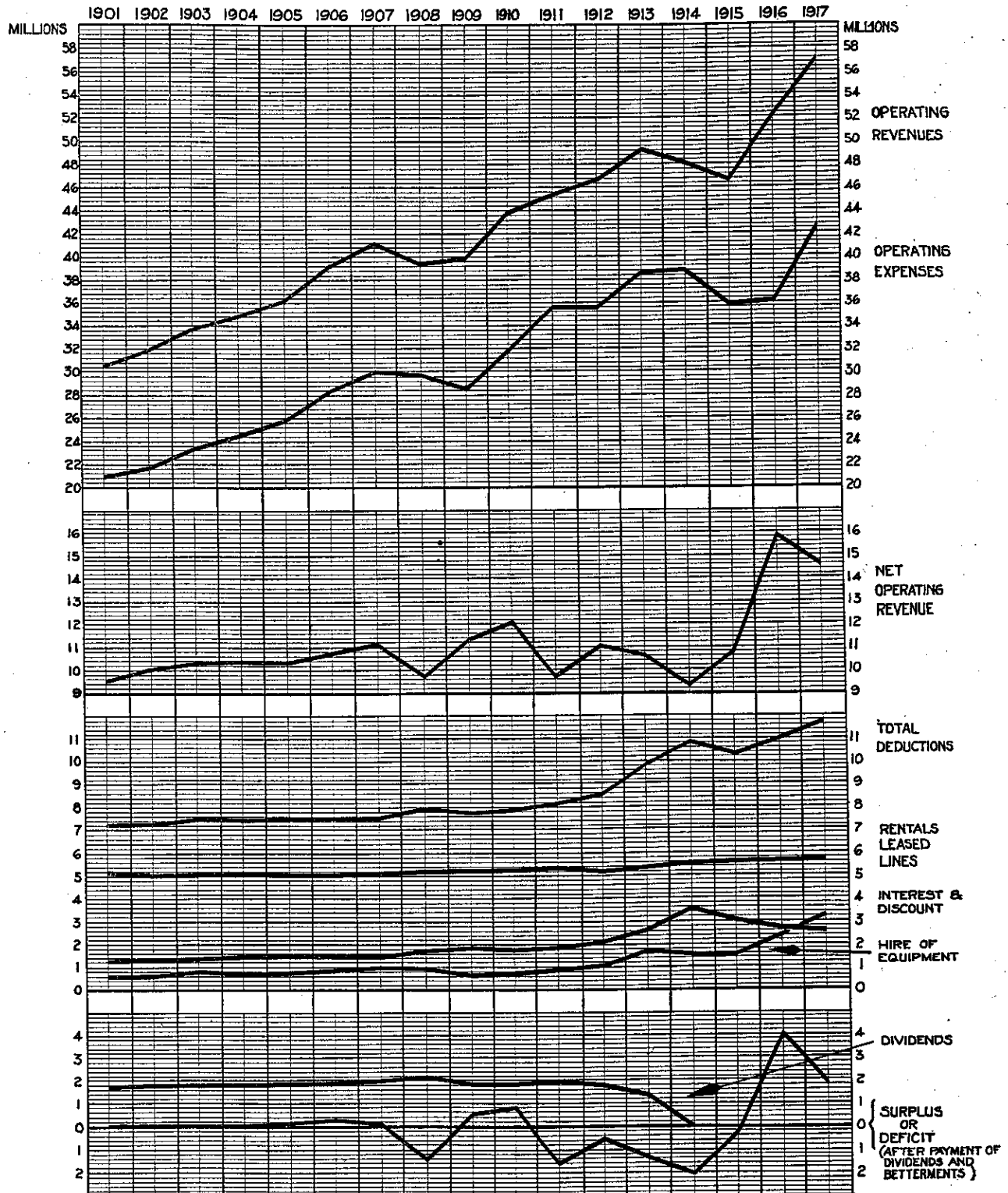
No. 15.

COMPARATIVE STATEMENT OF COMBINED INCOME.

Boston and Maine Railroad, Vermont Valley Railroad, The Sullivan County Railroad, York Harbor and Beach Railroad Company, Mount Washington Railway Company, The St. Johnsbury and Lake Champlain Railroad Company, Montpelier and Wells River Railroad, Barre and Chelsea Railroad Company and Conway Electric Street Railway Company, with Inter-company transactions eliminated.

REVENUES.	Year Ended June 30, 1917.	Year Ended June 30, 1916.	Increase or Decrease.	Per Cent
Freight.....	\$35,260,050 41	\$33,317,450 44	Inc. \$1,942,599 97	5.83
Passenger.....	17,408,404 31	15,508,510 32	Inc. 1,899,893 99	12.25
Mail.....	751,772 45	508,520 47	Inc. 243,251 98	47.84
Express.....	1,980,581 61	1,611,401 49	Inc. 369,180 12	22.91
Other Transportation.....	1,919,370 49	1,637,017 34	Inc. 282,353 15	17.25
Incidental.....	1,739,001 93	1,479,134 74	Inc. 259,867 19	17.57
<i>Total Operating Revenue</i>	\$59,059,181 20	\$54,062,034 80	Inc. \$4,997,146 40	9.24
OPERATING EXPENSES.				
Maintenance of Way and Structures.....	\$6,734,153 02	\$6,300,703 84	Inc. \$433,449 18	6.88
Maintenance of Equipment.....	8,111,539 90	6,794,019 50	Inc. 1,317,520 40	19.39
Traffic.....	439,059 77	433,231 24	Inc. 5,828 53	1.35
Transportation—Rail Line.....	26,977,852 37	22,517,194 95	Inc. 4,460,657 42	19.81
Transportation—Water Line.....	9,852 08	14,531 45	Dec. 4,679 37	32.20
Miscellaneous.....	276,686 57	206,157 42	Inc. 70,529 15	34.21
General.....	1,308,011 07	1,279,920 86	Inc. 118,090 21	9.23
<i>Total Operating Expenses</i>	\$43,947,154 78	\$37,545,759 26	Inc. \$6,401,395 52	17.05
<i>Net Operating Revenue</i>	\$15,112,026 42	\$16,516,275 54	Dec. \$1,404,249 12	8.50
Tax Accruals.....	\$2,235,550 91	\$2,094,311 34	Inc. \$141,239 57	6.74
Uncollectible Revenues.....	1,237 08	2,625 06	Dec. 1,387 98	52.87
<i>Total</i>	\$2,236,787 99	\$2,096,936 40	Inc. \$139,851 59	6.67
<i>Operating Income</i>	\$12,875,238 43	\$14,419,339 14	Dec. \$1,544,100 71	10.71
Other Income.....	1,303,934 65	1,148,326 97	Inc. 155,607 68	13.55
<i>Gross Income</i>	\$14,179,173 08	\$15,567,666 11	Dec. \$1,388,493 03	8.92
DEDUCTIONS.				
Hire of Freight Cars—Debit Balance.....	\$2,969,343 00	\$2,128,187 01	Inc. \$841,155 99	39.52
Rent for Other Equipment.....	421,258 89	371,181 69	Inc. 50,077 20	13.49
Joint Facility Rents.....	167,801 28	158,518 12	Inc. 9,283 16	5.86
Rent for Leased Roads.....	5,654,960 25	5,627,028 77	Inc. 27,931 48	.50
Miscellaneous Rents.....	11,960 24	18,652 90	Dec. 6,692 66	35.88
Interest on Funded Debt.....	1,903,160 00	1,903,160 00		
Interest on Unfunded Debt.....	960,032 57	1,111,182 59	Dec. 151,150 02	13.60
Income applied to Sinking Fund.....	49,583 98	82,004 13	Dec. 32,420 15	39.53
<i>Total Deductions</i>	\$12,138,100 21	\$11,399,915 21	Inc. \$738,185 00	6.48
<i>Net Income</i>	\$2,041,072 87	\$4,167,750 90	Dec. \$2,126,678 03	51.03

BOSTON AND MAINE RAILROAD INCOME ACCOUNT 17 YEARS SINCE LEASE OF FITCHBURG RAILROAD (FISCAL YEAR ENDING JUNE 30)



HIRE OF EQUIPMENT PRIOR TO 1908 TAKEN OUT OF OPERATING EXPENSES AND INCLUDED UNDER DEDUCTIONS
OPERATING REVENUES AND OPERATING EXPENSES FOR YEARS 1908-1914 INCLUSIVE INCLUDE THE OUTSIDE OPERATIONS ACCOUNTS
THEN REQUIRED BY THE INTERSTATE COMMERCE COMMISSION CLASSIFICATION.

No. 16.

CONDENSED GENERAL BALANCE SHEET

DECEMBER 31, 1916.

ASSETS.	LIABILITIES.
Investment in Road and Equipment ... \$92,165,621 19	Common Stock \$39,505,390 70
Improvements on Leased Railway	Preferred Stock 3,149,800 00
Property 2,723,989 97	<i>Total Capital Stock</i> \$42,655,190 70
Sinking Fund 1,468,511 79	Premiums realized on Common Stock
Miscellaneous Physical Property 239,119 89	sold since July 9, 1894 6,501,620 14
Investments in Affiliated Companies .. 1,687,576 18	<i>Total Capital Stock and Premiums</i> \$49,156,810 84
Other Investments 10,191,192 97	Funded Debt Unmatured \$43,338,000 00
<i>Total Investments</i> \$108,476,011 99	Loans and Bills Payable \$13,306,060 00
Cash and Time Deposits \$10,445,158 88	Other Current Liabilities 10,960,090 97
Material and Supplies 5,736,623 88	<i>Total Current Liabilities</i> \$24,266,150 97
Other Current Assets 5,625,465 04	Deferred Liabilities \$1,852,345 89
<i>Total Current Assets</i> \$21,807,247 80	Other Unadjusted Credits 8,285,945 24
Deferred Assets \$192,658 79	Additions to Property through Income. 191,341 21
Other Unadjusted Debits 1,048,424 93	Sinking Fund Reserve 1,468,511 79
	Profit and Loss — Balance 2,965,237 57
<i>Grand Total</i> \$131,524,343 51	<i>Grand Total</i> \$131,524,343 51

No. 17

CONDENSED INCOME ACCOUNT FOR SIX MONTHS ENDED
DECEMBER 31, 1916

	1916	1915		Increase or Decrease
Operating Revenues	\$28,942,421 46	\$25,634,304 47	<i>Inc.</i>	\$3,308,116 99
Operating Expenses	19,788,989 80	17,735,232 39	<i>Inc.</i>	2,053,757 41
<i>Net Operating Revenue</i>	\$9,153,431 66	\$7,899,072 08	<i>Inc.</i>	\$1,254,359 58
Operating Ratio	(68.37%)	(69.19%)	<i>Dec.</i>	(0.82%)
Tax Accruals	1,095,165 54	990,344 21	<i>Inc.</i>	104,821 33
Uncollectible Revenues	1,235 55	—	<i>Inc.</i>	1,235 55
<i>Operating Income</i>	\$8,057,030 57	\$6,908,727 87	<i>Inc.</i>	\$1,148,302 70
Other Income	591,132 46	556,028 07	<i>Inc.</i>	35,104 39
<i>Gross Income</i>	\$8,648,163 03	\$7,464,755 94	<i>Inc.</i>	\$1,183,407 09
Deductions	5,686,055 04	5,227,740 24	<i>Inc.</i>	458,314 80
<i>Net Income</i>	\$2,962,107 99	\$2,237,015 70	<i>Inc.</i>	\$725,092 29

No. 18.

VERMONT VALLEY RAILROAD.

GENERAL BALANCE SHEET.

JUNE 30, 1917.

ASSETS.		LIABILITIES.	
Investment in Road and Equipment ..	\$2,102,947 98	Capital Stock—20,000 shares—par \$50	\$1,000,000 00
Investments in Affiliated Companies:		First Mortgage 4½% Gold Bonds, due	
*Stocks.....	\$2,450,725 00	1940.....	1,500,000 00
Other Investments:		Loans and Bills Payable.....	2,300,000 00
†Stocks.....	800,000 00	Non-negotiable Debt to Affiliated	
Cash.....	60,976 00	Companies	238,925 32
		Interest Matured Unpaid.....	69,000 00
		Unmatured Interest Accrued.....	62,875 00
		Tax Liability.....	124 94
		Premium on Funded Debt.....	22,776 90
		Accrued Depreciation—Equipment...	75,802 85
		Other Unadjusted Credits.....	10 80
		Additions to Property through Income	80,136 89
		Profit and Loss.....	64,996 28
<i>Total</i>	<u>\$5,414,648 98</u>	<i>Total</i>	<u>\$5,414,648 98</u>

* 5,000 Shares The Sullivan County R. R.; 17,882 Shares Montpelier and Wells River R. R. and 3,989 Shares Barre and Chelsea R. R. Co.

† 7,000 Shares Connecticut & Passumpsic Rivers R. R. Co. and 1,000 Shares Massawippi Valley Ry. Co.

ROAD OPERATED.

	Miles.
Brattleboro to Bellows Falls, Vt.....	24.44
Second Track.....	14.45
Side Tracks.....	6.29
<i>Total Track</i>	<u>45.18</u>

The change in mileage is accounted for by the new measurements and reclassifications made in connection with the Federal Valuation.

No. 19.

VERMONT VALLEY RAILROAD.
COMPARATIVE STATEMENT OF INCOME ACCOUNT.

	Year Ended June 30, 1917.	Year Ended June 30, 1916.
<i>REVENUES.</i>		
Freight.....	\$382,489 16	\$371,757 68
Passenger.....	151,547 49	136,985 78
Other Transportation.....	28,518 44	23,847 85
Incidental.....	4,100 85	2,759 39
<i>Total Operating Revenue</i>	\$566,655 94	\$535,350 70
<i>OPERATING EXPENSES.</i>		
Maintenance of Way and Structures.....	\$57,615 65	\$53,763 24
Maintenance of Equipment.....	66,492 09	59,347 73
Traffic.....	2,114 91	1,965 46
Transportation.....	229,094 60	182,179 61
General.....	7,555 94	6,151 84
<i>Total Operating Expenses</i>	\$362,873 19	\$303,407 88
<i>Net Operating Revenue</i>	\$203,782 75	\$231,942 82
Tax Accruals.....	47,561 49	46,322 54
Uncollectible Revenues.....	56	—
<i>Operating Income</i>	\$156,220 70	\$185,620 28
Other Income.....	129,239 85	141,343 06
<i>Gross Income</i>	\$285,460 55	\$326,963 34
<i>DEDUCTIONS.</i>		
Hire of Equipment and Other Rentals.....	\$27,234 90	\$29,741 53
Interest Accrued.....	209,593 37	212,335 36
<i>Total Deductions</i>	\$236,828 27	\$242,076 89
<i>Net Income</i>	\$48,632 28	\$84,886 45
Dividends.....	—	(10%) 100,000 00
<i>Balance — Surplus</i>	\$48,632 28	Deficit \$15,113 55

No. 20.

THE SULLIVAN COUNTY RAILROAD.

GENERAL BALANCE SHEET.

JUNE 30, 1917.

ASSETS.		LIABILITIES.	
Investment in Road and Equipment ..	\$1,370,325 09	Capital Stock—5,000 shares	\$500,000 00
Investment in Affiliated Companies:		First Mortgage 4% Gold Bonds, due	
Advances	588,527 48	1924	357,000 00
Other Unadjusted Debits:	11,879 74	Dividends Matured Unpaid	10,000 00
		Unmatured Interest Accrued	3,570 00
		Tax Liability	Dr. 896 38
		Accrued Depreciation—Equipment ...	112,942 65
		Other Unadjusted Credits	4 82
		Additions to Property through Income	260,124 12
		Profit and Loss	727,987 10
<i>Total</i>	<u>\$1,970,732 31</u>	<i>Total</i>	<u>\$1,970,732 31</u>

ROAD OPERATED.

	Miles.
Bellows Falls to Windsor, Vt.	26.04
Second Track	17.07
Side Tracks	7.18
<i>Total Track</i>	<u>50.29</u>

The change in mileage is accounted for by the new measurements and reclassifications made in connection with the Federal Valuation.

No. 21.

THE SULLIVAN COUNTY RAILROAD.
COMPARATIVE STATEMENT OF INCOME ACCOUNT.

	Year Ended June 30, 1917.	Year Ended June 30, 1916.
REVENUES.		
Freight.....	\$432,758 99	\$416,245 03
Passenger.....	170,545 48	153,316 45
Other Transportation.....	32,559 02	26,065 89
Incidental.....	6,195 50	5,156 40
<i>Total Operating Revenue</i>	\$642,058 99	\$600,783 77
OPERATING EXPENSES.		
Maintenance of Way and Structures.....	\$57,916 47	\$52,877 54
Maintenance of Equipment.....	85,193 86	62,265 65
Traffic.....	2,236 17	2,020 50
Transportation.....	250,666 92	224,484 73
General.....	4,844 50	5,998 55
<i>Total Operating Expenses</i>	\$400,857 92	\$347,646 97
<i>Net Operating Revenue</i>	\$241,201 07	\$253,136 80
Tax Accruals.....	17,250 00	15,652 18
Uncollectible Revenues.....	97	—
<i>Operating Income</i>	\$223,950 10	\$237,484 62
Other Income.....	26,189 15	12,535 66
<i>Gross Income</i>	\$250,139 25	\$250,020 28
DEDUCTIONS.		
Hire of Equipment and Other Rentals.....	\$25,722 43	\$24,049 94
Interest Accrued.....	14,283 83	14,280 00
Additions to Property.....	—	78,493 23
<i>Total Deductions</i>	\$40,006 26	\$116,823 17
<i>Net Income</i>	\$210,132 99	\$133,197 11
Dividends (10%).....	50,000 00	50,000 00
<i>Balance — Surplus</i>	\$160,132 99	\$83,197 11

No. 22.

YORK HARBOR AND BEACH RAILROAD COMPANY.

GENERAL BALANCE SHEET.

JUNE 30, 1917.

ASSETS.		LIABILITIES.	
Investment in Road.....	\$321,162 24	Capital Stock—6,000 shares—par \$50	\$300,000 00
Other Investments (Notes Receivable)	20,000 00	Tax Liability.....	498 40
Cash and Time Deposits.....	10,611 96	Additions to Property through Income	953 24
Miscellaneous Accounts Receivable..	3,504 34	Profit and Loss.....	53,826 90
<i>Total</i>	<u>\$355,278 54</u>	<i>Total</i>	<u>\$355,278 54</u>

ROAD OPERATED.

	Miles of Road.	Miles. of Track
Kittery Junction to York Beach, Maine.....	11.18	11.18
Spur to U. S. Navy Yard .....	.35	.35
Side Tracks .....	.....	1.27
<i>Total</i>	11.53	12.80

No. 23.

YORK HARBOR AND BEACH RAILROAD COMPANY.

COMPARATIVE STATEMENT OF INCOME ACCOUNT.

	Year Ended June 30, 1917.	Year Ended June 30, 1916.
REVENUES.		
Freight.....	\$26,944 02	\$19,468 85
Passenger.....	28,742 58	24,144 03
Other Transportation.....	1,686 79	1,582 23
Incidental.....	699 72	383 85
<i>Total Operating Revenue</i>	\$58,073 11	\$45,578 96
OPERATING EXPENSES.		
Maintenance of Way and Structures.....	\$11,300 30	\$11,472 21
Maintenance of Equipment.....	2,137 99	2,238 32
Traffic.....	228 78	177 20
Transportation.....	21,905 98	19,935 71
General.....	164 26	507 16
<i>Total Operating Expenses</i>	\$35,737 31	\$34,330 60
<i>Net Operating Revenue</i>	\$22,335 80	\$11,248 36
Tax Accruals.....	1,320 00	980 69
<i>Operating Income</i>	\$21,015 80	\$10,267 67
Other Income.....	1,628 29	1,646 02
<i>Gross Income</i>	\$22,644 09	\$11,913 69
Hire of Equipment.....	8,829 47	5,400 10
<i>Net Income</i>	\$13,814 62	\$6,513 59

No. 24.

MOUNT WASHINGTON RAILWAY COMPANY.

GENERAL BALANCE SHEET.

MARCH 31, 1917.

<i>ASSETS.</i>		<i>LIABILITIES.</i>	
Investment in Road and Equipment.	\$189,468 93	Capital Stock—2,115 shares.....	\$211,500 00
Land at Summit and Base, Mount Washington.....	56,000 00	Notes Payable.....	10,000 00
Cash.....	1,837 48	Accident Fund.....	12,500 00
Miscellaneous Accounts Receivable..	5,669 76	Audited Accounts and Wages Payable	600 00
Material and Supplies.....	1,333 71	Accrued Depreciation—Equipment ..	562 69
		Additions to Property through Income	15,483 35
		Profit and Loss.....	3,663 84
<i>Total</i>	<u>\$254,309 88</u>	<i>Total</i>	<u>\$254,309 88</u>

ROAD OPERATED.

	Miles.
Base to Summit, Mt. Washington, N.H.....	3.17
Side Tracks.....	.17
<i>Total Track</i>	<u>3.34</u>

No. 25.

MOUNT WASHINGTON RAILWAY COMPANY.
COMPARATIVE STATEMENT OF INCOME ACCOUNT.

	Year Ended March 31, 1917.	Year Ended March 31, 1916.
<i>REVENUES.</i>		
Freight.....	\$171 53	\$294 94
Passenger.....	26,081 18	17,920 40
Mail.....	150 00	138 34
Rent of Buildings and Other Property.....	3,750 00	—
<i>Total Operating Revenue</i>	<i>\$30,152 71</i>	<i>\$18,353 68</i>
<i>OPERATING EXPENSES.</i>		
Maintenance of Way and Structures.....	\$12,126 47	\$5,148 80
Maintenance of Equipment.....	4,712 65	3,597 49
Traffic.....	550 03	736 06
Transportation.....	6,732 36	4,345 55
General.....	1,606 90	1,032 50
<i>Total Operating Expenses</i>	<i>\$25,728 41</i>	<i>\$14,860 40</i>
<i>Net Operating Revenue</i>	<i>\$4,424 30</i>	<i>\$3,493 28</i>
Tax Accruals.....	655 52	641 09
<i>Operating Income</i>	<i>\$3,768 78</i>	<i>\$2,852 19</i>
Other Income.....	64 51	223 38
<i>Gross Income</i>	<i>\$3,833 29</i>	<i>\$3,075 57</i>
Interest Accrued.....	112 50	—
<i>Balance—Surplus</i>	<i>\$3,720 79</i>	<i>\$3,075 57</i>

No. 26.

THE ST. JOHNSBURY AND LAKE CHAMPLAIN RAILROAD COMPANY.
GENERAL BALANCE SHEET.

JUNE 30, 1917.

ASSETS.		LIABILITIES.	
Investment in Road.....	\$4,694,583 88	aCommon Stock—48,797 Shares—par \$50 and \$12,599 Scrip.....	\$2,452,449 00
Miscellaneous Physical Property.....	93,414 60	bPreferred Stock—22,972 Shares—par \$50 and \$5,800 Scrip.....	1,154,400 00
Cash.....	5,651 87	cFirst Mortgage 5% Bonds, due March 1, 1944.....	2,500,000 00
Traffic and Car Service Balances Re- ceivable.....	1,757 52	Non-negotiable Debt to Affiliated Com- panies.....	940,434 93
Net Balances Receivable from Agents and Conductors.....	18,872 07	Loans and Bills Payable.....	30,100 80
Miscellaneous Accounts Receivable...	30,336 68	Traffic and Car Service Balances Pay- able.....	33,957 64
Material and Supplies.....	41,532 25	Audited Accounts and Wages Payable .	186,338 13
Trustee Under Mortgage.....	10,000 00	Miscellaneous Accounts Payable.....	34 70
Other Unadjusted Debits.....	29,612 98	Interest Matured Unpaid.....	1,422,450 54
Profit and Loss (<i>Deficit</i>).....	3,849,589 36	Unmatured Interest Accrued.....	41,666 66
		Tax Liability.....	7,635 60
		Other Unadjusted Credits.....	5,883 21
<i>Total</i>	<u>\$8,775,351 21</u>	<i>Total</i>	<u>\$8,775,351 21</u>

A Includes 455 shares owned by Boston and Maine Railroad and 31,293 shares owned by Boston & Lowell Railroad Corporation.

B Includes 415 shares owned by Boston and Maine Railroad and 7,353 shares owned by Boston & Lowell Railroad Corporation.

C Includes \$432,000 par value owned by Boston and Maine Railroad and \$740,000 par value owned by Boston & Lowell Railroad Corporation.

ROAD OPERATED.

	Miles.
St. Johnsbury to Maquam Bay, Vt.....	98.45
Side Tracks.....	15.80
<i>Total Track</i>	<u>114.25</u>

NOTE—Total road owned 120.55 miles. That portion between St. Johnsbury and Lunenburg, Vt., 22.10 miles, is leased to the Maine Central R.R. Co., for 5 years from January 1, 1915, at an annual rental of \$20,000 and taxes.

The change in mileage is accounted for by the sale of the Victory Branch and by the new measurements and reclassifications made in connection with the Federal Valuation.

No. 27.

THE ST. JOHNSBURY AND LAKE CHAMPLAIN RAILROAD COMPANY.
COMPARATIVE STATEMENT OF INCOME ACCOUNT.

	Year Ended June 30, 1917.	Year Ended June 30, 1916.
REVENUES.		
Freight	\$208,943 64	\$226,602 55
Passenger	77,772 11	77,640 05
Other Transportation.....	54,847 06	43,335 90
Incidental.....	5,891 14	4,231 55
<i>Total Operating Revenue</i>	\$347,453 95	\$351,810 05
OPERATING EXPENSES.		
Maintenance of Way and Structures.....	\$100,804 78	\$101,958 57
Maintenance of Equipment.....	12,536 78	18,322 57
Traffic.....	2,715 02	2,363 66
Transportation.....	178,029 43	161,790 14
General.....	8,248 59	11,421 90
<i>Total Operating Expenses</i>	\$302,334 60	\$295,856 84
<i>Net Operating Revenue</i>	\$45,119 35	\$55,953 21
Tax Accruals.....	15,377 45	15,392 96
Uncollectible Revenues.....		83
<i>Operating Income</i>	\$29,741 90	\$40,559 42
† Other Income.....	20,890 62	21,143 66
<i>Gross Income</i>	\$50,632 52	\$61,703 08
DEDUCTIONS.		
Hire of Equipment and Other Rentals.....	\$56,662 39	\$34,219 82
* Interest Accrued	166,931 87	167,654 35
<i>Total Deductions</i>	\$223,594 26	\$201,874 17
<i>Balance — Deficit</i>	\$172,961 74	\$140,171 09

† Includes \$20,000 received from Maine Central Railroad Co. for lease of that part of the road between St. Johnsbury and Lunenburg, Vt.

* Includes interest accrued amounting to \$58,600.00 on bonds owned by the Boston and Maine and Boston & Lowell Railroads.

No. 28.

MONTPELIER AND WELLS RIVER RAILROAD.

GENERAL BALANCE SHEET.

JUNE 30, 1917.

ASSETS.		LIABILITIES.	
Investment in Road and Equipment	\$1,168,055 10	Capital Stock—17,896 shares—par \$50	\$894,800 00
Miscellaneous Physical Property	19,696 65	Traffic and Car Service Balances Payable	6,562 84
Cash	25,843 58	Audited Accounts and Wages Payable	39,435 76
Traffic and Car Service Balances Receivable	200 91	Dividends Matured Unpaid	292 50
Net Balances Receivable from Agents and Conductors	8,034 36	Tax Liability	10,344 65
Miscellaneous Accounts Receivable	13,459 59	Accrued Depreciation—Equipment	56,323 80
Material and Supplies	22,254 89	Other Unadjusted Credits	1,823 74
Other Deferred Assets	10,342 53	Additions to Property through Income	19,343 54
		Profit and Loss—Balance	238,960 78
<i>Total</i>	<u>\$1,267,887 61</u>	<i>Total</i>	<u>\$1,267,887 61</u>

ROAD OPERATED.

	Miles of Road.	Miles of Track.
OWNED:		
Montpelier to Wells River, Vt.	38.22	38.22
Montpelier to Tilden Bridge, Barre, Vt.	5.15	5.15
Side Tracks	....	11.84
<i>Total Miles Owned</i>	<u>43.37</u>	<u>55.21</u>
LEASED:		
BARRE AND CHELSEA RAILROAD CO.		
Tilden Bridge to Ayer St., Barre, Vt.	1.67	1.67
Side Tracks	....	.74
<i>Total Miles Leased</i>	<u>1.67</u>	<u>2.41</u>
<i>Grand Total Miles Operated</i>	45.04	57.62

The change in mileage is accounted for by the new measurements and reclassifications made in connection with the Federal Valuation.

No. 29.
MONTPELIER AND WELLS RIVER RAILROAD.
COMPARATIVE STATEMENT OF INCOME ACCOUNT.

	Year Ended June 30, 1917.	Year Ended June 30, 1916.
<i>REVENUES.</i>		
Freight	\$175,560 87	\$188,248 29
Passenger	70,623 19	65,741 05
Other Transportation	39,738 01	36,406 36
Incidental	4,359 32	2,652 36
<i>Total Operating Revenue</i>	\$290,281 39	\$293,048 06
<i>OPERATING EXPENSES.</i>		
Maintenance of Way and Structures	\$54,456 76	\$58,100 66
Maintenance of Equipment	31,357 22	26,304 81
Traffic	3,378 88	3,175 26
Transportation	162,120 96	137,153 52
General	8,454 34	10,969 29
<i>Total Operating Expenses</i>	\$259,768 16	\$235,703 54
<i>Net Operating Revenue</i>	\$30,513 23	\$57,344 52
Tax Accruals	20,598 75	20,400 00
<i>Operating Income</i>	\$9,914 48	\$36,944 52
Other Income	3,601 19	3,748 76
<i>Gross Income</i>	\$13,515 67	\$40,693 28
<i>DEDUCTIONS.</i>		
Rental for Leased Road	\$1,000 00	\$1,000 00
Hire of Equipment	28,236 91	22,289 30
Miscellaneous Interest	93	17
<i>Total Deductions</i>	\$29,237 84	\$23,289 47
<i>Net Income</i>	Deficit \$15,722 17	\$17,403 81
Dividends	—	(1½%) 13,422 00
<i>Balance — Deficit</i>	\$15,722 17	Surplus \$3,981 81

No. 30.

BARRE AND CHELSEA RAILROAD COMPANY.

GENERAL BALANCE SHEET.

JUNE 30, 1917.

<i>ASSETS.</i>		<i>LIABILITIES.</i>	
Investment in Road and Equipment..	\$542,538 41	Capital Stock—4,000 shares.....	\$400,000 00
Miscellaneous Physical Property.....	15,693 93	Audited Accounts and Wages Payable	14,601 85
Investments in Affiliated Companies:		Miscellaneous Accounts Payable.....	90 00
Notes.....	127,000 00	Dividends Matured Unpaid.....	74 00
Other Investments:		Tax Liability.....	3,744 44
Bonds.....	3,000 00	Accrued Depreciation—Equipment...	40,239 98
Cash.....	47,341 43	Additions to Property through Income	4,817 35
Time Drafts and Deposits.....	35,110 75	Profit and Loss.....	352,566 46
Traffic and Car Service Balances Re- ceivable.....	12,711 35		
Net Balances Receivable from Agents and Conductors.....	243 91		
Miscellaneous Accounts Receivable...	7,748 89		
Material and Supplies.....	17,752 69		
Other Deferred Assets.....	6,992 72		
<i>Total</i>	<u>\$816,134 08</u>	<i>Total</i>	<u>\$816,134 08</u>

ROAD OPERATED.

	Miles
Ayer St., Barre, Vt. to Quarries and East Barre, Vt.....	22.53
Side Tracks.....	2.73
<i>Total Track</i>	<u>25.26</u>

The change in mileage is accounted for by the measurements and reclassifications.

No. 31.

BARRE AND CHELSEA RAILROAD CO.
COMPARATIVE STATEMENT OF INCOME ACCOUNT.

	Year Ended June 30, 1917.	Year Ended June 30, 1916.
<i>REVENUES.</i>		
Freight	\$117,990 26	\$126,990 91
Passenger	2,015 45	1,985 40
Other Transportation	1,818 20	1,904 00
Incidental	270 50	80 00
<i>Total Operating Revenue</i>	<i>\$122,094 41</i>	<i>\$130,960 31</i>
<i>OPERATING EXPENSES.</i>		
Maintenance of Way and Structures	\$24,788 86	\$27,047 79
Maintenance of Equipment	26,689 97	30,896 08
Traffic	985 20	998 64
Transportation	48,544 53	40,641 09
General	3,395 36	4,707 77
<i>Total Operating Expenses</i>	<i>\$104,403 92</i>	<i>\$104,291 37</i>
<i>Net Operating Revenue</i>	<i>\$17,690 49</i>	<i>\$26,668 94</i>
Tax Accruals	8,550 00	8,258 94
<i>Operating Income</i>	<i>\$9,140 49</i>	<i>\$18,410 00</i>
Other Income	27,427 71	27,306 62
<i>Gross Income</i>	<i>\$36,568 20</i>	<i>\$45,716 62</i>
<i>DEDUCTIONS.</i>		
Miscellaneous Rents	\$620 00	\$747 00
Additions to Property	4,817 35	2,888 44
<i>Total Deductions</i>	<i>\$5,437 35</i>	<i>\$3,635 44</i>
<i>Net Income</i> :	<i>\$31,130 85</i>	<i>\$42,081 18</i>
Dividends (5%)	20,000 00	20,000 00
<i>Balance — Surplus</i>	<i>\$11,130 85</i>	<i>\$22,081 18</i>

No. 32.

CONWAY ELECTRIC STREET RAILWAY COMPANY.

GENERAL BALANCE SHEET.

JUNE 30, 1917.

ASSETS.		LIABILITIES.	
Road and Equipment.....	\$232,800 29	Capital Stock—1,000 shares	\$100,000 00
Accounts Receivable.....	63 28	First Mort. 5% Bonds, due Jan. 1, 1924	65,000 00
Due from Agents.....	488 35	Debenture 4% Bonds, due July 1, 1930	35,000 00
Cash.....	798 21	Notes Payable.....	50,228 70
Property Abandoned	2,862 03	Accounts Payable.....	338 08
Deferred Assets	260 59	Interest Accrued, due July 1.....	3,335 09
Profit and Loss (Deficit).....	49,058 18	Overdue Interest	31,395 02
		Accrued Depreciation—Equipment ..	1,034 04
<i>Total</i>	<u>\$286,330 93</u>	<i>Total</i>	<u>\$286,330 93</u>

ROAD OPERATED.

	Miles.
Conway to South River Station, Deerfield, Mass.....	5.95
Side Tracks.....	.65
<i>Total Track</i>	<u>6.60</u>

The change in mileage is accounted for by the new measurements and reclassifications made in connection with the Federal Valuation.

No. 33.

CONWAY ELECTRIC STREET RAILWAY COMPANY.
COMPARATIVE STATEMENT OF INCOME ACCOUNT.

	Year Ended June 30, 1917.	Year Ended June 30, 1916.
<i>REVENUES.</i>		
Freight	\$5,702 64	\$4,647 87
Passenger	2,471 85	2,513 65
Other Transportation	1,865 09	2,189 21
Incidental—Power Sold, etc.....	482 67	1,424 08
<i>Total Operating Revenue</i>	<i>\$10,522 25</i>	<i>\$10,774 81</i>
<i>OPERATING EXPENSES.</i>		
Maintenance of Way and Structures	\$995 84	\$2,933 25
Maintenance of Equipment	1,289 02	1,826 26
Transportation	5,698 03	5,577 35
General.....	394 43	839 95
<i>Total Operating Expenses</i>	<i>\$8,377 32</i>	<i>\$11,176 81</i>
<i>Net Operating Revenue</i>	<i>\$2,144 93</i>	<i>Deficit \$402 00</i>
Tax Accruals	760 74	395 63
<i>Operating Income</i>	<i>\$1,384 19</i>	<i>Deficit \$797 63</i>
Interest Accrued.....	6,717 20	6,669 19
<i>Balance—Deficit</i>	<i>\$5,333 01</i>	<i>\$7,466 82</i>