

MAINE STATE LEGISLATURE

The following document is provided by the
LAW AND LEGISLATIVE DIGITAL LIBRARY
at the Maine State Law and Legislative Reference Library
<http://legislature.maine.gov/lawlib>



Reproduced from scanned originals with text recognition applied
(searchable text may contain some errors and/or omissions)

DOCUMENTS

PRINTED BY ORDER OF

THE LEGISLATURE

OF THE

STATE OF MAINE,

DURING ITS SESSIONS

A. D. 1851--2.

Augusta:

WILLIAM T. JOHNSON, PRINTER TO THE STATE.

1852.

THIRTY-FIRST LEGISLATURE.

No. 13.]

[HOUSE.

STATE OF MAINE.

SECRETARY'S OFFICE, }
February 6th, 1852. }

*To the President of the Senate and
Speaker of the House of Representatives :*

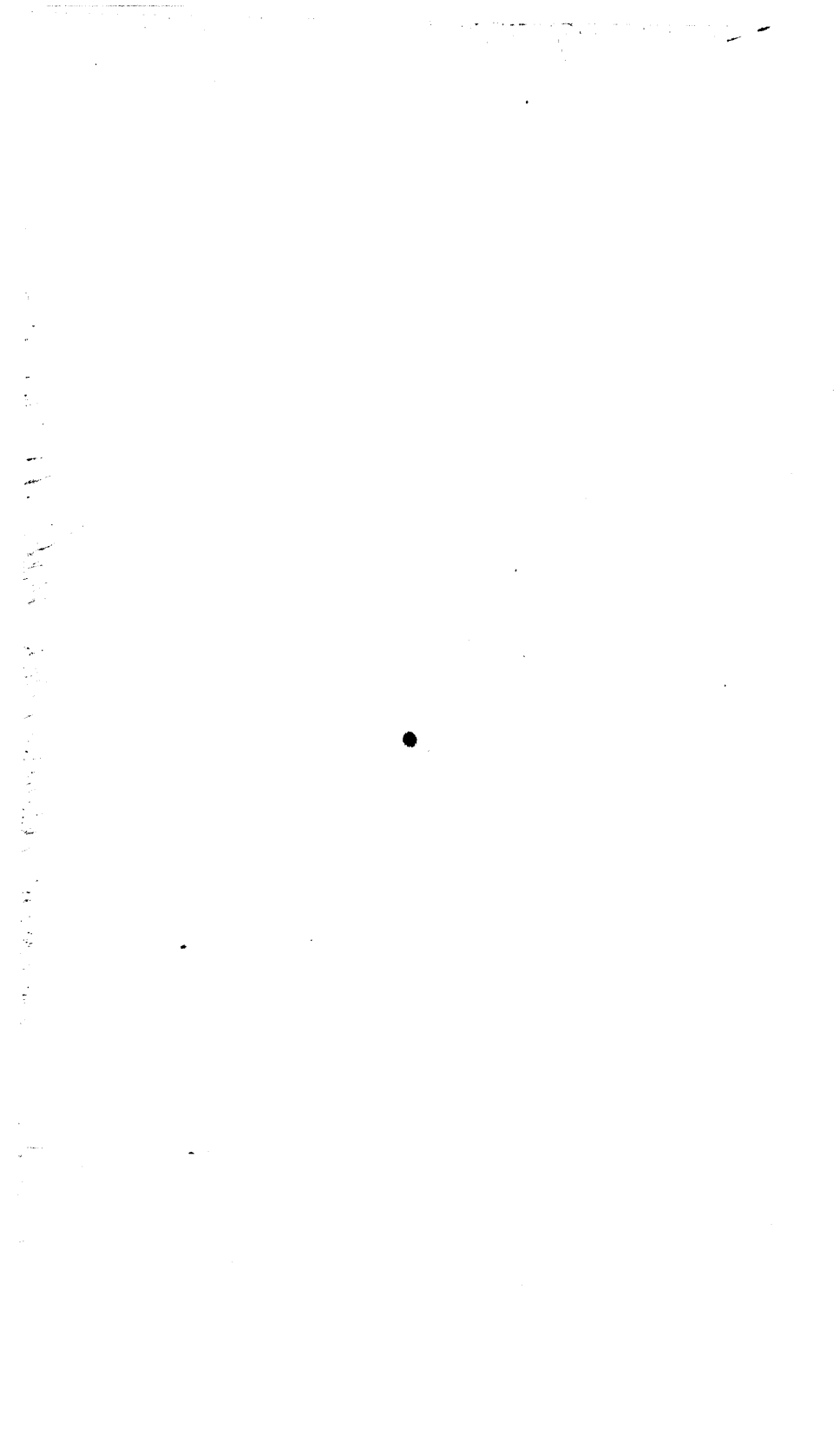
I herewith lay before you an Abstract from the returns of the Atlantic and St. Lawrence—Bangor and Piscataquis—Boston and Maine—Calais and Baring—Kennebec and Portland—Portland, Saco and Portsmouth—and York and Cumberland Railroad Companies, made to this office agreeably to the provisions of an act approved August 15th, 1849, entitled, “An act in relation to the returns of railroad companies,”—and being all such returns as have been received at this office prior to this date.

I have the honor to be,

Very respectfully,

Your obedient servant,

JOHN G. SAWYER, *Secretary of State.*



NAMES OF ROADS.	Length of Road—Length of Single and Double Track, &c.						Capital Stock, &c.		Amount expended for Lands, Grading, Engineering, Bridging, Masonry, &c.—Whole cost of the Road.										Due from and to the Cor.		Number of through		
	Length of the Road in operation.		Length of Single Track.		Length of Double Track.		Time when laid.	Weight of Rail per yard.	Capital Stock.	Amount called and paid in.	Amount expended for the purchase of lands.	Amount expended for Grading.	Amount expended for Engineering.	Amount expended for Bridging.	Amount expended for Masonry.	Amount expended for Iron.	Amount expended for Passenger and other Cars.	Amount expended for Stations, Buildings, &c.	Whole cost of the Road.	Amount and nature of indebtedness.		Amount due to the Corporation.	
	Main Road.	Branches.	Main Track.	Branches.	Main Track.	Branches.																	
Atlantic and St. Lawrence, - - -	91 1-2 miles.	=	97 1-3 miles.	-	none except side tracks.	-	1848 to '51 inc.	63 lbs.	4,000 000	A 2,690,465 96	Cannot now determine—building at a road unfinished—a portion of the mile.	road now	97,923 83	-	road unfinis'd.	B 2,228,460 25	30,293 76	16,					
Bangor and Piscataquis Canal and R. R.,	12 $\frac{264}{5280}$ "	1-2 mile.	12 $\frac{264}{5280}$ "	1-2 mile.	none.	none.	1849.	36 lbs.	-	75,000 00	13,964 80	3,745 39	1,293 11	2,569 76	3,312 48	35,819 23	-	E 15,825 42	-	F 38,400 00	3,648 80	36,	
Boston and Maine, - - - -	74 $\frac{26}{100}$ "	8 $\frac{79}{100}$ miles.	46 $\frac{47}{100}$ "	7 3-4 miles.	27 $\frac{79}{100}$ miles.	1 1-4	1836 to 1850.	48, 56 & 60 lbs.	4,155,700	4,064,299 52	I 745,906 20	J 881,855 85	K 272,388 94	365,153 16	see grading.	L 984,523 89	M 333,205 00	507,419 44	4,090,452 48	-	N 150,000 00	-	1,449,
Calais and Baring, - - - -	6 "	-	6 "	-	-	-	1850 and '51.	56 lbs.	200,000	74,900 00	-	-	-	-	-	-	-	-	not known; not yet completed.	-	-	-	-
Kennebec and Portland, - - -	72 1-5 "	-	72 1-5 "	-	-	-	1848 to '51 inc.	54 1-2 lbs.	-	Q 773,461 75	119,059 54	not so classified as to enable the treasurer to give the am't	R 78,930 52	-	1,742,370 00	S 1,374,737 12	232,062 30	T 93,					
Portland, Saco and Portsmouth, - -	51 "	-	51 "	-	none except side tracks.	-	1841 and '42.	60 lbs.	1,308,500	1,308,500 00	83,521 66	397,318 93	Y 48,730 46	93,830 83	61,043 18	364,503 93	R 95,548 62	155,880 88	1,300,383 49	X 120,000 00	108,500 00	T 210,	
York and Cumberland, - - - -	10 $\frac{87}{100}$ "	=	10 $\frac{87}{100}$ "	-	none except sidings.	-	1851.	56 lbs.	1,500 000	214,362 28	26,693 01	a 196,939 85	15,588 99	b 41,985 00	see bridging.	45,854 39	R 18,710 00	c 53,299 53	399,070 77	d 154,039 17	91,672 17	44,	

A. Including \$1,500,000 pledged to city of Portland as collateral for loan of its scrip.
 B. Funded, \$2,148,900. Floating, \$79,560 25.
 C. Year ending July 1, 1851. Accounts for last six months not closed.
 D. Interest paid semi-annually to August 1, 1851.
 E. Including all other items of construction.
 F. Balance of note given for purchase of road, \$37,000. Expenses, \$1,400.
 G. Proceeds applied to payment of debt.
 H. Passenger. His death was caused by his own carelessness. He got outside of the car before the arrival of the train at Oldtown station—and when they entered the Car-house, he was riding backwards, with his foot on the outside step and hand hold of a handle, and his head hanging off far enough to strike the door post—the blow threw him under the wheels of the next car and killed him instantly.
 I. Including Fences.
 J. Including Masonry.

K. Including Agencies and other expenses.
 L. Superstructure, including Iron.
 M. Including Locomotives, \$144,500.
 N. Funded debt.
 O. Express passenger trains, including stops and detentions, 36 miles.
 Accommodation trains, " " " 23 miles.
 Special trains, " " " 20 miles.
 P. JANUARY 30. Thaddeus Abbott, for some years past Conductor of the Lawrence freight train, was instantly killed by falling off the train at So. Reading, nearly the whole train passing over his body.
 MARCH 12. William Colby was killed at Dover while attempting to get on a train after it had started.
 MAY 15. James R. Twombly, of Melrose, was instantly killed while walking on the track near "Boardman's Crossing," being struck by the engine attached to the So. Reading Branch train.

MAY 28. An insane man was found dead on the track in Bradford, and was probably killed by a passenger train the previous evening.
 JULY 3. Daniel Gookin, Fireman on the engine "Norris," while oiling the cylinders as the train was approaching Malden Station, fell off and was so badly injured that he died next day.
 AUGUST 19. Joseph Chamberlain, jr., Brakeman on the So. Reading Branch train, was instantly killed near the freight house in Boston, while looking back from the train on which he was, being struck by the Manchester train coming into passenger station.
 SEPTEMBER 4. Michael Conlan, employed at the freight house in Boston, was run over by a freight car which was about to "shackle on," and was so severely injured that he died in 20 hours.
 SEPTEMBER 11. Suel Winn was instantly killed while incautiously crossing the track at Church street Crossing in South Reading. It was supposed he was unable to control his horse.

SEPTEMBER 19. Joseph was found dead at Station;—it was supposed extra train of the ———— Donova one leg so badly cr
 NOVEMBER 1. William killed at about 7 P from one of the ca thrown down and c
 NOVEMBER 3. A color P. M. outward pas and died a few day
 Q. Including \$189,149 66,
 R. Including Engines.

Road.	Due from and to the Cor.		Passengers and Rate of Fare.			Transportation of Passengers, &c.			Depots, Engine Houses, &c.				Distance Run, and Rate of Speed.				Stockholders.		Dividends.		Depreciation of road, &c.		Persons injured.		
	Amount and nature of indebtedness.	Amount due to the Corporation.	Number of through passengers.	Number of way passengers.	Rate of Fare.	Amount received for the transportation of passengers.	Amount received for the transportation of property.	Amount received for the transportation of mails, and other sources.	Number of Depots.	Number of Engine Houses.	Number of Shops.	Number of Engines.	Number of Cars.	Number of miles run by passenger trains.	Average rate of speed—passenger trains.	Number of miles run by freight and other trains.	Average rate of speed—freight and other trains.	Whole number of Stockholders.	Whole number of Stockholders who reside in this State.	Amount of each Dividend.	When made.	Amount charged for depreciation of road.	Amount charged for depreciation of other property.		Number of persons injured.
Portland.	B 2,228,460 25	30,293 76	16,801	126,458 1-2	ab't 3 cts. pr ml.	C 81,004 99	C 80,321 17	C 12,121 57	21	3	1	10	143	77,922	23 miles pr hour.	63,702	10 1-2 miles per hour.	1,822	1,751	D none.	-	nothing.	nothing.	none.	Year ending July 1, 1851.
-	F 38,400 00	3,648 80	36,686 1-2	11,814	ab't 3 " "	15,534 62	15,385 35	185 11	4	1	3	3	37	22,402 20	" "	23,088	-	5	2	G none.	-	nothing.	nothing.	H 1	Year ending Jan. 1, 1852.
0,452 48	N 150,000 00	-	1,449,421	33,033,530	2 1-2 " "	408,815 60	192,574 65	31,704 90	-	8	3	28	628	349,863	O	121,993	11 miles per hour.	2,816	72	145,449 1-2 July.	145,449 1-2 Janu'y.	provided for by repairs, &c	8,758 09	P 12	Year ending Jan. 1, 1852.
own; not completed.	-	-	-	-	-	-	-	-	-	1	1	3	92	-	-	-	-	17	9	-	-	-	-	-	11 mos. ending Dec. 1, '51.
2,370 00	S 1,374,737 12	232,062 30	T 93,943 1-2	-	2 1-2 through, 3 way.	U 76,990 85	-	-	14	5	4	7	46	-	25 miles pr hour.	-	-	V 1,554	W 1,417	none.	-	nothing.	nothing.	none.	11 months.
0,383 49	X 120,000 00	108,500 00	T 210,622 1-2	-	ab't 3 cts pr. ml.	149,665 96	27,775 89	13,380 23	9	1	2	9	83	87,108 25	" "	54,665	15 miles per hour.	934	75	33 pr sh'e.	June 16. Dec. 15.	Z 10,000	-	* 9	To November 30, 1851.
9,070 77	d 154,039 17	91,672 17	44,202	-	-	8,018 47	1,672 00	e 30,879 57	5	2	-	2	7	20,218	ab't 16 " "	20,218	-	1,401	1,288	f none.	-	-	-	none.	To January 1, 1852.

SEPTEMBER 19. Joseph Runnels, an aged Irishman, a resident of Cambridge, was found dead at the side of the track half a mile north of the So. Reading Station—it was supposed he was struck and killed by the 11 o'clock outward extra train of the previous night.
 — Donovan, employed on the grade train, fell from the train and had one leg so badly crushed, that he died three days afterward.

NOVEMBER 1. William E. Johnson, employed at the Boston freight house, was killed at about 7 P. M. He was in the act of disconnecting a cheek chain from one of the cars, when his foot caught between the rails, and he was thrown down and crushed beneath the car.

NOVEMBER 3. A colored man named — Grant, had his leg cut off by the 5 3-4 P. M. outward passenger train, while walking on the bridge near car house, and died a few days afterward.

Q. Including \$189,149 66, preferred stock.
 R. Including Engines.

S. City and town scrip, R. R. Bonds and Notes payable Yarmouth Road, Portland, Saco and Portsmouth Road.
 T. Including way passengers.
 U. Including freight and mails.
 V. Original, 1368. Preferred, 186.
 W. Original, 1252. Preferred, 165.
 X. Bonds payable 1854-'5-'6.
 Y. Officers' salaries and expenses.
 Z. And other property.

* One passenger injured and one employer, by collision of trains. Five passengers injured and two employers killed by trains running off the track, caused by the removal of rails at crossing.

a. And superstructure.

b. And masonry.
 c. Including salaries, agencies, and other expenses.
 d. Floating debt, \$92,079 17—Bonds, 20 years, \$61,960.
 e. Received from K. and P. R. R. Co., for building joint track, \$28,220 93
 Received for mails, 210 75
 Received from other sources, 2,448 39
 \$30,879 57

f. Interest paid on stock fully paid to January 1, 1851.

REMARKS.

The Portland, Saco and Portsmouth Railroad Company own property not required for the use of the Road, amounting to \$167,257 92, which accounts for the excess of capital stock over the cost of the Road.

STATE OF MAINE.

HOUSE OF REPRESENTATIVES, Feb. 7, 1852.

ORDERED, That 600 copies of the foregoing communication of the Secretary of State, with the accompanying documents, be printed for the use of the Legislature.

E. W. FLAGG, *Clerk.*