

# MAINE STATE LEGISLATURE

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DOCUMENTS

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THE LEGISLATURE

OF THE

STATE OF MAINE,

DURING ITS SESSION

A. D. 1853.

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**Augusta:**  
WILLIAM T. JOHNSON, PRINTER TO THE STATE.

1853.

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# THIRTY - SECOND LEGISLATURE.

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HOUSE.]

[No. 20.

## STATE OF MAINE.

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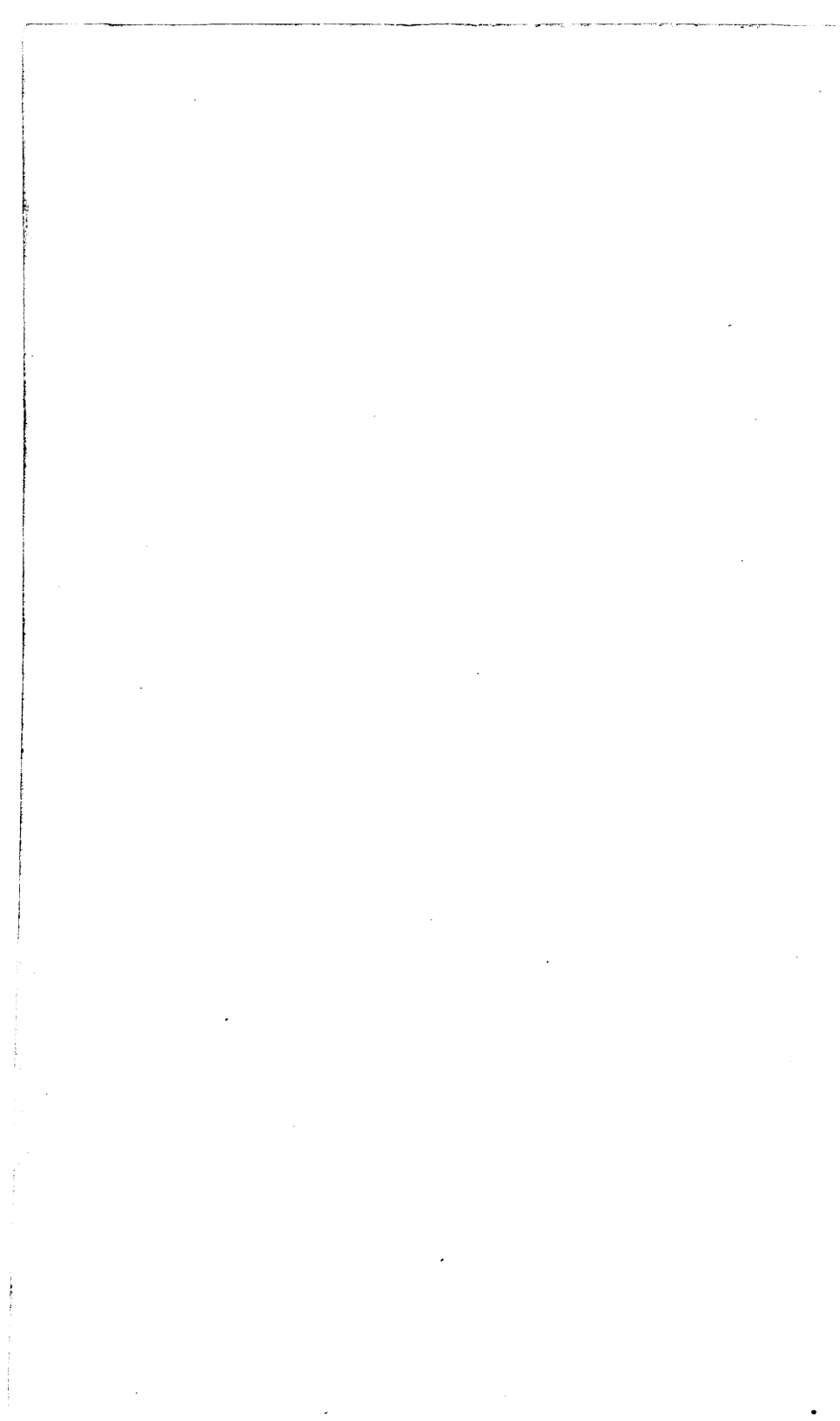
SECRETARY'S OFFICE, }  
Augusta, Feb. 25, 1853. }

*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, Androscoggin and Kennebec, 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 15, 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 ob't serv't,

JOHN G. SAWYER, *Secretary of State.*



NAMES OF ROADS.	Length of Road—Length of Single and Double Tracks, &c.						Time when laid.	Weight of Rail per yard.	Capital Stock, &c.		Whole cost of 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.	Am't 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.	Am't expended for passenger and other cars.	Am't expended for Stations, Road.	
	Main Road.	Branches.	Main Track.	Branches.	Main Track.	Branches.														
Androscoggin, . . .	about 20 miles,	-	19 $\frac{3}{4}$ miles,	-	60 rods,	-	1852,	49 to 50 lbs.	1,250,000 00	85,000 00	about 269,000 00	about 6,650 00	about 49,650 00	ab't 5,690 00	ab't 1,980 00	ab't 8,350 00	u 95,700 00	16,500 00	-	
Androscoggin and Kennebec,	55 miles,	-	55 miles,	-	none except turnouts,	-	1848 and 1849,	63 lbs.	1,400,000 00	809,878 47	E 1,994,429 38	A 52,282 89	B 698,274 03	36,244 93	87,694 00	see grading.	C 475,750 34	D 65,064 44	-	
Atlantic and St. Lawrence, .	122 miles,	-	122 miles,	-	none except side tracks.	-	1848 and '52 inc.,	63 lbs.	4,000,000 00	1,417,584 24	-	-	Road unfinished—A portion of the Road now building at a stipulated price.							
Bangor and Piscataquis, .	12 miles, 264 ft,	$\frac{1}{2}$ mile,	12 miles, 264 ft,	$\frac{1}{2}$ mile,	none,	none,	1849,	36 lbs.	135,000 00	135,000 00	-	A 14,489 42	3,745 39	1,293 11	2,569 76	3,312 48	35,819 23	-	I 15,	
Boston and Maine, . . .	74 $\frac{26}{100}$ miles,	8 $\frac{79}{100}$ "	46 $\frac{47}{100}$ miles,	7 $\frac{3}{4}$ miles,	27 $\frac{79}{100}$ miles,	1 $\frac{1}{2}$ miles,	1836 to 1850,	48, 56 & 60 lbs.	4,155,700 00	4,076,974 52	T 4,092,926 58	R 743,194 36	O 882,027 40	P 272,388 94	371,468 55	see grading.	Q 984,523 89	S 319,806 00	519,	
Calais and Baring, . . .	6 miles,	-	6 miles,	-	none except branches and } turnouts,	-	1850 and 1851,	56 lbs.	200,000 00	184,800 00	198,468 42	A 17,006 29	55,814 81	1,468 72	6,978 32	3,558 22	29,848 89	18,200 22	-	
Kennebec and Portland, .	72 $\frac{1}{2}$ miles,	-	72 $\frac{1}{2}$ miles.	-	none except turnouts,	-	-	-	995,290 72	9876,741 13	r 2,180,000 00	-	-	-	-	-	-	-	-	
Portland, Saco and Portsmouth,	51 miles,	none.	51 miles,	-	none except sidings,	-	1841 and 1842,	60 lbs.	1,335,500 00	1,335,500 00	-	83,721 66	397,318 93	c 48,730 46	93,830 83	61,048 18	364,503 93	95,548 62	157,5	
York and Cumberland, . .	10 $\frac{1}{2}$ miles,	-	10 $\frac{1}{2}$ miles,	-	none,	none,	1850,	56 lbs.	1,500,000 00	227,981 42	641,021 75	32,428 92	g 303,347 98	19,851 60	h 67,535 57	see bridging.	91,461 99	i 24,002 97	18,	

## R E F E R E N C E

A. And land damages.  
 B. Including masonry.  
 C. Superstructure, including sleepers, &c.  
 D. Except gravel cars.  
 E. Including station buildings, machine shops, equipment, &c.  
 F. On bonds of the Company, secured by mortgage of  
 Road and equipment, . . . . . \$905,300 00  
 Bonds not secured by collateral, . . . . . 21,300 00  
 Bills and notes payable, orders, interest, &c., . . . . . 257,950 91  
 \$1,184,550 91  
 G. Including way passengers.  
 H. Freight trains. No account kept of other trains.  
 I. Including all other items of construction.  
 J. Expenses.  
 K. Freight and Passenger go together.

L. Other trains. Freight and Passenger excepted.  
 M. One to be made in January of \$2 per share.  
 N. One or two slight injuries to hands employed on road. Cause of injury—propelling hand car.  
 O. Including masonry.  
 P. Including agencies and other expenses.  
 Q. Superstructure, including iron.  
 R. Including fences.  
 S. Including locomotives, \$138,500.  
 T. And equipment.  
 V. Funded debt.  
 W. Including way passengers.  
 X. Express passenger trains, including stops and detentions, 36 miles,  
 Accommodation " " " " 24 "  
 Special " " " " 20 "

Y. FEBRUARY 26. Enos Ormsbee and Silas Bumpas of Charlestown, carpenters, while walking upon the track, on their way to Medford, were instantly killed on Mystic River Bridge by the 7 $\frac{1}{2}$  A. M. outward Northern train. The South Reading Branch train was passing in the opposite direction at the time.  
 AUGUST 24. Charles Spencer, baggage master on the 7 $\frac{1}{4}$  P. M. Reading train, was instantly killed at South Reading, by coming in contact with a bridge while walking over the top of a car.  
 OCTOBER 17. James Stevens was instantly killed at Ballard Vale, while attempting to cross the track forward of the 5 $\frac{1}{4}$  P. M. outward Haverhill and Concord Express train.  
 NOVEMBER 10. An intoxicated man, name not discovered, was instantly killed while lying upon the track in Rollingsford, by the Great Falls passenger train.  
 Z. Bonds due 1864, . . . . . \$100,000 00  
 Bills payable, . . . . . 44,000 44  
 Accounts, . . . . . 7,529 10  
 \$151,629 54

a. Freight and o  
 b. Payable Janu  
 c. And other sal  
 d. Bonds due 18  
 Dividends unp  
 Interest on bo  
 e. And other pro  
 f. W. G. Cloudn  
 g. And superstru  
 h. Bridging and  
 i. Including loco  
 j. Floating debt  
 Funded bonds

Bridging, Masonry, &c.			Due from and to the Corporation.		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 expended for Iron.	Am't expended for passenger and other cars.	Am't 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.	No. of Depots.	No. of Engine Houses.	No. of Shops.	No. of Engines.	No. of Cars.	Number of miles run by passenger trains.	Average rate 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.	
u 95,700 00	16,500 00	-	v 184,550 00	ab't 23,600 00	No regular returns for the short time—trains run before first January.			5	2	none.	2	25	No returns for the short time the trains have run.				330	319	none made.		nothing.	nothing.	none.	To Jan'y 1st, 1853.			
C 475,750 34	D 65,064 44	-	F 1,184,550 91	-	G 87,740	-	ab't 3¼c. per mile,	66,917 26	58,009 24	6,080 37	13	3	4	7	111	70,425	25 miles.	H 35,212	-	1491	1375	none made.		nothing.	nothing.	none.	do. do.
related price.	-	-	m 3,131,898 52	51,000 99	2,370½	129,008½	ab't 2½ do.	86,577 43	100,611 87	13,044 91	25	7	1	14	221	122,495	22 miles.	104,550	11 miles.	2018	1951	o none made.		nothing.	nothing.	p 5	do. do.
35,819 23	-	I 15,825 42	J 1,075 00	10,888 78	43,018	12,099½	ab't 3 do.	17,519 04	15,282 55	197 00	4	1	3	3	38	K 22,703½	20 miles.	L 884	-	17	1	M none made.		nothing.	nothing.	N	do. do.
Q 984,523 89	S 319,806 00	519,517 44	V 150,000 00	-	W 1,465,924	-	2½ do.	422,868 04	220,595 75	18,057 84	-	8	3	26	611	342,311	X	161,352	11 miles.	2940	71	290,899	-	nothing.	14,204	Y 5	To Dec. 1, 1852.
29,848 89	18,200 22	-	Z 151,629 54	27,567 48	7,308	11,590	ab't 2 do.	1,700 51	a 23,769 76	-	1	1	1	3	14	no report.	10 miles.	-	-	43	15	8 per cent.	Dec. 31, 1852.	nothing.	nothing.	none.	To Jan'y 1, 1853.
-	-	-	s 1,175,651 56	4,067 50	W 188,158	-	ab't 3 do.	133,338 71	-	-	13	2	2	8	53	no returns.	-	-	-	1311	1251	none made.		nothing.	nothing.	none.	To Dec. 31, 1852.
364,503 93	95,548 62	157,580 88	d 123,884 97	115,362 90	132,053	92,235	1¼ to 2¾ do.	153,656 44	40,730 86	14,281 81	10	-	-	10	101	77,504	25 miles.	61,995	15 miles.	971	60	79,515	{ June 29, Dec. 20,	e 10,000	-	f 1	To Nov. 30, 1852.
91,461 99	i 24,002 97	18,104 30	j 327,433 56	-	k 57,892	-	3 do.	11,349 74	4,345 07	-	6	2	1	2	11	24,161	20 miles.	l	-	1291	1160	none made.		-	-	none.	To Jan'y 1, 1853.

**R E N O W S .**

nters,	a. Freight and other sources.	
antly	b. Payable January 15, 1853.	
train.	c. And other salaries.	
on at	d. Bonds due 1854-5-6,	\$120,000 00
	Dividends unpaid,	2,304 00
rain,	Interest on bonds, &c.,	1,580 97
ridge		\$123,884 97
	e. And other property.	
mp-t	f. W. G. Cloudman, by attempting to get on a train when in motion.	
cord	g. And superstructure.	
	h. Bridging and masonry, \$58,415 22; fencing, \$9,120 35.	
illed	i. Including locomotives, \$9,235 00.	
nger	j. Floating debt,	\$36,233 56
	Funded bonds, 20 years,	291,200 00
		\$327,433 56

k. And way passengers.
l. Freight trains run in connection with passenger trains.
m. Funded, \$3,000,000; floating, \$131,808 52.
o. Interest paid semi-annually to August 1, 1851.
p. MAY 3, 1852. Mr. P. H. Clark, a deaf man, was instantly killed while walking on the track in Oxford; every precaution was used to prevent the catastrophe, but without avail—the fatal result could not be avoided.
MAY 11, 1852. Mr. Daniel P. Witt, fireman on the freight train, fell between the engine and tender, (the connecting bolt having failed,) on the track, and several wheels passed over him—he lived but a short time.
JUNE 24, 1852. Mr. Francis Field, brakeman on freight train, was found dead by side of the track, near the Veranda Bridge. As the accident which resulted in the death of Mr. Field was witnessed by no one, it is not precisely known, whether he struck the bridge or fell from the train, and the train passed over him, causing his death.

AUGUST 18, 1852. Patrick Wogan, assistant switchman, had one of his hands bruised by having it caught between two shackle bars while attaching the engine to the train.	
DECEMBER 9, 1852. Mr. N. H. Bragdon, brakeman on freight train, had one of his hands bruised by having it caught between two shackle bars while attempting to shackle two cars together.	
q. Preferred stock, \$189,290 72.	
r. Including land and buildings.	
s. Bonds and bills payable.	
t. Including freight, mails and other sources.	
u. Including rail chairs and all other castings.	
v. Bonds payable in ten years, . . . . . \$69,800	
Bonds payable in two years, . . . . . 3,200	
Notes to sundry persons, about . . . . . 84,050	
On account, about . . . . . 27,500	
	\$184,550

## STATE OF MAINE.

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HOUSE OF REPRESENTATIVES, }  
February 26, 1853. }

ORDERED, That 350 copies of the communication of the Secretary of State, with accompanying returns, be printed for the use of the House.

A. B. FARWELL, *Clerk.*