

# MAINE STATE LEGISLATURE

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DOCUMENTS

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THE LEGISLATURE

OF THE

STATE OF MAINE,

DURING ITS SESSIONS

A. D. 1851--2.

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**Augusta:**

WILLIAM T. JOHNSON, PRINTER TO THE STATE.

1852.

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# THIRTY-FIRST LEGISLATURE.

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No. 14.]

[HOUSE.

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## STATE OF MAINE.

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SECRETARY'S OFFICE, }  
May 28, 1851. }

*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 Androscoggin—Bangor and Piscataquis—and Boston and Maine 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. |                           |                              |                |                            |                         |                | Time when laid.      | Weight of Rail per yard. | Capital Stock, &c.         |                         | Whole cost of the Road.—Amount expended for Lands, Grading, Engineering, Bridging, Masonry, &c. |                              |                                  |                               |                              |                           |                                               |                               |
|---------------------------------------------|-------------------------------------------------------|---------------------------|------------------------------|----------------|----------------------------|-------------------------|----------------|----------------------|--------------------------|----------------------------|-------------------------|-------------------------------------------------------------------------------------------------|------------------------------|----------------------------------|-------------------------------|------------------------------|---------------------------|-----------------------------------------------|-------------------------------|
|                                             | Length of the Road in operation.                      |                           | Length of Single Track.      |                | Length of Double Track.    |                         | Capital Stock. |                      |                          | Amount called and paid in. | Whole cost of the Road. | 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. |
|                                             | Main Road.                                            | Branches.                 | Main Track.                  | Branches.      | Main Track.                | Branches.               |                |                      |                          |                            |                         |                                                                                                 |                              |                                  |                               |                              |                           |                                               |                               |
| Androscoggin, - - - -                       | none.                                                 | none.                     | none.                        | none.          | none.                      | none.                   | -              | -                    | 51,700                   | 20,706 77                  | 40,570 02               | 2,247 94                                                                                        | 25,903 41                    | 2,392 75                         | -                             | 6,018 51                     | -                         | -                                             |                               |
| Bangor and Piscataquis, }<br>(original Co., | 12 $\frac{264}{5280}$ miles.                          | ab't 1-2 mile.            | 12 $\frac{264}{5280}$ miles. | ab't 1-2 mile. | none.                      | none.                   | 1836.          | 14 lbs.              | 316,500                  | 258,739 48                 | b 378,536 60            | 43,332 55                                                                                       | c 157,484 04                 | d 14,230 64                      | 16,531 42                     | 18,998 95                    | 22,112 84                 | e 30,799 58                                   | 75,                           |
| Bangor and Piscataquis, }<br>(present Co.,  | -                                                     | -                         | -                            | -              | -                          | -                       | 1849.          | 36 lbs. with chairs. | 375,000                  | 74,400 00                  | 74,291 77               | 12,150 80                                                                                       | 3,745 39                     | 1,293 11                         | 2,145 34                      | 3,312 48                     | 35,819 23                 | -                                             | 15,                           |
| Boston and Maine, - - -                     | 74 $\frac{26}{100}$ miles.                            | k 24 $\frac{23}{100}$ ms. | 46 $\frac{47}{100}$ miles.   | 7 3-4 miles.   | 27 $\frac{79}{100}$ miles. | 1 $\frac{1}{25}$ miles. | -              | 48, 56, 60 lbs.      | 4,155,700                | 3,969,094 52               | l 4,021,606 59          | 743,103 58                                                                                      | m 881,513 35                 | n 271,820 26                     | 364,412 37                    | -                            | o 984,523 89              | e 304,097 70                                  | 472,                          |

**R E F E R**

a. The corporation is indebted for a loan on bonds from Portland, 5,625 00  
for notes to individuals, 3,010 00  
for grading, masonry, land damages, and  
other small bills, a large part of which  
is to be paid in the stock of the Company, 9,982 38  
\$18,617 38

b. There was included in the whole cost, a branch in Bangor, about a mile in length,  
which has been taken up.

c. Including Piling.

d. Including Salaries.

e. Including Engines.

f. Balance on purchase of road, \$46,000 00  
Due for expenses, 1,100 00  
\$47,100 00

g. First class through, 37 1-2 cents. Second class through, 30 cents.  
First class way, 30, 20, 15 and 10 cents, according to distance of stations.  
Second class way, 25, 15, 13 and 10 cents, according to distance of stations.

h. Freight and passengers go by same trains.

i. No dividends; net proceeds appropriated to debt.

j. A fireman named William Connor, fell from the engine, caused by breaking the  
connecting bolt between the engine and tender, which separated the two. He  
was injured chiefly in the head,—was disabled for three months, then resumed  
work, and soon after that run between the door post of the engine house and  
engine, while the engine was passing in—got caught, and broke his color bone.

k. Including sidings and other tracks, 15  $\frac{44}{100}$  miles.

l. Including equipments.

m. Including masonry.

| Engineering, Bridging, Masonry, &c. |                                               |                                              | Due from and to the Cor.           |                                | Passengers and Rate of Fare.  |                           |               | Amount received for transportation of passengers, &c. |                                                     |                                                                     | Depots, Engine Houses, &c. |                          |                  |                    |                 | Distance Run, and Rate of Speed.         |                                         |                                                  | Stockholders.                                   |                               | Dividends.                                       |                          | Depreciation of road, &c. |                                          | Persons injured.                                   |                            |
|-------------------------------------|-----------------------------------------------|----------------------------------------------|------------------------------------|--------------------------------|-------------------------------|---------------------------|---------------|-------------------------------------------------------|-----------------------------------------------------|---------------------------------------------------------------------|----------------------------|--------------------------|------------------|--------------------|-----------------|------------------------------------------|-----------------------------------------|--------------------------------------------------|-------------------------------------------------|-------------------------------|--------------------------------------------------|--------------------------|---------------------------|------------------------------------------|----------------------------------------------------|----------------------------|
| Amount expended for Iron.           | Amount expended for Passenger and other Cars. | Amount expended for Stations, Buildings, &c. | 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. | 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. |
| -                                   | -                                             | -                                            | a 18,617 38                        | 35,368 23                      | none.                         | none.                     | none.         | nothing.                                              | nothing.                                            | nothing.                                                            | none.                      | none.                    | none.            | none.              | none.           | none.                                    | -                                       | none.                                            | -                                               | 430                           | 417                                              | none.                    | -                         | nothing.                                 | nothing.                                           | none.                      |
| 22,112 84                           | e 30,799 58                                   | 75,046 58                                    | -                                  | -                              | -                             | -                         | -             | -                                                     | -                                                   | -                                                                   | -                          | -                        | -                | -                  | -               | -                                        | -                                       | -                                                | -                                               | -                             | -                                                | -                        | -                         | -                                        | -                                                  | -                          |
| 35,819 23                           | -                                             | 15,825 42                                    | f 47,100 00                        | 4,231 06                       | 39,778                        | 11,764                    | g             | 16,173 36                                             | 14,830 46                                           | 188 99                                                              | 4                          | 1                        | 3                | 3                  | 36              | 22,242                                   | 20 miles pr hour.                       | h                                                | -                                               | 5                             | 2                                                | i                        | -                         | nothing.                                 | nothing.                                           | j 1                        |
| o 984,523 89                        | e 304,097 70                                  | 472,135 44                                   | p 160,000 00                       | -                              | 1,221,071                     | 25,751,802                | -             | 387,681 53                                            | 187,914 76                                          | 19,367 16                                                           | -                          | -                        | -                | 27                 | 540             | 344,380                                  | q 23 " "                                | 77,083                                           | 10 miles.                                       | -                             | -                                                | \$207,785                | -                         | 1,213 67                                 | 19,214 65                                          | r 6                        |

**R E F E R E N C E S .**

ations.  
stations.

by breaking the  
ed the two. He  
as, then resumed  
engine house and  
e his color bone.

a. Including agencies and other expenses.  
o. Including superstructure.  
p. Funded and floating debt.  
q. Express passenger trains, 31 miles, including stops.  
r. DECEMBER 5. Bowman Abbott, Reading, leg broken by driving on the track while a train was crossing the highway.  
MARCH 4. Miles Seavy, killed by coming in contact with a bridge at S. Reading, while on a freight train.  
MARCH 21. Mr. Whittemore, leg broken by jumping off a train at Prison point, while the cars were in motion.  
APRIL 25. Samuel Eaton, killed at Plaistow, while pushing some dump cars.  
OCTOBER 23. Man killed at Exeter by falling from passenger train, he being intoxicated at the time.  
NOVEMBER 4. James Pratt, Medford, legs broken by collision at Medford junction.

**R E M A R K S .**

The Treasurer states that the owners of the Bangor and Piscataquis Canal and Railroad, purchased the road and property in November, A. D. 1848, for sixty thousand dollars, and have laid assessments amounting to seventy-five thousand dollars, for the purpose of renewing the track and extending the road to the boat landing in Oldtown;—and they have no concern with the original cost of the road. But understanding the law to require a statement of the whole cost of the road, and whole amount paid in, has made it up as accurately as possible from the data in his possession; designating as original, the cost to the former owners, and adding the new capital expended by the present owners, and the same with the assessments. Of the \$75,000 assessed by the new Company, \$74,400 have been paid in, and \$74,291 77 expended.

# STATE OF MAINE.

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HOUSE OF REPRESENTATIVES, Feb. 7, 1852.

ORDERED, That 350 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.*