

HOUSE . . . . No. 284.

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Commonwealth of Massachusetts.

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HOUSE OF REPRESENTATIVES, April 8, 1873.

The Committee on Railways, to whom was referred the Order in relation to transportation of freight over the Boston and Albany Railroad, requiring them to ascertain the rates of freight charged by the Boston and Albany Railroad on lime, hay and coal, submit the enclosed communication from the Board of Railroad Commissioners, and ask to be discharged from the further consideration of the order.

For the Committee,

C. R. CODMAN.

## Commonwealth of Massachusetts.

RAILROAD COMMISSIONERS' OFFICE, NO. 7 PEMBERTON SQUARE, }  
BOSTON, April 4, 1873. }

Hon. E. <sup>2</sup>/<sub>3</sub> CARPENTER, *Chairman Committee on Railways*:—

SIR:—I am directed herewith to return to the committee the order relative to "the rates of freight charged by the Boston & Albany Railroad Company on lime, hay and coal," etc.

In order to furnish the desired information, the rates of freight on the articles specified now charged on four of the principal roads of the Commonwealth are presented in the accompanying table, which not only shows the rates charged on the Boston and Albany road, but also furnishes the material for a conclusion as to the reasonableness of such charges as compared with those in general use.

In the course of their investigations the Commissioners further ascertained that at one period, owing to misapprehension of orders by the local freight agent of the Boston and Albany road at Albany, a serious discrimination had been made in favor of producers of lime at that point as compared with other points on the same road. The agent in question had construed rates established on plaster as applying also to lime in bulk. Lime in bulk is, however, owing to its slacking qualities, a peculiar freight, requiring cars used for no other purpose, and accordingly the charge on its carriage is much higher than that on plaster. As soon as the error in this case was discovered it was rectified, but this did not happen until serious cause of complaint had been occasioned to several parties. Since that time the Boston and Albany road carries lime in bulk for one party only, Mr. Truesdell, of West Stockbridge, to whom it furnishes a special car used exclu-

sively for that purpose, and for the use of which a special rate is charged; the company, however, further profess a perfect readiness to comply with the law by furnishing similar facilities, on the same conditions, to all other parties who may apply therefor.

I have the honor to remain, &c., &c.,

CHARLES F. ADAMS, JR.,  
*Commissioner.*

*Rates of Freight on Hay, Lime, and Coal, in Car loads, per ton.*

## DISTANCES OF 20 MILES.

	Hay.	Lime.	Coal.	
Boston & Albany, . . . . .	\$1 40	\$1 60	\$1 10	By Cargo. \$1 00
Boston & Maine, . . . . .	1 20	1 00	1 16	91
Boston & Lowell, . . . . .	1 80	1 60	1 60	1 20
Eastern, † . . . . .	1 00	1 00	1 20	1 00

## DISTANCES OF 100 MILES.

				By Cargo.
Boston & Albany, . . . . .	\$3 00	\$3 60*	\$2 20	-
Boston & Maine, . . . . .	3 00	2 00	1 75	\$1 50
Boston & Lowell, . . . . .	4 80	3 40	3 40	3 00
Eastern, † . . . . .	2 00	2 00	2 00	\$

## DISTANCES OF 200 MILES.

Boston & Albany, . . . . .	\$5 00	\$6 00	-	-
Boston & Maine, † . . . . .	-	-	-	-
Boston & Lowell, . . . . .	48 00	5 50	\$5 50	-
Eastern, † † . . . . .	-	-	-	-

\* Fifteen per cent. off.

† The rates beyond Portland are fixed by the Maine railroads, and are from two to four times as much, per mile, as those on the Boston & Maine and Eastern Railroads. The latter roads receive on this joint business with Maine roads the same rates as for 100 miles.

‡ In the case of the Eastern Railroad the rates are subject to competition by water, which also affects the Boston & Maine, directly in its business between Boston and Portland, and indirectly at other points. § Special rates. || Per car.