

Showing the Length, Cost of Construction, and progressive increase of Business, of various American Railroads

		Original Estimate.	1833	1836	1837	1838	1839	1840
BOSTON & LOWELL,	Gross receipts,	\$58,514	\$64,654	\$165,124	\$180,770	\$191,778	\$241,249	\$231,679
	Receipts from passengers,				117,643	111,059	Add 9,160	Add 14,132
	Net income,	36,000	45,529	89,798	102,261	116,180	149,068	140,176
BOSTON & PORTLAND, (1839-'40 & '41.) BOSTON & MAINE, 1842, &c.	Cost of construction,	600,000	1,312,239	1,505,645	1,508,394	1,575,663	1,698,476	1,799,542
	Gross receipts,						69,001	93,408
	Receipts from passengers,						53,885	71,793
BOSTON & WORCESTER,	Net income,						25,676	30,546
	Cost of construction,	142,500						523,91
	Gross receipts,			120,792	123,331	212,325	231,807	267,47
EASTERN,	Receipts from passengers,					112,032	122,496	170,555
	Net income,	108,352				126,752	105,423	127,105
	Cost of construction,	1,000,000					1,848,085	1,934,981
FALL RIVER,	Gross receipts,	191,300				37,422	125,623	199,144
	Receipts from passengers,					{ Fm Aug. 28 to Dec. 31. 37,422	113,068	164,570
	Net income,	131,300				19,604	72,447	113,441
FITCHBURG,	Cost of construction,	1,375,000					1,306,196	1,963,122
	Gross receipts,							
	Receipts from passengers,							
NASHUA & LOWELL,	Net income,							
	Cost of construction,							
	Gross receipts,	58,982				6,114	55,053	82,639
NEW BEDFORD & TAUNTON,	Receipts from passengers,					{ From Oct. 8 to Dec. 31. 6,114	30,532	35,793
	Net income,	38,982					26,395	30,106
	Cost of construction,	220,000				279,939	353,662	368,704
PROVIDENCE,	Gross receipts,							26,437
	Receipts from passengers,							{ Fm. July 2 to Dec. 31. 23,250
	Net income,							13,411
NORWICH & WORCESTER,	Cost of construction,		106,929	(f) 243,095	(g) 250,883	264,114	313,907	412,188
	Gross receipts,				193,469	196,974	234,237	(i) 202,601
	Receipts from passengers,				(g) Indefinite.	144,070	Indefinite.	184,651
OLD COLONY,	Net income,			Indef. (f) 135,573	(g) 1,735,710	1,757,658	(h) 1,852,038	Indef. 59,474
	Cost of construction,							116,517
	Gross receipts,							78,872
TAUNTON BRANCH,	Receipts from passengers,							64,014
	Net income,							1,777,472
	Cost of construction,	752,945						
WESTERN,	Gross receipts,			19,044	46,839	48,737	58,019	75,477
	Receipts from passengers,			16,177	35,160	32,860	40,910	44,900
	Net income,			6,223		13,771	22,839	30,805
BALTIMORE & OHIO,	Cost of construction,				256,752		17,609	112,347
	Gross receipts,						3,286	70,820
	Receipts from passengers,							50,276
SOUTH CAROLINA CANAL AND RAILROAD,	Net income,							
	Cost of construction,		263,368	281,312	301,301	365,224	407,347	432,895
	Gross receipts,							
CENTRAL, (Georgia.)	Receipts from passengers,							
	Net income,			68,575	12,176	93,643	94,847	107,404
	Cost of construction,							
CAMDEN & AMOY,	Gross receipts,		249,754	271,614	280,215	323,281	422,842	383,194
	Receipts from passengers,							
	Net income,						84,946	103,837
Number of through pas- sengers,	Cost of construction,							2,378,849
	Gross receipts,							91,40 Int.
	Receipts from passengers,							
Cost of construction,	Net income,						685,329	548,174
	Gross receipts,						427,286	282,216
	Receipts from passengers,							152,113
Cost of construction,	Net income,							
	Gross receipts,							
	Receipts from passengers,							

(a) \$72,758 deducted from net profits of 1843, should have been charged to repairs of previous years, instead of construction. The construction account was credited with depreciation of machinery. (c) Including Woburn Branch. (d) For 11 months to Nov. 30th. (e) Including \$17,421 interest. (f) Taunton and Dedham Branch. (g) Including all its branches. (h) Much of this was absorbed by interest.