

HOUSE.....No. 200.

Commonwealth of Massachusetts.

HOUSE OF REPRESENTATIVES, April 29, 1848.

The undersigned, a member of the Second Joint Committee on Railroads and Canals, to which was referred the petition of Otis Pettee and others, for a railroad from Woonsocket to some point on the Boston and Worcester Railroad, in Newton, or some point on the Watertown Branch, and thence, by the Fitchburg Railroad, into the city of Boston, dissents from the conclusions to which his associates of the committee have come, and recommends, that a charter be granted to petitioners from White's Village, in the north part of Bellingham, near the line of Medway, through the north part of Franklim, Medway, Medfield, Dover, Needham, Newton, there to connect with the Boston and Worcester Railroad, or, passing under the bed of the Boston and Worcester Railroad, to the village of Watertown, there to unite with the Watertown Branch, thence, over the same and the Fitchburg Railroad, into the city of Boston.

In 1846, the petitioners for the Pettee route, with petitioners for numerous other rival routes, presented to the legislature their claims for railroad accommodation, extending substantially from the valley of the Blackstone to Boston.

After a most thorough hearing of all the rival claimants, the committee reported unanimously in favor of the petition for the Pettee route. The bill passed the senate by a decided majority, but was finally lost in the house, by a majority of nineteen votes. The friends of the several rival routes united against the Pettee, unquestionably with a view to bring their favorite projects before a future legislature.

The committee, in 1846, were of opinion, that the local business on the Pettee route was much greater than on either of the other routes, and it is believed that this business, in connection with its favorable grades, led that committee to the decision to which it came.

The same committee reported a bill for the establishment of the Walpole Railroad Company,—a road extending from Dedham, the shire-town in Norfolk County, to Walpole, a distance of about eight and a half miles.

The Walpole Railroad was neither advocated before the committee, nor regarded by the legislature, as one of the rival routes to Woonsocket. It was *represented* and *chartered* as a LOCAL ROAD MERELY,—intended for the accommodation of those residing on its line,—to give the inhabitants ready communication with their shire-town, and to enable the heavy business of Walpole and East Walpole to find convenient transportation to Boston.

In 1847, the Pettee petitioners again presented their claims for railroad accommodation, but they now found a rival in the Walpole Railroad Company, chartered in 1846, united with influential individuals beyond Walpole, in the valley of the Blackstone, aided, somewhat, by the influence of the Boston and Providence Railroad Corporation.

The charter of the Norfolk County Railroad was the result, and the petitioners for the Pettee route had leave to withdraw.

A portion of the petitioners for the Pettee route, in 1846 and 1847, including all residing in the towns through which the proposed road will run, with others, who formerly gave their influence to rival routes, again come to the legislature, and ask for a railroad from Woonsocket to Boston, or, if that shall be denied, they ask for a railroad from some point on the Worcester

Railroad, at Newton, or from the Fitchburg Railroad Branch, at Watertown, to Medway Village and North Bellingham, for the accommodation of their large local business.

Their present petition is relieved from the large expenditure of four or five hundred thousand dollars, which *former* petitions contemplated, in an *independent* route into Boston.

The undersigned concurs, with his associates on the committee, that it is not expedient to give to petitioners a charter for a railroad to Woonsocket.

The Norfolk County Railroad, chartered last year, extends to Blackstone, running within about a mile and a half of Woonsocket. This railroad is now under contract, it is believed, through its whole extent, and will, probably, be constructed during the ensuing year.

The termination of the *proposed* railroad is at North Bellingham, about eight miles distant from Woonsocket, and about the same distance from the Blackstone valley as is the *present* termination of the Milford Branch Railroad.

The undersigned is of opinion, that the road recommended to the favorable consideration of the legislature, will not interfere with the legitimate business of any chartered company; that railroad justice should not longer be withheld from the seven towns asking this accommodation; and that their enterprise, and local business, will be amply sufficient to sustain it.

The length of new road, from North Bellingham, to the Watertown branch, is about 22 miles; to the Boston and Worcester road, about $21\frac{1}{4}$ miles; or, by the line of these roads to *Boston*, from 28 to 30 miles.

The average cost of the proposed road, *per mile*, is estimated, with superstructure, depots, cars, and equipment entire, at \$23,792, making the whole cost about \$523,424.

Should the road terminate at the Fitchburg Railroad, the highest grade would be 52 feet per mile, over a distance of 5,900 feet. This grade is necessary to enable the road to pass *over* the line of the Boston Water-works, and *under* the bed of the Boston and Worcester Railroad. In two other places only, will the grade be as great as 42 feet—the level line being 24,000 feet,

and the grade of the remaining portion of the road in no place exceeding thirty feet.

A table introduced before the committee, showing the amount of the local business of the several towns and villages, is hereto annexed.

The undersigned respectfully reports the accompanying Bill.

WILLIAM STEVENS,

A minority of the Second Joint Committee on Railroads and Canals.

Charles River Railroad, from Medway Village to Fitchburg Railroad, at Watertown, $19\frac{8.5}{100}$ miles—or to the Boston and Worcester Railroad at Newton Corner, $19\frac{2}{10}$ miles.

1848.]

AMOUNT OF FREIGHT AND PASSENGERS.

TOWNS, &c.	Population.	No. of Tons Freight.	Rate per Ton.	Amount of Receipts.	No. of Passengers.	Rate of Fare.	Amount of Receipts.	Total for Freight and Passengers.
Bellingham Centre, North Bellingham, West Medway, Medway Village, East Medway, Medfield, Dover, 16; Mills, 14, East Needham, Newton Upper Falls, Newton Centre,	9028	36,204	- -	\$43,217 00	95,956	- -	\$40,926 26	\$84,143 26
Amount for Passengers to and from Brighton, and from various places on the route and beyond,							- - -	8,000 00
Way Business between stations, &c.							- - -	7,000 00
Mails and Expresses,							- - -	1,000 00
								\$100,143 26
Expenses running six trains per day, at 66 cents per mile, between Medway and Boston,							\$33,052 80	
Expenses paid Fitchburg or Worcester Railroad for use of Road and Depot,							12,000 00	45,052 80
								\$55,090 46
Interest at 6 per cent. on two thirds of the cost of the road to Woonsocket, viz, \$506,547,							- - -	30,392 82
								\$24,697 64
								Leaves a surplus,

HOUSE—No. 200.

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In the Year One Thousand Eight Hundred and Forty-
Eight.

AN ACT

To incorporate the Charles River Railroad Company.

BE *it enacted by the Senate and House of Representatives, in General Court assembled, and by the authority of the same, as follows :*

1 SECT. 1. Otis Pettee, Edgar K. Whitaker, Elijah
2 Perry, Jonathan P. Bishop, Joseph L. Richardson,
3 Artemas Brown, Noah J. Arnold, their associates and
4 successors, are hereby made a corporation, by the
5 name of the Charles River Railroad Company, with
6 all the powers and privileges, and subject to all the
7 duties, restrictions, and liabilities, contained in the
8 forty-fourth chapter of the Revised Statutes, and in
9 that part of the thirty-ninth chapter of said statutes
10 which relates to railroad corporations, and in the pub-
11 lic statutes which have been, or may be hereafter,
12 passed, relating to such corporations.

1 SECT. 2. Said company may locate, construct, and
2 maintain, a railroad, with one or more tracks, from
3 some convenient point on the Watertown Branch of
4 the Fitchburg Railroad, near Watertown Village, or
5 from some convenient point on the Boston and Worces-
6 ter Railroad, near Angier's Corner, in Newton, as the
7 corporation hereby created, when lawfully organized,
8 shall elect; through Newton, East Needham, Dover,
9 Medfield, Medway, along the valley of Charles River
10 and North Franklin, to the easterly line of Bellingham
11 near to its northern terminus, with liberty to enter
12 upon and use said Boston and Worcester Railroad,
13 and said Watertown Branch and Fitchburg Railroad,
14 as the case may be, in the manner that is, or may be,
15 prescribed by the laws of this Commonwealth.

1 SECT. 3. The capital stock of said corporation
2 shall consist of not more than six thousand shares, the
3 number of which shall be determined, from time to
4 time, by the directors thereof, and no assessment shall
5 be laid thereon of a greater amount, in the whole,
6 than one hundred dollars on each share. And the
7 said corporation may take, purchase, and hold, such
8 real estate, and may purchase and hold such engines,
9 cars, and other things, as may be necessary or con-
10 venient for the use of said railroad, and for the trans-
11 portation of passengers, goods, and merchandise.

1 SECT. 4. If the location of said railroad be not
2 filed, according to law, within two years from the pas-
3 sage of this act, or if the said railroad shall not be
4 completed, with at least one track, from said terminus
5 at Bellingham to said Boston and Worcester Railroad,

6 or to said Watertown Branch of said Fitchburg Rail-
7 road, within four years from the passage of this act,
8 the same shall be void.

1 SECT. 5. The legislature may authorize any com-
2 pany to enter, with another railroad, upon, and use,
3 the railroad hereby established, or any part thereof, by
4 complying with such reasonable rules and regulations
5 as the said Charles River Railroad Company may pre-
6 scribe, or as may be determined according to law.

1 SECT. 6. The legislature may, after the expira-
2 tion of five years from the time when said railroad
3 shall be opened for use, from time to time, reduce the
4 rates of toll, or other profits, upon said railroad; but
5 the same shall not, without the consent of said cor-
6 poration, be so reduced as to produce less than ten
7 per cent. per annum upon the investment of said com-
8 pany.