

Increase of per-
petual fund to
\$350,000.

Resolved, That there be paid from the treasury into the perpetual fund created by virtue of the provisions of chapter one hundred and sixty-six of the acts of the year one thousand eight hundred and sixty-three, and entitled "The fund for the promotion of education in agriculture and the mechanic arts," a sum sufficient to increase said fund so that it shall amount in the whole to three hundred and fifty thousand dollars, the income whereof shall be paid as provided by existing laws.

Approved May 26, 1871.

Chap. 90. RESOLVE CONCERNING CERTAIN BERDELL BONDS HELD BY THE COMMONWEALTH.

Governor and council to arrange with holders of the bonds secured by Berdell mortgage so that trustees may obtain possession of road.

Resolved, That the governor and council be and they are hereby authorized to make such arrangements as they may deem suitable and proper with the holders of the bonds of the Boston, Hartford and Erie Railroad Company secured by the Berdell mortgage, so called, or with any number of said bondholders, as may be necessary to enable the trustees under said mortgage to obtain immediate possession and control of the property named in said mortgage, and for this purpose any balance of the money appropriated during the present session under the resolve in relation to the Boston, Hartford and Erie Railroad Company and not required for the purposes specified therein, together with such further sum as shall make in the whole a sum not exceeding seventy-two thousand dollars is hereby appropriated, payable from the treasury, and the governor is authorized to draw his warrant for such part of said sum as may be necessary, payable to said trustees: *provided,* that before any such payment is made, an additional sum sufficient, in the opinion of the governor and council, to secure the purposes of this resolve, shall have been raised by contributions of other bondholders or otherwise, and shall have been paid to said trustees; and *provided, also,* that before any such payment is made, it shall be the duty of the governor and council to obtain as far as practicable, security for the repayment with interest of any sums advanced or contributed under this resolve.

Approved May 26, 1871.

Chap. 91. RESOLVE CONCERNING THE COMMONWEALTH FLATS NEAR SOUTH BOSTON.

Harbor commissioners to prepare a plan for development, &c., of the South Boston state flats, and report to next legislature.

Resolved, That the harbor commissioners, after consultation with the governor, the Boston and Albany Railroad Company and the Boston Wharf Company, prepare a plan for the development and improvement of the flats of the Commonwealth, near South Boston, in which development and improvement the Commonwealth and said companies may

coöperate; and in connection therewith said commissioners consider the expediency of authorizing or requiring a temporary bulkhead to be built instead of a sea-wall on or near the exterior line (so called), and also the expediency of filling South bay and Fort Point channel; together with such other matters connected with the improvement of said flats as may be important to the interests of the Commonwealth; and said commissioners shall report in print to the next legislature on or before the fifteenth day of January next.

Approved May 26, 1871.

RESOLVE DIRECTING THE BOARD OF RAILROAD COMMISSIONERS TO REPORT TO THE NEXT GENERAL COURT INFORMATION AS TO CERTAIN RAILROADS.

Chap. 92.

Resolved, That the railroad commissioners are hereby directed to prepare and report to the next legislature a classified list of the various articles of merchandise transported upon railroads, accompanied by a table of classified distances, and specifying the rate per ton per mile, excluding all terminal charges, which it would be in their judgment equitable and fair for the several railroads to charge for the transportation of each class of merchandise over each class of distances; also a list of the various railroad crossings, junctions and intersections within the Commonwealth, specifying how each is used, whether for passengers or freight, one or both, by the transfer of cars, or whether without the transfer of cars, or if not used at all; also the rates charged for transportation of passengers and merchandise between specified points by using said junction, and the rates charged between said points by other routes; also the reasons why such junctions, if any, are not used; also a tabular statement of the several railroads purchased, leased and now operated by other railroads, naming the said railroads; also a tabular statement of the rates charged for transportation of each class of merchandise and for passengers upon the said purchased, leased or operated roads, and the rates charged upon the several railroads using and controlling said purchased, leased or operated railroads; also the names of the railroads now controlling and operating one or more other railroads which if used jointly or by themselves form a line competing to any extent with the railroad now operating them; accompanied by a tabular statement of the rates charged upon each line for the transportation per mile of each class of merchandise, and of passengers; also a list of railroads, if any, which, since such purchase, lease or other contract for operating by other railroads now controlling them, have been in any man-

Railroad commissioners directed to furnish information concerning railroads to the next legislature.