CHAPTER XXI.

CONCORD AS A RAILROAD CENTER.

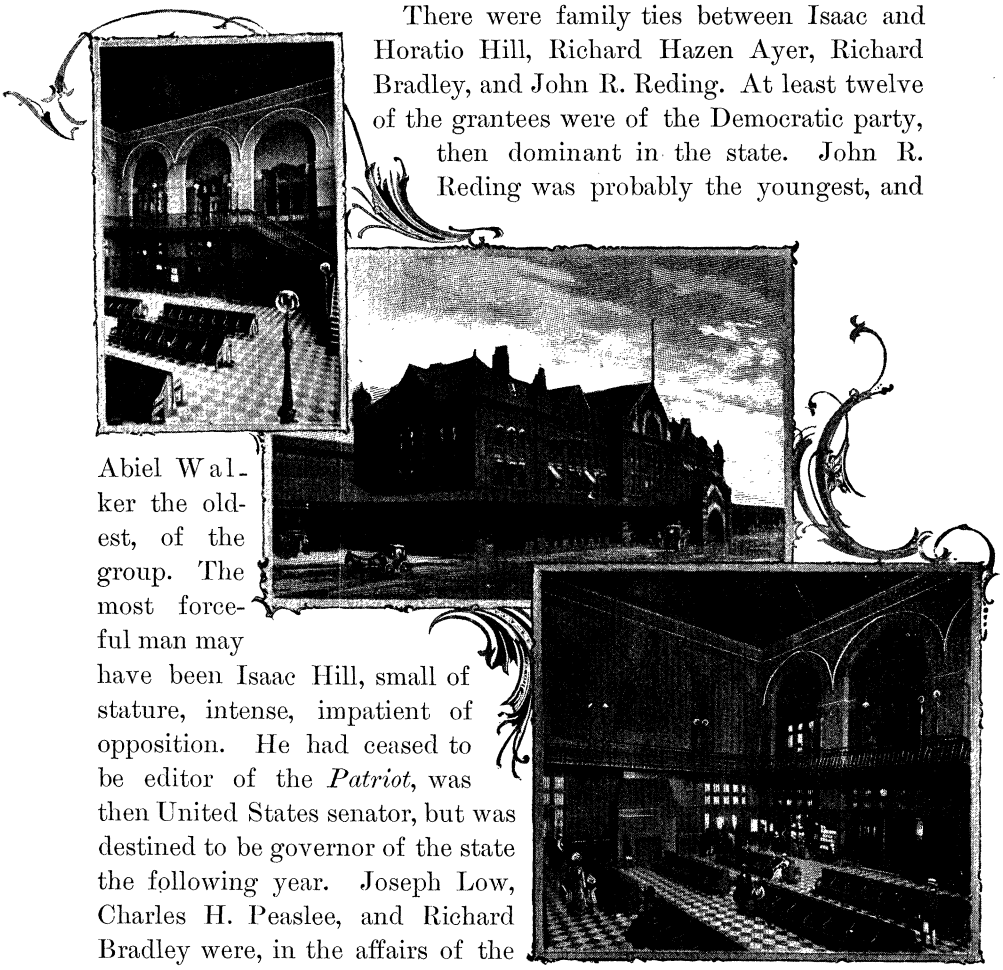
HENRY MCFARLAND.

During the most active period of navigation on the Merrimack, which lasted twenty-seven years (1815–'42), Concord doubled in population, and it is possible that the town might have been as large as it now is if it had remained merely the head of navigation on the Merrimack. Larger ancient hopes might have been realized if the water-power of that river and its tributary, the Contoocook, had been set to turning mill-wheels in methods then contemplated; but whatever expectations the railroad undid, it has made various compensations.

Certain annals of the railroads relate to town history. Reviewing such in this connection, it will be reasonable to give most space to the oldest of the existing companies. The earliest railroad charter in New Hampshire was that of the Boston & Ontario Railroad corporation, granted January 1, 1833. It named thirty-four grantees, all, or nearly all, citizens of Massachusetts. They were empowered to build a railway from the Massachusetts line, through New Hampshire, to the Connecticut river, as part of a projected road from Boston to Lake Ontario. This charter expired by limitation.

The Concord Railroad corporation obtained its charter June 27, 1835, the day on which the Boston & Lowell Railroad was opened to travel. The grantees named in the charter were eighteen, namely, Isaac Hill, Richard Hazen Ayer, Charles H. Peaslee, Joseph Low, Francis N. Fiske, George Kent, Robert Davis, Abiel Walker, Richard Bradley, John K. Simpson, Horatio Hill, William Gault, Joseph P. Stickney, Arlond Carroll, John R. Reding, John Nesmith, Samuel Coffin, and Samuel Herbert, of whom all but four were citizens of Concord.

Richard Hazen Ayer was a native of Concord, then residing in Hooksett. John K. Simpson, born in New Hampton, was residing in Boston, where he kept the quaint old furniture and feather store which stood in Dock square bearing "1680" on its gable. John R. Reding, a native of Portsmouth, learned the printing business in the office of the *New Hampshire Patriot* at Concord, and at the date of the charter was editor of the *Democratic Republican* at Haverhill. John Nesmith was a manufacturer at Lowell.



Present Passenger Station.

There were family ties between Isaac and Horatio Hill, Richard Hazen Ayer, Richard Bradley, and John R. Reding. At least twelve of the grantees were of the Democratic party, then dominant in the state. John R. Reding was probably the youngest, and Abiel Walker the oldest, of the group. The most forceful man may have been Isaac Hill, small of stature, intense, impatient of opposition. He had ceased to be editor of the *Patriot*, was then United States senator, but was destined to be governor of the state the following year. Joseph Low, Charles H. Peaslee, and Richard Bradley were, in the affairs of the railroad, scarcely less active than he. Peaslee and Reding were to go to congress; Carroll was high sheriff of the county; Low was adjutant-general of the state. Seven of the grantees were among the larger real-estate owners of Concord. Some of these gentlemen had more enthusiasm than endurance, and did not remain long in the enterprise. There were among them farmers, tradesmen, lawyers, and bankers. Some of them had been interested in Merrimack river boating companies and canals.

It was the original purpose of these grantees and their associates to construct a railroad direct from Lowell to Concord, and the charter empowered them to build from a convenient point on the state line (to which point from Lowell it was then expected that Massachusetts would grant a charter), provided a route should be chosen lying on the east side of the Merrimack as far as Amoskeag, or, as

an alternative, they might build from Nashua, beginning at some point of junction with the Nashua & Lowell Railroad.

The grantees of the corporation assembled at the Eagle Coffee House in Concord, July 14, 1835, and appointed Joseph Low and Richard Bradley to reconnoitre routes to Lowell, especially the Mammoth road. Isaac Hill, William Gault, and Horatio Hill were to collect information in regard to travel and traffic. These gentlemen were termed commissioners. The *Patriot* of July 27 following reported the project to be going ahead "in fine style"; books had been opened, and subscriptions made for almost all the needed stock,—a statement that may be open to a grain of doubt. It said further:

"The effect has already been to raise the value of real estate in this village from fifty to two hundred per cent., and every hour in the day we hear of extensive transactions in house lots and lands."

On Tuesday, September 15, 1835, the subscribers to the capital stock of the company met at the Eagle Coffee House, organized, adopted by-laws, and chose as directors, Isaac Hill, William A. Kent, Joseph Low, and Richard Bradley, of Concord, Daniel D. Brodhead, Willard Sayles, and Lyman Tiffany, of Boston. Daniel D. Brodhead was chosen president, Charles H. Peaslee, clerk, and Joseph Low, treasurer. Brodhead was navy agent at Boston; Sayles was a dealer in domestic goods, having relations with the Amoskeag company, as probably did Tiffany.

The commissioners appointed in July published a report in September, which had doubtless been submitted at the last mentioned meeting, treating of routes, traffic (in which copperas from Stafford, Vt., and iron from Franconia cut quite a figure), and costs of construction. The report concluded that a railroad from Nashua could be built for five hundred thousand dollars, and some words were added intended to allay public distrust of monopolies.

There were other railroad projects in sight, and Governor Hill, in a message to the legislature of 1836, suggested loaning the share of United States surplus revenue, which was coming, by an existing plan of division, to New Hampshire, to aid railroad building, but provoked thereby a storm of successful opposition from those who favored distribution of the surplus to the towns.

In 1836, April 4, the *Patriot* contained the following paragraph:

"We would suggest the propriety of measures to ascertain the practicability of a railroad from Concord to Portsmouth. As there seems to be no disposition on the part of the legislature of Massachusetts, or the citizens of Boston, to aid the contemplated route from here to Lowell, the people of this section of the State would do well to turn their attention toward their only seaport."

At the annual meeting of the Concord corporation, July 14, 1836, Patrick T. Jackson, of Boston, a Milk street merchant, with courage for large enterprises, interested in factories at Lowell, was chosen a director in place of Lyman Tiffany. In the following August, at a meeting of the directors in Nashua, engineers were appointed to locate the route.

There was a citizens' meeting at the court house in Concord in September of 1836, and committees were appointed to solicit subscriptions to stock in Andover, Boscawen, Canterbury, Chichester, Dunbarton, Epsom, Franklin, Gilmanton, Hooksett, Henniker, Hopkinton, Loudon, Northfield, Pembroke, Pittsfield, Salisbury, and Warner. It is doubtful if aid ought to have been expected in outlying towns, for the impression had gone forth that if the railroad came hither there would be little use for horses and no markets for hay and oats; but in some instances stock was taken which remains a family possession to this day.

There were from time to time public meetings to quicken local enthusiasm, the orators being William A. Kent, Joseph Low, Nathaniel G. Upham, Isaac Hill, Richard Bradley, George Kent, John Whipple, and William Gault.

In February, 1837, a year of special trouble, the treasurer of the corporation gave notice that the assessment of ten per cent. (five dollars a share), due and payable September 1, 1836, could be adjusted by paying one dollar and fifty cents in cash, and giving a note or bond for three dollars and fifty cents, payable on demand, with interest from said September 1.

The Nashua & Lowell Railroad, aided by a loan of Massachusetts state scrip to the amount of fifty thousand dollars, was opened to Nashua, October 8, 1838. It had three engines, three passenger cars, and twenty-four freight cars, and earned dividends from the start. The project of building on the direct line from Lowell to Concord, heretofore mentioned, seems to have been henceforth held in abeyance.

By the year 1839, July 3, Richard H. Ayer had come into the Concord Railroad board of directors, and Patrick T. Jackson was president of the company. Four years had passed since the charter was granted, and timid people began to fear that no engine would ever draw its long white plume up the valley. The zealous friends of the road lost some of their courage. It is not surprising that they did. They reported that no interest was felt in the country above Concord, very little at Boston, and there was opposition at Amoskeag. The times had surely been unpropitious. There had been great financial disturbances, bank failures, and local losses by

investments in Maine lands. The "Indian Stream War" had contributed its share to the general distraction. There had been and continued to be dread of stockholder's personal liability for any and all corporate debts. There was then and thereafter a struggle about the right of way—a contest between private rights and public needs.

An act of the legislature, approved January 13, 1837, provided that if a railroad and a landowner were unable to agree as to land damages, application might be made to the court of common pleas to appoint appraisers to fix the amount of such damages, and that if either party were then dissatisfied, they might appeal and be heard by a jury. This was applying the state's right of eminent domain in behalf of a class of corporations the character of which, whether public or private, was in dispute. The advocates of the landowners declared the act to be unconstitutional, and there were until 1844 controversies growing out of it and the principles involved therein.

Another act, which passed June 20, 1840, repealed preceding legislation of this respect, and provided that thereafter it should not be lawful for any corporation to take, use, or occupy any lands without the consent of the owner thereof, except in the case of railroads the construction of which had been commenced. It also repealed the authority theretofore given to the town of Concord to subscribe for stock in the Concord Railroad. Further evidence of unfriendliness was manifested at the winter session of that year.

At the June session of the legislature of 1841, a bill was introduced by Thomas Chandler of Bedford, to repeal all laws granting to corporations the right to take land without the owner's consent. This gave rise to a lively discussion, in which, among others, Albert Baker of Hillsborough (who had been a law student of Franklin Pierce's, and was chairman of the judiciary committee), Thomas P. Treadwell of Portsmouth, and Samuel Swazey of Haverhill, enlisted on one side, and Daniel M. Christie of Dover, Joseph Robinson of Concord, and Jonathan Dearborn of Plymouth, on the other. Baker was the leader and chief speaker of those who took the radical view,—a view which made a temporary division in his party. He was a young man, not above thirty-one; tall, spare, enthusiastic. He died shortly after the close of this legislative session.

To a casual reader of such reports of those debates as the newspapers of that time contain may come a conviction that "populism" is no new idea. The bill failed to pass, being finally allowed to slumber on the table.

Common sense prevailed when on December 25, 1844, authority was granted to take needed lands under the sanction and the assess-

ments of a board of railroad commissioners, for constituting which board the act made provision.

There was an interested landowner at the South end in Concord whose damage case was as conspicuous as any in this region, to wit, William M. Carter, whose tavern stand was so advantageously near the boating company's landing that the incoming of the railroad would make it suffer not only loss of land but loss of business. Carter had something of the spirit of the barons who withstood King John. He made a stout fight. If the radical view held by Albert Baker in the legislature of 1841 had prevailed, any single landowner might have held up the railroad company, but the Carter tavern case was ended in 1842 by sale of the whole property to the railroad for three thousand eight hundred and thirty dollars. Two years later the railroad sold to Carter for three thousand dollars the property on Main street near the station, which he afterward maintained as the Elm House.

Another combatant was Stephen S. Swett. He had an estate fronting on Hall street, where he constructed boats for the navigation of the Merrimack, and proclaimed that he would resort to arms before any railroad should cross lands to which he held title. He made some active resistance to shovellers employed in grading the embankments. Afterward, by one of the gentle revenges that time deals out, his son, James Swett, gained a snug fortune by the invention of a machine for forging railroad spikes.

The situation of the Concord Railroad enterprise at the beginning of the year 1840 was stated in a public letter written by Joseph Low, which was as follows:

CONCORD, January 21, 1840.

In June, 1835, a charter for a railroad from Lowell to Concord was granted to certain individuals therein named, who soon after organized in accordance with the provisions of the charter and proceeded to explore the proposed routes, and subsequently procured, at a heavy expense, a full and accurate survey of a route with a plan and estimates annexed.

The stock of the corporation was offered to the public and immediately taken, one half by the Amoskeag Manufacturing company and others interested in that incorporation, and the other half by individuals in the country, with a mutual understanding that the road should be immediately commenced and constructed with all prudent despatch, each party furnishing its proportion of the funds requisite to carry forward the enterprise; by the time, however, that the route was surveyed and the necessary data obtained upon which to predicate contracts, etc., the great enterprises of the country were beginning to be checked, the practicability of railroads in the North not having been fully tested, and great difficulties being felt in all the

monetary affairs of the country, doubts were expressed whether prudence would dictate immediate action in the construction of our road.

Late in the year 1836, or early in 1837, a meeting of the directors was notified to be held at Boston, at which meeting the Boston and Amoskeag portion of the directors proposed to postpone further action in relation to the railroad until June, 1838, which was agreed to by the board, and a vote to that effect passed.

The condition of the vote passed at this meeting not having been fully complied with, subscribers to the capital stock of the incorporation could withdraw by paying the expense which had already been incurred upon each share.

The Amoskeag Manufacturing company availing itself of the condition of the vote passed at the Boston meeting of directors, and declining to do anything further under the charter as originally granted, is the main if not the sole reason why the contemplated road is not now either completed or in a course of construction.

An essential change having taken place in the stockholders of the Amoskeag Manufacturing company, a disposition is there manifested to delay the construction of the road until one can be made upon a charter terminating at Amoskeag.

It may therefore be important to the friends and owners of the present charter early to determine whether they will go forward and construct a road from Nashua or Lowell over such a route as they may select, or whether they will surrender their right of way to their neighbors at Amoskeag.

It appears to me that the time is at hand when the Concord Railroad may be safely commenced, and surely and profitably completed, and my only motive in addressing you is to call public attention to this too long neglected enterprise.

Respectfully yours,

JOSEPH LOW.

There was during that year of 1840 some improvement in monetary conditions, and the success of the Nashua road had convinced many persons (seven and eight per cent. being very persuasive arguments) that the Concord undertaking would be profitable. The names of the directors chosen that year, C. H. Atherton of Amherst, Addison Gilmore and Josiah Stickney of Boston, Peter Clark of Nashua, N. G. Upham, Joseph Low, and C. H. Peaslee of Concord, give proof that new men were disposed to risk money and credit in the enterprise. Messrs. Low, Upham, and Peaslee were, in October of that year, appointed a committee to publish statistical information in regard to the prospects of the road. They did so in the following December, and the prophetic pith of their research was that "the profit of the investment will be as great as the stockholders can be permitted to receive by the charter; that to keep it even within these limits the fare for travel and transportation must be greatly reduced." This report of the committee was supplemented by esti-

mates in detail as to costs of construction, amount of traffic, and date of possible completion, made by Peter Clark, who had gained valuable experience in connection with the Nashua Railroad.

The town of Concord came near having an investment in Concord Railroad shares. In 1836 a duly authorized corporate subscription was made for two hundred shares, and in 1837 for six hundred additional shares. There were then certain town resources called parsonage, school, and surplus revenue funds. In 1839 the town resolved to take two thousand more shares. A bill to authorize the execution of the latter purpose passed the house of representatives that year by a vote of one hundred and one to ninety-six, but by a vote of seven to five it was indefinitely postponed in the senate. The town subscriptions which were actually effected were frittered away. There may have been public alarm at the perils of ownership under personal liability, and at the unfriendly attitude of the legislatures of 1840 and 1841. In the latter year six hundred shares, on which partial payment had been made, were voted to the needy Concord Literary institution, whence they shortly found their way to private ownership, and the remaining two hundred shares were sold at a loss. Beside the annual returns that would have come from the ownership of twenty-eight hundred shares, which would have cost one hundred and forty thousand dollars, the shares themselves would now be worth about five hundred and sixty thousand dollars.

The surveys for the Concord road were made by Loammi Baldwin, the younger, William Gibbs McNeil, and George Washington Whistler, all of them distinguished for professional skill, the two latter being graduates of West Point. With McNeil was E. S. Chesbrough, afterward an eminent hydraulic engineer. Major Whistler went in 1842 into the service of the czar of Russia, for whom he built railroads and many things appertaining to them.

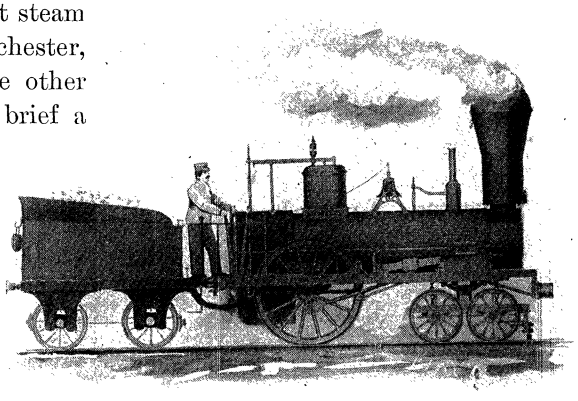
The legislature of 1841, in which there was so much debate about eminent domain and the right of way, adjourned on the 3d of July, and on the 7th of the same month proposals from contractors for the grading between Manchester and Concord were invited, construction below Manchester being then in progress. Isaac Spalding, of Nashua, had meanwhile become treasurer of the corporation. The Amoskeag company, which had been cited as unfriendly, granted the right of way through its lands for the nominal consideration of one dollar, being induced thereto by an apprehension that the road might go by them on the west side of the river.

The actual construction of the road occupied not much above a year, although some rails on the way from England were lost by shipwreck. The whole line of rail to Boston is twelve miles longer

than the distance proclaimed about 1805 on the South end sign-board of the Londonderry turnpike. Probably the turnpike road was not measured so carefully as the railroad, but the detour around the great elbow of the Merrimack at Chelmsford is chargeable with most of the increase in distance. The influence of Richard H. Ayer is said to have kept the road on the west side of the river hence to Hooksett village; it was the opinion of Isaac Spalding that at that point it should have been on the other side. T-rails weighing fifty-six pounds to the yard were adopted, and laid with iron castings, called chairs, at either end, on chestnut sleepers, which in their turn rested on sub-sills. The spikes that held the rails were forged by hand labor.

The road being ready to undertake business, Hon. Nathaniel G. Upham, a judge of the superior court of judicature, who had been speaking in its behalf, was invited to leave the bench and become its superintendent. This was a prudent choice. Judge Upham had fortunate political connections, and was not wont to do all his thinking aloud. He was a good manager, enterprising, liberal in provision for the future, and careful in the selection of employees. When there was occasion to be represented at the state house, the charges of his parliamentary solicitors were within figures so small as to border on the ridiculous. The Nashua & Lowell Railroad, following this example, in 1847 took Judge Charles F. Gove, who had been a Concord school teacher in 1816–'19, from the bench of the court of common pleas to be its superintendent.

The pioneer passenger train, drawn by the engine "Amoskeag," in charge of George Clough, conductor, and Leonard Crossman, engineer, ran into Concord, Tuesday evening, September 6, 1842, in the presence of a great assembly of rejoicing people. This was one hundred and sixteen years after the proprietors of Penacook surveyed the township. It had been, however, only twelve years since the first steam railway, the Liverpool & Manchester, was built; and, looking in the other direction, one may see in how brief a period the railroad has gone everywhere in America, if he remembers that a man until recently an employee of the Boston & Lowell company (Waterman Brown), tending a gate at a road crossing in Woburn—the gate-house full of patterns and models of old



Engine of the First Passenger Train to Concord.

railway furniture and belongings—saw the first engine of that company borne up the Middlesex canal, on a boat bound to the Lowell machine shop, where it was to serve temporarily as a model for others.

The second track of the Concord Railroad was completed in 1848. The whole plateau in Concord now occupied by railway tracks and buildings, which threatens sometime to crowd the Merrimack out of its channel, has been raised above its natural level. For this purpose material was once carted across town from Academy hill, but for enlargements in later years larger and more speedy methods have been employed.

The early station buildings were of lowly appearance. That one to which passenger trains came was a wooden structure, only wide enough for a single track, standing where is now the northwestern part of the great iron train shed. There was a bell on its roof which was rung shortly before train departures, and on its northwestern corner hung the sign of Walker & Company's Express, which had come down from the Eagle Coffee House. John H. Elliott sold tickets, Baruch Biddle trundled baggage, and Christopher Hart, whose motto of "Live and let live," was long afterward in evidence over a door on Depot street, kept the station restaurant. The coaches of the American House, Eagle and Phenix hotels, did all the local carrying of passengers, and it was not until about 1853 that the first hack, a venture of John L. Coffin's, made its appearance in town.

There were an engine house which was outgrown in five years, and a machine shop sufficient for but six years. The freight house was at the foot of Freight street, and with enlargements was in use until 1882. Theodore French, who had served the Boston & Concord Boating company, was freight agent.

Passenger cars were housed in a building which adjoined the east side of what had been an old distillery, then a wholesale store, just north of the site of the existing train shed. This car house had been in its youth the busy storehouse at the lower landing of the boating company. The smell of tar and rum and molasses was scarcely out of it when it was destroyed by fire January 6, 1846.

The massive machine shop built of brick in 1848, three hundred feet long by sixty-five feet wide, said then to be unexcelled by any railroad shop in the United States, proved adequate to meet for half a century the requirements of the road. Harvey Rice was the vulcan in charge of one wing of it, while John Kimball in the other was master of such as worked in wood, succeeding in 1851 to the care of the whole. As many as twenty-five new engines were constructed in this shop, the second "Tahanto" being the first undertaking of that sort. They were completing the last of a group of three engines in

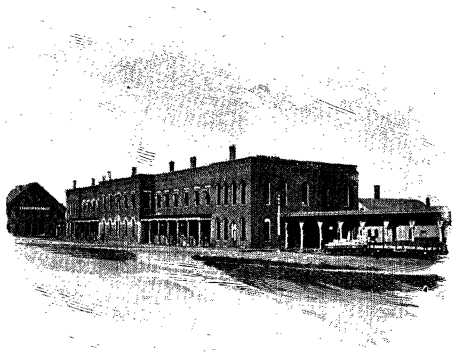
this shop on January 1, 1863, when news came of Abraham Lincoln's proclamation freeing the slaves. Mr. B. A. Kimball took a bit of chalk, and wrote on the tender "Liberty," and that was adopted as the name of the engine.

The passenger station built in 1847, sixty-three by two hundred feet, the second one to occupy the square, was a dignified example of the railroad architecture of its time. Richard Bond, of Boston, was the designer, and Captain PhilipWatson the master builder. Waiting rooms, baggage and express apartments, platforms, and trucks occupied the lower story, of course, and broad, easy stairways led up to offices and a good square hall, where safety was assured, and speech and song were easy, except when some belated disturbing engine went coughing past.

Second Passenger Station.

In that hall Teresa Parodi, Anna Bishop, and Adalina Patti (a girl of ten years in 1853) sung, Robert Bochsa struck the tuneful harp, and Ole Bull enchanted the public with his violin. Thomas Starr King, John G. Saxe, Oliver Wendell Holmes, and Ralph Waldo Emerson lectured there, and there were held various political assemblies of note and consequence. It was a common public meeting place—the Mars hill of Concord—until 1855, when Phenix hall was built. This station house was burned February 2, 1859.

The third passenger station endured from 1860 until 1885, but was not especially noteworthy.



Third Passenger Station.

In 1845 the Concord Railroad equipment of rolling stock was stated at five ten-ton engines, six baggage cars, six long and two short passenger cars, and enough freight cars to be equivalent to one hundred and thirty-eight single ones,—a single car, as reckoned then, being one half the length, and less than half the capacity of the car now in universal use.

There were at the outset three daily trains between Concord and Boston, the cars to each train between Concord and Nashua averaging one and a half. The departures hence in 1845 were at 4:45

a. m., 11 : 30 a. m., and 3 : 25 p. m. The second train from Concord was advertised to arrive in Boston in season for passengers to take the 4 o'clock train to New York. The train which left Boston at 5 p. m. arrived in Concord three and a half hours later. This time was gradually reduced until in 1849, when the ordinary time between Concord and Boston was two and three quarters hours. Now Concord people have their choice of eleven trains at varying rates of speed.

The town boys were wont to observe new engines and discuss the merits of the "Passaconaways," "Wonolancets," and "Old Crawfords," as they came and went. The wood-burning engine "Amoskeag," which brought the first passenger train into Concord, had a single pair of driving-wheels five feet in diameter. It glistened with brass trimmings, but the engineer and fireman had protection from neither cold nor storm. There were brakes operated by hand, such having succeeded the foot-brakes in earliest use. Reversing the engine while in motion was a matter of uncertainty, for the hooks which threw the valves might not catch at the will of the engineer. The link action governed by the reverse lever now in use had been devised, but not adopted generally by engine builders.

It was difficult, with the smaller engines and infrequent trains, to keep the tracks clear of midwinter snow. Often three engines were clamped together behind a snow-plow, and a force of men summoned from the machine shops and elsewhere to make a tedious struggle with big white drifts at Bow Locks and Reed's Ferry.

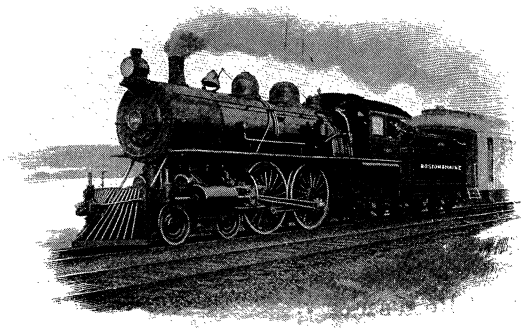
The welfare of a railroad is largely in the hands of men on the engine. Fortunate is the corporation served by such as William H. Hopkins, William Upton, and Charles F. Barrett, men of the forties, now all gone, the last named after a service of forty-three years without accident, and the second after not many years less service. It was a lesson in dynamics to see how gently a train started when either of them opened the valve.

The passenger cars were light in weight, set on elliptic or spiral springs, and the draw bars were coupled with links and pins. The brakes were operated by hand, and there were stuffed leathern buffers to take part of the shock of reducing speed. The spermaceti whale provided material for lighting and lubricating, and James Tallant, a New Bedford man, was employed to see that the supply was what it should be. Ordinary wood-stoves were used in winter. Baggage was put on board with its destination chalked upon it. Passage tickets were used over and over again, neither numbered, dated, nor punched, until they were somewhat startling in their antiquity and dinginess.

There were three sets of engines, engine crews, and conductors

between Boston and Concord. Each passenger who started below Nashua, going beyond Concord, surrendered his passage ticket to the Concord company's conductor, and received therefor a card, entitled a check, to his destination. If such passenger was going beyond White River Junction, another exchange occurred on the Northern Railroad, and so on. The many such checks needful to an assortment burdened each conductor with a long box divided into many compartments, which vexed his soul and lessened his dignity. Coupon tickets, which did away with a good deal of rubbish, were adopted late in the fifties.

Out on the road the conductor could hardly communicate with the engineer. He could hang out signals for stops at way stations, or for an immediate halt he might put on a brake, and the engineer would notice a drag to the speed as one person feels another jerking at his coat-tail. The train in motion swayed along as if each coach had some separate intent, unlike the compact movement which adds so much to the majesty of a train to-day, and which modern platforms, couplers, and vestibules make possible. Every wheel hammered the imperfectly fastened rail joints with a noisy shock. Much more comfortable is now the Boston & Maine express to St. Paul of eleven cars, which engine "574" whirls over the road to Concord in two hours from Boston, the passengers all at their ease, while the engineer, like Jove on high Olympus, with one valve controls the speed, with another the brakes, and with still another warms the train.



Boston & Maine St. Paul Express.

The power of the engine has expanded step by step: Ten tons weight in 1842, fourteen in 1845, twenty in 1847, twenty-three in 1848, twenty-six in 1854, thirty in 1865, thirty-four in 1875, forty-six in 1885, fifty-seven in 1890, fifty-eight in 1895, sixty-five in 1897. This is the weight of engines without tenders.

The speed of express trains hereabout has not greatly increased. The St. Paul's School Christmas "Special" for New York may run to Nashua in forty-one minutes, but Engineer Charles F. Barrett in 1850 made the same run with the "Mameluke" and six passenger cars in only a minute more than that.

There was an element of bravado about train handling in the forties and the fifties. What the engineer did, how he did it, and what

train he was running, were topics of table talk. He threw the train, carrying a brakeman to every two cars, into the station with a flying switch, while the engine went hissing away on a side track. The conductor alighted in the grand manner from the head of the train to the high platform and announced the station at some window of each car as they all went by. He carried himself as if he were master of a Collins steamship. While he might not have the same social distinction as a bishop, still he took place near the sunny end of a tavern dinner-table.

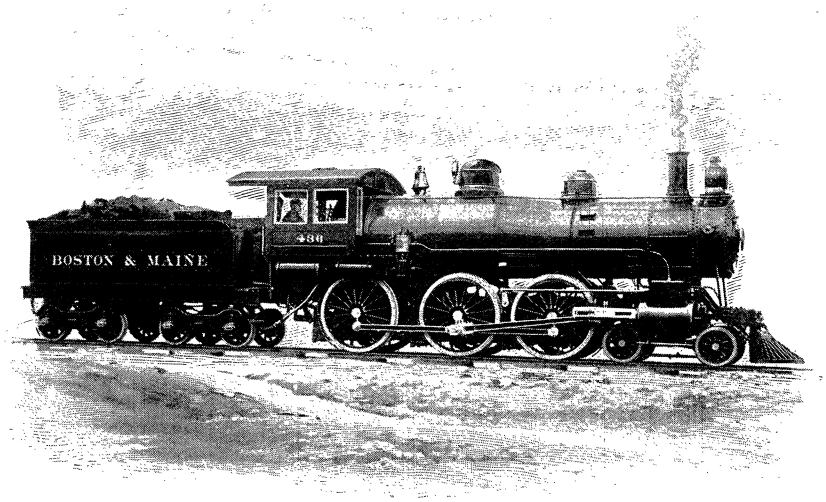
In 1850 the superintendent had a salary of two thousand dollars a year; the president, the treasurer, the two master mechanics, and the road-master, one thousand dollars each, and the ticket agent eight hundred dollars. The passenger-train conductors were paid fifty dollars a month, freight conductors the same. Engineers on passenger trains got two dollars and twenty-five cents a day, on freight trains two dollars (a trip to Nashua and back being reckoned as a day). Brakemen on freight trains were paid one dollar and fifty cents a day, on passenger trains one dollar and twenty-five cents. The wages of mechanics in the machine shop ranged from one dollar to one dollar and seventy-five cents a day, there being, however, one blacksmith who had two dollars. Station agents' pay ranged from one dollar a day at Robinson's Ferry to eight hundred dollars a year at Manchester. Switchmen were paid one dollar and twenty-five cents a day, some of them a little less.

The accounts in the passenger department under John H. Elliott, who had been a stageman, were an enlargement of stagemen's methods; those of the freight department in charge of R. B. Sherburne were like those of the Boston & Concord Boating company, of which he had been an agent.[1] About 1854 some improvements which had been devised by an accountant of the Eastern Railroad were adopted. The growth of railroad systems has not made their bookkeeping very much more complicated; now one consolidated entry determines how much freight money the agent of the largest station should remit for a month's collections.

The dividends which the Concord company made to its shareholders in the early time, 1843 to 1849, were highly satisfactory, but no corporation plods its doubtful way into the sunshine of success without finding rivals that would divide the fruits of the endeavor. In 1848 the Portsmouth & Concord Railroad had been partially completed, and was struggling to reach Concord. The legislature of that year on June 23 granted that company a charter for a branch from some point on its line to some point in Manchester. It was

[1] He began with the Merrimack Boating company in 1818.

represented (queerly enough in view of what has since happened), that no route could be found for such a branch in a tolerably direct line between Portsmouth and Manchester, but from a point in Hooksett this branch could be built. When the Portsmouth main line should reach Concord, if this Hooksett branch, as it was called, were built to Manchester, there would be, by connection with the Manchester & Lawrence line, another route hence to Boston, not so good as the existing one, but capable of harm. Here was a situation that might have been met in various ways. Some people would have made a noisy wrangle about it. The Concord Railroad was wiser than that. It kindly took the new-comer by the hand, loaned it fifty thousand dollars in 1849 (for which it had legislative permission), and never sought repayment, brought it into Concord parallel with its own tracks in 1852, and persuaded it to abandon the Hooksett branch.



Modern Type of Locomotive.

Until about 1849 the Concord company's engines, "Souhegan," "Penacook," "Tahanto," and the like, were built by Hinkley & Drury (afterward the Boston Locomotive Works); then the Amoskeag Manufacturing company, following an example set long before by the Locks and Canal company of Lowell, permitted the agent of its machine shop to go into engine-making. The Amoskeag company naturally claimed as a customer the railroad which ran past its door, and turned out engines like the "General Stark," in August, 1849, and later the "Rob Roy" and the "Ixion," with more steam-making capacity than had been usual. As engine-building increased

at Manchester, the tracks of the railroad became a practice-ground for products of the shop, and it was a rather common sight for a passenger train to come into Concord drawn by a "Gray Eagle" or a "White Cloud," designed for some Western railroad, resplendent in brass, with a cast-iron Sambo holding the signal flag out in front. George Harrison Prescott, the Amoskeag company's engineer, now of Terre Haute, Indiana, stood at the valve, and Oliver W. Bayley, the manager of their machine shop, often sat on the woodpile in the tender, with his fierce moustache bristling on a delighted face.

It was in 1850 that the "Mameluke" came out of the Amoskeag shop, and startled the engineers and mechanics with queer inside and outside connections, and driving-wheels seven feet high. This engine had some weeks' trial on the Concord road, but was sold to some more ambitious company. In order that General Franklin Pierce might serve some client in a morning court here, and also appear in the Parker murder trial on the same forenoon in Manchester, the "Mameluke" made a special run with the distinguished advocate as a passenger hence to Manchester in twenty minutes.

In the early months of the Civil War, the government sought here for railway property ready to its hand; and New Hampshire soldiers by the Rapidan or the Rappahannock afterward had something like a glimpse of home when they saw there some engine which had been almost as familiar to their sight as the hearth on which they were reared.

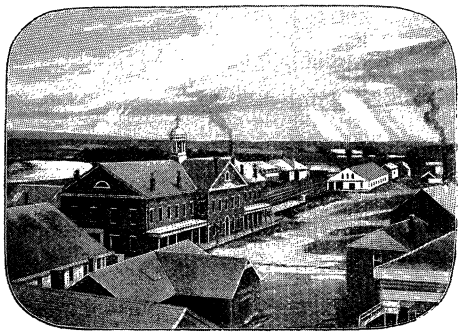
In 1850, the Manchester & Lawrence Railroad being opened to Manchester, competition began in the matter of passage rates and speed. Two express trains, additional to such trains as were running between Concord and Boston, were put on the route via Lowell, the Boston & Lowell company providing one train all the way, and the Concord company the other. The downward time of these trains was fixed at one hour and fifty-five minutes; returning, it was two hours. Seth Hopkins, with his strong, unflinching hand, ran the "General Stark" engine on the Concord company's train at the prescribed speed, safely, to the admiration of the gossips along the line.

The station where these trains were delivered in Boston was at the hither end of Lowell street, a small structure with two tracks, and when outward trains were ready to depart therefrom, Station Master Pettengill was accustomed to ring a loud peal on a two hundred pound bell, and proclaim the destination of the cars so loudly that the wayfaring man though a fool need not err.

On November 1, 1850, the Concord company took a lease of the Manchester & Lawrence, and thus terminated an extravagant rivalry. The Concord & Portsmouth, which by reason of foreclosure and

reorganization had undergone a slight change of name, was likewise leased September 11, 1858.

There were periods while the Manchester & Lawrence was under lease to the Concord company (leases of November, 1850, and December, 1856), during which the line from Concord to Lawrence was worked, so far as passenger trains were concerned, as if it were the main line of the company. Engines made round trips between Concord and Lawrence, and the road between Manchester and Nashua was operated as if it were a branch, but this resulted in 1865 in a contract by which the roads below Nashua accepted for their forty-miles haul the same fraction of earnings as was paid to the line between Lawrence and Boston for a twenty-six mile haul.



Railroad Square, 1858, Showing Portsmouth R. R. Station.

The railroads connecting Concord with the upper country were all in operation before 1850, gathering business for the Merrimack Valley line. There were at the outset only two daily passenger trains on each of those up-country roads. One of those trains on the Northern only ran as far as Franklin on the main line. During the dull winter of 1857–'58, passenger trains below Concord were reduced to two, with a proportionate reduction in freight trains.

There were ten years following 1857 which were not propitious to the Concord Railroad. The controlling hand had been changed, and the performances of certain of its agents gave rise to more than ordinary criticism. Some of the topics discussed were dealt with ultimately in the law courts and fill pages of reports to stockholders. It was a time of dash and sputter, frivolity and waste.

During that period Concord lost its direct route to Portsmouth, it being broken in 1861 by removal of the rails between Suncook and Candia. The motives behind this transaction, other than those publicly stated, need not be sought out. Authority for it was obtained from the legislature of that year by various misrepresentations, one of the most effectual being the statement that the grades going south between Suncook and Candia were almost insurmountable. In this view the members of the legislature were invited to make an inspection of the road. A train of six cars was made up, drawn by the engine "Portsmouth," which had 22x14 inch cylinders —less than the capacity of other locomotives of that time. The master mechanic of the road was in charge of the engine. The

superintendent was on the train, and the promoters of the Candia branch scheme distributed themselves among the passengers. The train went on its way smoothly until beyond Suncook, and would have continued to do so, but for an occurrence which may best be told in the words of him who was in charge of the engine. He says:

All went well until we were on the middle of the grade between Head's pond and Rowe's crossing, and the Superintendent discovered that the train would climb the grade successfully. He came on to the engine over the back end of the tender, and said he would hold the throttle the rest of the way. He had the wood watered before it went into the fire-box, and worked the engine so as to reduce its effective force, which he knew well enough how to do, until the train came to a stand just as it was reaching the summit. The law makers gathered around, and he, mounting the tender, exclaimed, "*You can see, gentlemen, what kind of a road this is. Best engine on the line cannot draw this train over the hill.*" All appeared to be convinced, and the train backed to Concord.

So it came about that the direct line to Portsmouth was broken, as it has since remained. The majority of people were perhaps too fully occupied to bestow much attention on affairs like this. The Civil War had come; its busy, anxious years, though fruitful of railroad traffic, were not proportionately gainful to the Concord Railroad; the volume of traffic and the net earnings were not in harmonious relations to each other; so in 1866 the end, which some had foreseen, came, and the second period of management was closed.

The list of directors chosen in May, 1866, did not contain the name of any one who had before held such position. Josiah Minot became president of the company, and James R. Kendrick, superintendent. The new people, directors, and managers were in control four years. The gross earnings (that is, those of the Concord and Manchester & Lawrence roads, stated together) for the year ending March 31, 1866, were eight hundred sixty-seven thousand nine hundred fifty-six dollars and seventy-four cents. By direction of the legislature the Manchester & Lawrence road was operated by itself between August 1, 1867, and March 30, 1870 (when the Concord directorate again changed), and yet, for the year ending on the last mentioned date, the gross earnings of the Concord company were eight hundred fifty-five thousand three hundred twenty-two dollars and fifteen cents, although there had been a reduction of freight rates and fares; in the latter respect there was a change from the two dollar and ninety cent rate of 1864 to two dollars and twenty cents as the fare to Boston. The dividends had risen from the seven per cent. rate of 1862–'63 to the ten per cent. rate of 1846–'49,

The road had now been in operation twenty-eight years, and had proved what it could do under widely differing conditions. So sufficient an authority as J. Gregory Smith once said, that in view of its moderate cost, easy grades, susceptibility to repair, and abundant traffic, the Concord was the best piece of railroad in the world. Nothing better can be said of it than that during all its independent existence no passenger within its cars received fatal injury on its road or on roads which it controlled.

Mention has been made on a preceding page of human willingness to share in any good thing which the capital of another has builded. An example of this trait was manifested in 1868, when, on June 17, an act was introduced in the state legislature to create the "Concord Railroad,"—a corporate body with a title like that of the existing company, only the word "corporation" being omitted. This act went to the judiciary committee June 22, was returned July 1, and indefinitely postponed. Its terms provided that the state should, by virtue of a stipulation in the charter of the Concord Railroad corporation, take the property from its shareholders at a valuation of one million five hundred thousand dollars and turn it over for one million seven hundred thousand dollars to certain grantees named in the new act. The state was, of course, to gain the difference of two hundred thousand dollars, and also an annual sum of fifteen thousand dollars, which the grantees were to pay out of the earnings of the new company. The intent of this proposal will be the more apparent when it is remembered that the market value of the property of the old corporation was then considerably more than two millions of dollars. Among the grantees named in this act were some of those who seven years before were active agents in tearing up the rails between Suncook and Candia.

Almost twenty years later (that is, in 1887) Austin Corbin of New York, with certain associates, offered half a million dollars premium for the right, which he supposed the state to have, to take the Concord Railroad from its shareholders, by virtue of the seventeenth section of its charter, and in 1891 he doubled the amount of the offer; but on reference to the state supreme court it was decided that such right to take the road for less than its value, without the shareholders' consent, did not exist.

During the fiscal year which ended with March 31, 1870, there were very considerable changes in the ownership of Concord Railroad shares, and it became evident that the control had gone to such as would choose a new board of directors at the annual meeting in the following May. Such directors were chosen on May 24, at a meeting enlivened and adorned by the presence of General Benjamin F.

Butler; but before their accession the Concord Railroad property had been turned over to the managers of the Northern Railroad by virtue of a contract, executed by the outgoing directors, intended to remain in force for five years from April 15, 1870. Under the terms of that contract the Northern Railroad was to operate the Concord Railroad and its branches, keep the property in repair, and return it in good order at the expiration of the contract. It was to pay the necessary taxes, and provide the sum of seventy-five thousand dollars semi-annually wherewith to pay ten per cent. per annum dividends to the shareholders of the Concord Railroad, except that if the existing tariffs for passengers and freight were reduced the dividends might be reduced in like proportion.

This contract was approved by two railroad commissioners, the governor of the state, and three councilors. The governor was himself president of the Northern Railroad. The president of the Concord company was a director in the Northern.

As a matter of course proceedings at law followed. Hon. Benjamin R. Curtis, an ex-judge of the United States supreme court, appeared with others as counsel in the case, the state court appointed receivers who took possession of the property, September 12, 1870, and the new board of directors did not come into control until January 14, 1871. For the period during which it held possession the Northern Railroad ultimately paid thirty thousand dollars more than it was to have paid under the terms of the contract.

Accretions to the Concord Railroad system have never been made in haste. The gain of the Manchester & Lawrence in 1850 and 1856, and the Concord & Portsmouth in 1858–'62, has been mentioned. In 1868 the Concord company acquired the Manchester & North Weare road; in 1869, the Suncook Valley; in 1876, the Nashua, Acton & Boston, and in 1881, a half interest in the Manchester & Keene. For about a year and a half, from August 1, 1881, to February 28, 1883, the Boston & Lowell, the Nashua & Lowell, and the Concord railroads were operated as one, this arrangement being terminated on the motion of the latter company.

The Concord Railroad system would surely have been larger, except for the dread of great corporations so apparent in New Hampshire between 1835 and 1845, which divided parties, inspired orators and newspapers, and has never been quite forgotten. It was strong enough to cause the legislatures of 1851 and 1856 to refuse permission to unite the Concord and the Manchester & Lawrence roads. In 1867 "an act to prevent railroad monopolies," intended to dissolve the business relations of those two companies, went through the legislature, and in 1872 the supreme court held this act so to

apply. Thereafter, until July 1, 1887, the two roads were in business together without a formal contract.

There has not been so much caution in other states. Legislation in New York permitted the consolidation of the eleven railroads between Albany and Buffalo in 1853, and the New York Central company, thus created, was united with the Hudson River and the Harlem railroads in 1869. In Massachusetts the Boston & Worcester and the Western railroads were joined in 1867. Following these and later like examples, the New Hampshire legislature of 1883, on September 14, passed an act (the Colby bill) which permitted one railroad to lease another on such terms and for such time as should be agreed upon by the directors and approved by two thirds of the stockholders of each corporation, provided that the rates for fares and freights existing August 1, 1883, should not be increased on any part of the roads so leased. This act also made it possible for railroad corporations of other states operating railroads within this state to have the same rights of operating or leasing as if they had been created under the laws of this state. This act passed the house of representatives by a vote of one hundred and forty-four to one hundred and five, and the senate by sixteen to eight. Shortly thereafter leases of various lines were made, some of which will claim mention in another place. The Concord Railroad was consolidated with the Boston, Concord & Montreal September 19, 1889, and on June 29, 1895, the consolidated company was leased to the Boston & Maine for ninety-one years from the preceding April 1. Its main tracks then extended four hundred and forty-five and ninety-two one-hundredths miles.

The following table shows the growth of its business by decades:

	Miles of road exclusive of side tracks.	Passengers.	Tons of freight.	Miles run by engines.
1844	35	73,355	42,679	138,528
1854	35	248,787	308,997	202,898
1864	110 1-2	270,556	328,855	410,671
1874	145 1-2	614,327	730,741	800,934
1884	141 71-100	693,851	1,116,519	815,815
1894	414 76-100	1,824,151	2,085,216	2,534,110

The growth of the capital of the company has been as follows: In 1845 it was seven hundred and fifty thousand dollars; 1846, eight hundred thousand dollars; 1847, one million two hundred thousand dollars; 1848, one million three hundred and fifty thousand dollars; 1850, one million four hundred eighty-five thousand dollars; 1854, one million five hundred thousand dollars; 1890, four million eight hundred thousand dollars; 1893, five million nine hundred eighty-three thousand eight hundred dollars; 1894, five million nine hun-

dred eighty-four thousand seven hundred dollars; 1896, seven million one hundred seventy thousand one hundred dollars, of which almost one fourth is owned in Concord.

It is probable that the passenger fare by rail to Boston in 1842 was $2.25, about three cents a mile. This was reduced on November 1, 1844, to $2; on November 1, 1845, to $1.75; and on June 1, 1848, to $1.50. Then came in 1850 the rivalry of the Manchester & Lawrence line, some diversion of business, and an increase on September 1, 1851, to $1.75; on September 1, 1854, to $2.00; on September 1, 1857, to $2.25; on September 1, 1862, to $2.35; and on August 1, 1864, to $2.90. On May 15, 1865, there was a reduction to $2.75; on January 1, 1866, to $2.60; on January 1, 1867, to $2.50; on August 1, 1867, to $2.45; on January 1, 1868, to $2.20; on May 2, 1870, to $2.00; on June 1, 1887, to $1.75; on January 1, 1891, to $1.66; and on December 1, 1893, to $1.60—about two thirds the rate of 1842, when trains were less frequent, run generally at less speed, and the service was in every way inferior to the present standard. Tickets for a thousand miles, at two and one half cents a mile, were in use from 1874 to 1877, and at two cents a mile since the latter year. The latter is now the rate for passage tickets to all Concord & Montreal stations.

Between the years 1862 and 1878 the currency was depreciated paper money. This currency touched its lowest value at one period in 1864 when two dollars and eighty-five cents in currency was equivalent to only one dollar in gold. From 1862 until 1871 there was a direct United States tax on the earnings or the dividends of railroad corporations.

The people of the north country did not wait for a railroad to be built to Concord before they considered whether they might not better themselves in a like respect. A convention was held at Montpelier, October 6, 1830, to consider a proposal for a national railroad from Boston to Lake Champlain and Ogdensburg. There had been a like meeting, with the same object in view, at the town hall in Concord, April 6, the same year, just six months earlier. On August 19, 1835, there was a meeting at the Lafayette Hotel in Lebanon, of persons who favored surveying various routes for a railroad between the Connecticut river in that town and Concord. One committee was appointed to examine such routes, and another to obtain means for making more careful surveys and estimates.

The Northern Railroad represents the plan which the Lebanon meeting had in view. Its first charter, that of June 18, 1844, required it to buy its lands at the will of owners. A new charter was

granted December 27, 1844 (two days after passage of the act that provided sensible methods for gaining a right of way), which authorized a railroad to be built from any point on the Concord Railroad in the town of Concord or Bow to the west bank of the Connecticut river in the town of Lebanon. This permission to build from a point in Bow may have been obtained because it was doubtful whether the best line hence to Franklin would be found by the "river route" or by the "plain route," and choice of the latter, lying west of and higher than the other, might make it desirable to begin to gain elevation at some point further south than was the Concord Railroad terminus; in fact, it was somewhat doubtful whether the new road would touch Franklin at all, as a shorter line would lie west of that town. If the Northern road had started in Bow, and gone along what was then the westerly edge of our main settlement, about where it was once proposed to dig the Contoocook canal, the town would have been afflicted with many highway crossings at grade and other troublesome features.

Jonathan Adams and T. J. Carter surveyed various routes for the Northern road. The river route by way of Franklin was chosen because that town with its irresistible water-power was the most important on the line, except Lebanon; because also that route involved less outlay, and would complete a railway from Boston to Franklin with no grade on it in excess of sixteen feet to the mile. George W. Nesmith, first president of the company,—a director for forty-five years,—had his home at Franklin, and no one could think seriously of going wide of a town where that honored gentleman dwelt. There are, however, to this day men who say the road should have gone up the valley of the Blackwater.

There were beyond Franklin grades of fifty feet to the mile, and many difficulties to be dreaded—cold, snow, and swift streams liable to sudden freshets.

The charter of the Northern company provided that one hundred thousand dollars should be expended toward construction before December 1, 1849, and the road must be completed and ready for use before December 1, 1852.

The manner of gaining right of way had changed, as has been related, since the controversies of 1841 and earlier years. Now the state itself exercised the right of eminent domain, took the necessary lands, making payment therefor with the money of the corporation, and leased the right of way to the company for a term of two hundred years. This fiction of the law was devised to heal party wounds, and to soothe those persons who claimed to stand for the rights of the people.

The land damages of the Northern Railroad, as appraised by the railroad commissioners, averaged about one thousand dollars a mile. The largest sums awarded to landowners in Concord were to Abel Hutchins and Mary Ann Stickney, one thousand dollars to each.

Among the first directors of the Northern company was Isaac Spalding, and the corporation clerk in 1845 was Nathaniel G. Upham. This connection of these men indicates that Concord Railroad people looked with favor on railroad building into the upper country. This was the case so far as the Northern was concerned, but there was not the same friendliness toward the Boston, Concord & Montreal, chartered the same day, and in some respects a rival of the Northern. In after years these relations changed; the Concord and the Boston, Concord & Montreal companies united, while the Northern for a time sought friends elsewhere.

In July, 1845, Onslow Stearns, who had been engaged in the construction of the Nashua & Lowell Railroad, and was its superintendent, came to Concord to connect himself with the Northern as its building agent. He became president of the latter company in May, 1852, and was thereafter, until his death in 1878, the controlling spirit in its affairs.

The capital named in the company's charter was fifteen thousand shares of one hundred dollars each, or one million five hundred thousand dollars, but there was provision that if a greater amount of money should be necessary it might be raised by creating more shares. The road was doubtless built with economy, but the success of the Concord company had led some minds to conclude that the new road would surely be profitable, and that the more capital was put into it, the more dividends would come out. Such was the talk around local tavern firesides. The amount expended in building the Northern Railroad and the Bristol branch, as stated in the directors' report for 1851, was two million seven hundred and sixty-eight thousand four hundred dollars. A small part of its stock, one of the later issues, was sold at ninety dollars a share. The capital in 1855 had reached the sum of three million and sixty-eight thousand four hundred dollars, and there it remains. On the first day of April, 1850, out of one thousand eight hundred and eighty-nine stockholders whose residences were known, one thousand and eighty-seven were people of New Hampshire. Notwithstanding the idea then somewhat prevalent that completion of the Northern road would hurt the trade of Concord, there were one hundred and twenty local stockholders owning one thousand four hundred and eight shares. Building the road served to enliven the main street of the town. Laborers, not long away from the green isle, wearing

Tam O'Shanter caps and corduroy suits, with a few dollars to spend, were often on the streets, somewhat in contrast with equipages carrying the families of contractors.

There were two pieces of construction within the town lines which were regarded as formidable in character. One was cutting through a promontory at Farnum eddy, and the other was making a new channel for the Merrimack at Goodwin point. To assist in the one, the first steam excavator ever in Concord was set at work in the winter of 1845–'46. The earth proved refractory, and so much time was consumed in the undertaking that the obstacle was flanked by a temporary track on which trains have passed from that day to this. The other undertaking was partially done when a freshet carried off thirty thousand cubic yards of earth, which would have cost ten cents a yard to move by the methods of the contractor.

The Northern company proved its national spirit by buying more than half the rails for the original track from the domestic rolling mills, a portion of them coming from the Mount Savage works in Maryland, where in 1844 the first American rails were made.

The road was opened to Franklin December 28, 1846, and was operated, under a temporary arrangement, by the Concord Railroad, until the opening to Grafton, which occurred on September 1, 1847. On November 17, the same year, the cars were met at Lebanon, sixty-nine miles away, by an assembly of four thousand people, when there were public addresses by Daniel Webster, George W. Nesmith, Professor Charles B. Hadduck of Dartmouth college, Erastus Fairbanks, and others, and in June, 1848, the line was in operation to White River Junction.

The round-house and repair-shops of the company were built here just south of Bridge street almost fifty years ago, and there they remained without very essential change except to replace in somewhat larger form whatever fire destroyed, until the autumn of 1897. They were then demolished because of supersedure by the new consolidated shops at the South end. There were now and then new engines built in the old shops, such as the "George W. Nesmith" and "William M. Parker."

The business of the road was at the outset not altogether satisfactory. The dividends in 1849–'50 were at the rate of four per cent.; in 1851–'52, five per cent., and in 1865–'66 high tide came with ten per cent.

There was an investigating committee of stockholders in 1850, a year when such committees were in fashion, that declared in their report that building the Bristol branch was "worse than a mistake—a blunder." The branch earned two per cent. on its cost during the

year ending April 30, 1851. Built, at least nominally, as an independent spur, it became an integral part of the Northern road in January, 1849.

The local traffic of the Northern road has never been too abundant; hence the company has been watchful to obtain its share of the business of Canada and the remote West. The Canadian closed mails to and from London, via Boston, having taken this way in 1844 when the railroad had come only as far north as Concord, were continued under the improved through train service. When the supremacy of this route was challenged, as it was in November, 1849, there was a race to Burlington between this and the line via Rutland. At such times the "General Stark," with Engineer Seth Hopkins, was sent down, by permission of the Nashua road, to make a fast run from Lowell to Concord, and the "Etna," with Engineer Thomas White, was driven at top speed hence to White River Junction. These contests were criticised as dangerous, and gave rise to some disputes, but the coveted mail carrying was retained until about 1856, when Canada obtained more direct steamship connection with Liverpool.

By prudent use of its credit, and possibly some strain of its corporate powers, the Northern company, early in the fifties, acquired the ownership of what had been the Concord & Claremont, the Contoocook Valley, and the Sullivan railroads. In August, 1872, it bought shares in the Concord Railroad, and at the annual meeting of the last-named company in 1884, the agents of the Northern company were prepared to vote on four thousand one hundred and ninety-nine shares.

On September 2, 1880, the Northern company disposed of its five thousand shares of stock (the whole issue) in the Sullivan Railroad. The buyers were friends of the Vermont Valley company, who paid therefor eight hundred thousand dollars, of which sum seven eighths reached the treasury of the Northern company. What became of the rest has been a matter of dispute.

The Northern system was leased to the Boston & Lowell June 19, 1884. This lease was terminated by a decision of the state supreme court March 11, 1887, and for a period the Northern hung in the air, but on October 1, 1890, the system was, by authority of the legislature, leased for ninety-nine years to the Boston & Maine company. It had then one hundred and seventy-one and fifty-seven hundredths miles of main track.

The charter of the Boston, Concord & Montreal Railroad, granted December 27, 1844, permitted that corporation to build from any

point on the Concord Railroad, in either Concord or Bow, to some point on the westerly bank of the Connecticut opposite Haverhill or Littleton. It might go up the Merrimack valley to Franklin (if the Northern Railroad should not have preceded it), and thence onward by either the Winnipiseogee or Pemigewasset valleys; it was to be completed as early as December 1, 1855. This charter contained the stipulation that net earnings in excess of ten per cent. on the capital stock should go into the state treasury, as did also the charters of the Northern, Concord & Claremont, and the Contoocook Valley companies. One of the intents of this proviso may have been to emphasize the public character of these corporations, which character the legislature of 1844 had determined to admit.

As this Boston, Concord & Montreal enterprise met with no favor and could find no support in State street, its construction was undertaken by the courageous and ingenious people who dwelt along its way. Peter Clark became its building agent in July, 1846, and so remained until February, 1848, when he began like service with the Portsmouth & Concord company. His successor was James N. Elkins, who had been a passenger train conductor on the Concord road. Joseph Low was treasurer from 1845 to 1848, in which latter year he was succeeded by George Minot. For its first fifteen years the company availed itself of the courage, persistency, and ability of Josiah Quincy of Rumney, in the office of president. T. J. Carter did some of its engineering, but George Stark appears to have been chief of that department in 1849.

This road was built with the utmost economy, by the most easily-constructed routes, which were patiently sought out. The stock subscriptions were obtained in small sums wherever subscribers could be found. The earnings of factory girls were placed in its treasury. Some subscriptions were made payable in labor or materials—fence-rails, sleepers, bridge timber, and the like. All its original rails came from England, and some were lost by shipwreck on Minot ledge. These cost in 1846 seventy dollars, and in 1852 thirty-eight dollars, a ton. There was at the outset a sharp rivalry with the Northern road, and the latter company built its Bristol branch in an endeavor to gain the business of the Pemigewasset valley from as far north as Plymouth. Both lines in 1848 encouraged stage competition in the upper country, and both lost money by so doing.

There was an opening of the road to Sanbornton Bridge (now Tilton), May 22, 1848, when the new engine, "Old Man of the Mountain," and cars, all painted sky blue, were deemed delightfully appropriate for mountain travel. There were successive openings, to Meredith Bridge (now Laconia), August 8, and to Lake Village

(now Lakeport), October 1, the same year; to Meredith Village, March 19, 1849; to Plymouth, January 21, 1850; to Wells River, May 10, 1853; to Littleton (by White Mountains Railroad), December 17, 1853; to Lancaster, October 31, 1870; to Groveton, July 4, 1872; to Fabyans (by Wing Road), July 4, 1874; to Mount Washington, July 6, 1876; to Profile House, June 25, 1879; to Bethlehem, July 1, 1881; to North Woodstock, July 2, 1883; to Berlin, June 27, 1893.

The company had its place of management at Plymouth, and its repair shops at Lakeport. Its successive superintendents were: James N. Elkins, James M. Whiton, Joseph A. Dodge, and Edward F. Mann. Its president for many years was John E. Lyon, who took charge of the road in 1856 when it was tottering toward bankruptcy. The extensions built into the north country beyond Littleton between the years 1869 and 1878 were fruits of his courage and persistency. The Mount Washington Railway (in which he was associated with Sylvester Marsh, afterward a Concord citizen, and others), the rebuilt Pemigewasset House at Plymouth, the Fabyan House, and the Summit House on Mount Washington, were enterprises in which he took delight. To such affairs as these, our townsman, Nathaniel White, also lent a stout shoulder and a good purse.

This narrative can give no adequate idea of the financial difficulties which from time to time beset the Boston, Concord & Montreal company. These were at their climax in the distressful year of 1857, when the property went into the control of trustees for about two years. At this time, the cost of the road, exclusive of its equipment and interest charges during construction, was stated at two million one hundred and eighty-three thousand three hundred and sixty dollars and thirteen cents. The only satisfaction that came to the first generation of shareholders was the reflection that they had provided their neighbors and themselves with a speedy channel for traffic, and assisted in the development of the upper counties of the state, and yet the company gradually shared in the kindly results of time. It had the traffic of the busiest northern towns, the mountain travel, and the freights of a thousand lumbermen. It reached away almost to the Canadian boundary by nearly the route which, as we have seen in another chapter, was selected for the stage "erected to run from Quebec to Boston" in 1810. Hence its affairs gradually improved. Its managers and friends, in August, 1872, were able to join the Northern company in a joint purchase of eight thousand shares in the Concord Railroad, the control of the latter being sought. It had outgrown the contempt of State street.

In 1884, on June 1, the property was leased to the Boston &

Lowell Railroad corporation for a term of ninety-nine years. At that time its cost was represented by three classes of stock amounting to one million eight hundred thousand dollars, and four issues of bonds, the total of the latter being three million sixty-nine thousand and six hundred dollars. It had never paid a dividend on any stock except its preferred issue of eight hundred thousand dollars at the rate of six per cent., but it had almost one hundred and eighty-seven miles of main track.

This lease to the Boston & Lowell company was invalidated by a court decision in May, 1889. The Boston & Maine company had theretofore leased the Boston & Lowell system and obtained thereby temporary possession of the Boston, Concord & Montreal. Meanwhile, in May, 1886, ownership of a controlling interest in the Boston, Concord & Montreal stock had been acquired by twenty associates, large shareholders in the Concord Railroad. The court decision of 1889 restored the property to its shareholders, and it was, by authority of the legislature, united with the Concord company on September 19, 1889, under the title of Concord & Montreal Railroad.

The preceding paragraph relates so briefly a series of transactions of such importance to Concord, and the railways of the Merrimack valley, that the way in which they were effected should be definitely explained. Controlled as the Boston, Concord & Montreal line was under the lease of 1884, it was possible by building a few miles of new road to divert a great traffic to another route to Boston. To do so was in contemplation. To defeat this injurious plan it was necessary to wrest control of the Boston, Concord & Montreal from the company holding it under lease, which could be done, if done at all, only after buying, at a cost which seemed excessive, a majority interest in the shares of that company—an adventurous undertaking, involving great possibilities of failure and loss. Benjamin A. Kimball, a director of the Concord company, bolder than his fellow members, opened personal negotiations with Samuel N. Bell, a director of the Boston, Concord & Montreal company, who represented the controlling ownership. These two gentlemen agreed on a plan of action, prices for shares and bonds, names of associates, and how to break the lease. One very troublesome fact was the existence of an agreement which made it necessary first to offer to sell the controlling shares to people interested in the Boston & Lowell company. They were so offered, in diplomatic phrase and manner, and, as it fortunately happened, declined. The transaction was at this point taken up by the associates who had been selected, the transfers of securities were effected, suits brought in court, the lessee dispossessed, and

the affair ended exactly in accordance with the design of its projector. There followed extensions of the Boston, Concord & Montreal lines to Belmont, to the Lake Shore, to Berlin, and thereby the perfection of a symmetrical system tributary to our valley and friendly to Concord.

The public purpose to have a railroad from Concord to Windsor, on the Connecticut river, was manifested as early as 1835, when, on Wednesday, September 9, there assembled at Bradford a deliberative body of citizens from towns lying along the projected line.

Early in the following month Lieutenant-Colonel Stephen H. Long, of the United States topographical engineers, just then residing at Hopkinton, his birthplace, received permission from the war department to survey one or more routes from Concord to the Connecticut river. He was a graduate of Dartmouth, had been professor of mathematics at West Point, and an explorer of the Great West, where his name is affixed to Long's Peak. He had a fancy for railroad affairs. In 1827 he was engaged in surveys for the Baltimore & Ohio road; in 1830–'32 he was in Philadelphia with William Norris, designing and experimenting with locomotives.

Before the winter of 1835–'36 Lieutenants Burnet, Fuller, and Simmons, of the United States army, under the supervision of Colonel Long, had surveyed a route from Windsor as far eastward as Warner, but were compelled to defer completion of such survey until the following spring.

The intent to build on the route indicated took formal shape when the charter was granted on June 24, 1848. This charter, like those of the Northern and the Boston, Concord & Montreal roads, permitted the starting-point to be in either Concord or Bow.

The early stock subscriptions came largely from people of Concord, Bradford, Boscawen, Hopkinton, and Warner. A meeting of stockholders was held in the last-named town, August 1, 1848, when seven directors were chosen, four of whom, namely, Joseph Low, Asa Fowler, Perley Cleaves, and Joseph Greeley, were citizens of Concord. The stockholders at that meeting instructed the directors to build the first twenty-five miles.

Joseph A. Gilmore was made building agent of the road, for which George Stark had done some of the engineering, and Jonathan Adams made the final location. The road from Concord to Bradford was estimated to cost, including rolling stock and suitable station buildings, four hundred nineteen thousand eight hundred dollars. It was opened to Warner, October 1, 1849, and to Bradford, July 10, 1850. Here the enterprise rested until, under the corporate name of

the Sugar River Railroad, an extension was built to Newport, November 21, 1871, and to Claremont, September 10, 1872.

It was at one time contemplated to build a railroad up the valley of the Contoocook from a point on the Northern Railroad at Penacook, but the Contoocook Valley Railroad, from Contoocookville to Hillsborough Bridge, at first a fourteen and four tenths miles branch of the Concord & Claremont line, was completed December 17, 1849. Its bonded debt was stated in 1853 at one hundred forty-two thousand dollars. That of the Concord & Claremont company itself was at the same period two hundred sixty-five thousand four hundred dollars. The bonded and floating debts of the New Hampshire Central company (incorporated June 24, 1848, now the Manchester & North Weare, nineteen miles long), then regarded as a rival to the other two, were as much as two hundred seventy-five thousand dollars. The Sullivan Railroad, twenty-six miles long, from Bellows Falls to Windsor (which it is suitable to mention here, because it lies, all but its termini, wholly in New Hampshire, and it afterward came into the control of the Northern Railroad company had in 1851 a bonded debt of six hundred seventy-six thousand three hundred dollars; at a later date, seven hundred fifty thousand dollars. These roads were built at a time when the issuance of mortgage bonds, at discounts from their face value, had become an ordinary resort of promoters, and as the earnings of these bonded railways were in the beginning less than had been expected, they soon underwent foreclosure and reorganization. Stockholders were induced to give away their shares to reorganizing brokers, in order to rid themselves of personal liability. In the case of the New Hampshire Central they not only gave their stock, but sums of money with it. When investors discovered that all railroads did not earn ten per cent. dividends, they sought some channel for an outcry. This gave rise to a newspaper called the *Voice of the Stockholders*, a sort of gad-fly, published in Concord about 1854, but it had not much endurance and shortly expired.

An act of the legislature, passed January 8, 1853, permitted the Concord & Claremont and New Hampshire Central roads to unite under the name of the Merrimack & Connecticut Rivers Railroad. They were so united and operated jointly until 1859, when what had been the New Hampshire Central became, by authority of the legisture of 1858, the Manchester & North Weare. After a foreclosure sale in 1858, the Contoocook Valley Railroad became the Contoocook River Railroad.

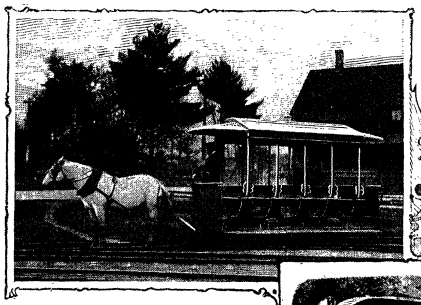
In 1873 the Concord & Claremont, N. H., Railroad company was organized, to combine the properties of the Sugar River, the Contoo-

cook River, and the old Concord & Claremont companies, all having become a part of the Northern Railroad system. The bare mention of these changes in style and ownership will convey some idea of the worriment and loss encountered by those who in the early days ventured their money in building these roads.

In July, 1878, the Contoocook River line was extended eighteen and a half miles to Peterborough, by means of the Peterborough & Hillsborough Railroad company. To this extension the city of Concord, as a corporation, made, on April 7, 1877, an outright gift of twenty-five thousand dollars, as it had, on October 10, 1868, given fifty thousand dollars, to the Sugar River extension to Claremont.

Under the direction of the Concord Railroad company, about 1852–'53, James A. Weston and John C. Briggs made surveys for a railroad from Concord to Pittsfield by a line across the interval ascending to the elevated plain by the gully next south of Sugar Ball or by another east of East Concord village. If Judge Upham had remained longer in full control of the Concord company, this idea doubtless would have come to fulfilment.

One of the First Cars.



The Steam Moter.

Style of Cars, 1903.

Opening of Line to Penacook.

The Concord Street Railway was incorporated June 26, 1878, and organized July 12, 1880, with Daniel Holden, John H. George, Moses Humphrey, Lewis Downing, Jr., Samuel C. Eastman, and Josiah B. Sanborn as its first directors; shortly afterward Benjamin A. Kimball was associated with them. Moses Humphrey at the

age of seventy-three years, brimful of courage, was active in its organization, and became its building agent, afterward its president. The original purpose of the company was to build a narrow gauge railway on the highway, to be run mainly by horse power from the south end of Main street to the village of West Concord, four miles. The first car ran from the Abbot-Downing shops, where it was built, to Fosterville, about 6 p. m., April 21, 1881. Moses Humphrey and an invited party rode on the car. It was drawn by one horse. The bell on the Board of Trade building rang, and people hurried to their doors thinking there was an alarm of fire. The road was opened to travel April 25, 1881 (when about five hundred passengers were carried); was extended to Penacook June 1, 1884, and to Contoocook River Park, a place of summer resort with many scenic attractions, July 4, 1893. The West End extension was opened October 15, 1891, the South Street extension July 4, 1894, and the Clinton Street extension August 20, 1901 (Old Home Day). Steam motors were used on the line north of Blossom Hill cemetery until electricity was adopted as motive power for the system in September, 1890. The first annual report of the company showed that its best day had been July 4, 1881, when its receipts were one hundred and eighty-one dollars and eighty-eight cents from two thousand four hundred and twenty-one passengers; smallest day December 12, twelve dollars and fifty-three cents from two hundred and six passengers. During the year 1882 it had two hundred and three thousand six hundred and sixty-one passengers. The road has now about twelve miles of track, has provided quarter-hourly service on most of its line since June 1, 1894, employs usually more than seventy men, and for the year ending December 31, 1900, the fares collected numbered one million, two hundred and seventy-nine thousand one hundred and sixty-one. The capital of the company is fifty thousand dollars common stock, fifty thousand dollars preferred; bonded indebtedness, one hundred and sixteen thousand dollars. It is thought that the first vestibuled street cars ever built were those constructed here by Benjamin French, and put to use by this company on September 1, 1890. John H. Albin was president of the corporation from July, 1891, to July, 1901. This street railway is to be broadened to standard gauge, when its equipment will be modernized, and electric railway connections established with the Concord & Montreal electric line to Suncook and Manchester,[1] and it seems probable that like connections may afterward be made to the northward with Franklin and perhaps Tilton and Laconia. Lucius Tuttle is president; John F. Webster, treasurer; Frank E. Brown,

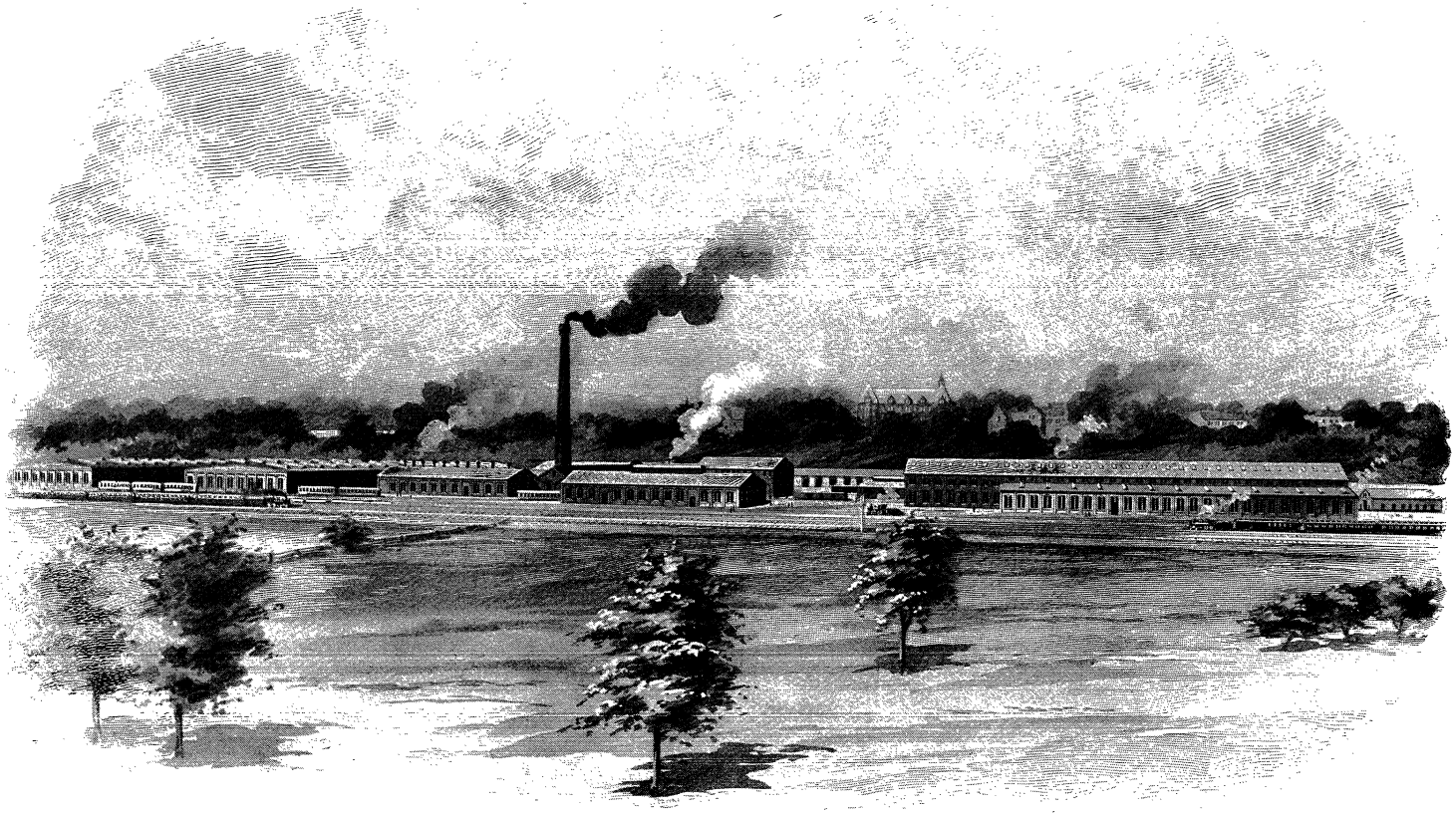
[1] The electric line to Manchester was opened August 11, 1902.

passenger agent; and H. A. Albin, superintendent. These officers were chosen in July, 1901, and their names suggest the fact that the control of the company is held by people who will improve the property and maintain it in the highest possible state of efficiency. Under a recent act of the legislature this street railway may be consolidated with the Concord & Montreal, which is itself under lease to the Boston & Maine company.

There have been at times controversies—commercial, legal, or legislative—interesting to the greater railroad companies within the scope of this chapter, such as that in 1851, in regard to division of through fares and freight earnings which was adjusted by arbitrators; or that in the legislature of 1887 over the Hazen and the Atherton bills which was ended by a veto of the governor; or that in the courts of 1887-'95 between the Concord and the Manchester & Lawrence companies, when the subject of contention was the sum of six hundred and fifty thousand dollars, but such do not concern all readers, and details thereof may be sought elsewhere.

Returning now for a parting glance at material properties (what one can see of the railway in our own town), it may be said, first, that of a score of the larger local personal estates more than half have been derived in whole or in great part from the business of transportation by rail; several came entirely by that way. The names of eleven hundred and eighty-nine railway employees are in the city directory for 1900, and there may be others whose occupation is not defined therein with sufficient exactness to so identify them. There were fifty-four such names in the directory for 1844. The average number of railway employees at Concord is now thirteen hundred and forty-six, and the yearly pay-rolls aggregate eight hundred and eighty-one thousand one hundred and seventy dollars.

Peter Clark, in his early forecast of what the Concord Railroad ought to construct here, estimated that it would be necessary to expend for station buildings the sum of ten thousand dollars. There are now within the city limits twenty-nine and two tenths miles of main tracks, and thirty-six and eight tenths miles of side tracks, almost enough to build a single track road on an air line to Boston. The steam and electric car tracks within the city limits aggregate over eighty-three miles. Existing station buildings cover ten and a half acres of ground, and, including the right of way, are valued for taxation at seven hundred and nineteen thousand three hundred and twelve dollars and thirty-four cents, not much less than half of the taxable valuation of the whole town as published in the



Boston & Maine Railroad Shops from the East.

Journal of the Legislature of 1840. The chief of these buildings is the passenger station and train shed, covering one hundred thousand square feet of area, the fourth to occupy the site. It was built in 1885, at a cost of two hundred and fifty thousand dollars, from designs made by Bradford L. Gilbert of New York, and its excellencies have been so apparent to railroad men that the same architect was afterward employed to plan the reconstruction of the Grand Central station in New York. The pictured views in the early part of this chapter give a better idea of this station than mere words can. Its entire cost was borne by the Concord Railroad, the traditional policy of that company being to own the stations at each end of its line.

The railway shops at the South end, constructed in 1897 and since enlarged, occupy six and fifteen one hundredths acres of a seventy-acre tract. A full-page view of them accompanies this chapter. They are fully equipped with titanic machinery for the repair of locomotives and the construction and repair of steam and electric cars. The electric division car barns are also adjacent and an electric storage battery is held in reserve against accident or flood.

The great freight yard east of the passenger station occupies an area of fifty acres and cost about one hundred and fifty thousand dollars. It requires twelve switching crews (one hundred and sixteen men) and has been regarded as the best similar yard in the country.

Counting each arrival and departure, there are above one hundred daily passenger and freight trains in the summer season, and the remark of an editorial wag years ago that our railway facilities were such that a man could start from here to go anywhere is abundantly justified.

Freight can now be sent to points almost world-wide apart, by land or water routes, at through rates. Three thousand tons of granite is the average monthly shipment. The old boating company's last and lowest rate of four dollars a ton for general downward freight to Boston, and three dollars and fifty cents a ton for granite, has given place to various classifications for traffic at three dollars and forty cents, three dollars and twenty cents, two dollars and eighty cents, two dollars, and one dollar and eighty cents a ton, and granite goes by car-loads at eighty cents a ton.

The average monthly movement of freight cars to and from the station is forty thousand. Some of these cars are marked with devices and letterings that carry the mind away to the old Santa Fe trail, to mountains which slope toward the Saskatchawan, and to

rivers which water the Pacific. The saintly name of Father Marquette, the intrepid missionary and explorer of the Mississippi, who died more than two centuries ago on the lonely shore of Lake Michigan, is now spread on the vans of trains loaded with wheat or corn from prairies which his weary feet once trod.

It may serve some good purpose to mention here the dates when various contrivances that make railway traveling safer and pleasanter came into local use. The telegraph (Vermont and Boston line) came in 1849, and located its office where is now the south store of the Columbian building, with Ira F. Chase as the first operator. It was on this wire that George Brackett, a citizen of color, declared that he often saw messages passing to and fro. Brass checks for baggage were adopted about 1850, the signal bell cord to passenger train engineers about 1853, steel rails and fish plates in 1868, safety switches and frogs in 1888, coal-burning engines and the Miller platform and coupling in 1871, the Westinghouse brake in 1876. The parlor car came in 1874, the telephone for general use in 1880, and heating by steam from the engine in 1891. Wire fencing began in 1885, and the first iron bridge was built over the Nashua river in 1884. The road-bed between Concord and Boston was oiled in 1899 to free the trains from dust, and the use of coke for fuel was begun the same year. The end of the century sees the automatic coupler in general use.

Among those people—citizens of Concord once, some of them citizens still—who have served in various capacities on the railways that we call our own, gained some success here or elsewhere, and yet have had little or no mention in this chapter, are H. J. Lombaert, afterward second vice-president of the Pennsylvania Central, and president of the American Steamship company; John Crombie, afterward superintendent of the Vermont Central; James A. Weston, whose portrait hangs in the gallery of the governors of New Hampshire; Harvey Rice, afterward superintendent of motive power of the Erie; James Sedgley, afterward superintendent of motive power of the Lake Shore & Michigan Southern; *Reuben Sherburne* (1842),[1] afterward superintendent of the Vermont Central; William M. Parker, afterward superintendent of the Boston & Lowell; *Levi P. Wright* (1848), afterward lieutenant-colonel First Massachusetts Heavy Artillery, and superintendent of military railroads at Nashville, Tenn.; *Henry C. Sherburne* (1850), afterward president of the Northern; George E. Todd, who began with the Northern in 1848, became its superintendent, and remained with it until his death in 1892; James R.

[1] Mr. Sherburne began service with the Boston & Concord Boating company in 1838.

Kendrick, afterward general manager of the Old Colony; Charles H. Ham, afterward of the United States board of general appraisers, New York; *George G. Sanborn* (1848), afterward local treasurer of the Northern Pacific; James N. Lauder, afterward superintendent of motive power of the Old Colony; *John Kimball* (1848), the most trusted man in Concord; Benjamin A. Kimball (1854), president of the Concord & Montreal, who left to himself would have gathered together a New Hampshire railway system of excellent proportions, with Concord as its focus; *Henry McFarland* (1850), afterward secretary and treasurer of the Union Pacific; *James M. Foss* (1846), afterward superintendent of the Vermont Central; Charles S. Mellen, president of the Northern Pacific; Lyman Wallace, afterward an engineer in Farragut's fleet, now a master mechanic of the Mexican Central; George F. Evans, vice-president and general manager of the Maine Central; W. G. Bean, a division superintendent of the Boston & Maine; M. T. Donovan, freight traffic manager of the Boston & Maine; John F. Webster (1857), treasurer of the Concord & Montreal; Horace E. Chamberlin (1858), recently superintendent of Concord division, Boston & Maine; James T. Gordon (1865), general foreman of car department in the Concord shops; G. E. Cummings, superintendent of White Mountains division, Boston & Maine; Frank E. Brown, assistant general passenger agent, Boston & Maine; and James M. Jones, general baggage agent, who had continuous service with the Concord company for forty-eight years.

Although he did not have, as did those above mentioned, a preliminary railway connection here, Edward H. Rollins should be mentioned as a railway man of Concord, as he was secretary and treasurer of the Union Pacific, 1869–'77, and so should Josiah F. Hill, recently secretary of the Great Southern.

The names of the survivors among the foregoing who were railway men as early as 1850 are shown in italic, and the figures in parentheses following names indicate when the service of individuals began. Other living railway men of that time who have been so fortunate as to find contentment and appreciation here, are John Gienty (1846), B. F. Wolcott (1847), Charles E. Twombly (1848), C. M. Templeton (1849), Edson C. Eastman (1850), and Charles F. Webster (1845), the last of whom had probably longer continuous service than any other employee.

John H. Pearson, Augustine C. Pierce, Josiah Minot, J. Stephens Abbot, Edson Hill, Samuel S. Kimball, John A. White, Edward H. Rollins, and Joseph B. Walker have been active directors in railroads herein treated, and Franklin Pierce, Ira Perley, John H. George, Josiah Minot, William L. Foster, Mason W. Tappan, William H.

Bartlett, William E. Chandler, John Y. Mugridge, Anson S. Marshall, William M. Chase, Frank S. Streeter, Samuel C. Eastman, John M. Mitchell, and John H. Albin have been the counselors whose advice and service the railways have chiefly sought.

The local railway belongings which interested the people of 1842 have passed out of existence. One thing remains,—the station martin house. Whenever an employee of the olden time returns from his wanderings, which in some cases have been far and wide, he knows he has come home again when from the incoming train his eye falls on the colony of purple martins that for half a century have dwelt each season where kindly forethought so long ago provided a place for them.

The roll of the railroad men of half a century ago yet living is short. Their old associates vanished with the antiquated ways and the ancient machinery. Fifty years hence, when this History of Concord shall be a battered old book, some one may write a chapter like this—like in purport, better in manner—in regard to the men of to-day, and the things now deemed the best things.