

# MAINE STATE LEGISLATURE

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DOCUMENTS

PRINTED BY ORDER OF

THE LEGISLATURE

OF THE

STATE OF MAINE,

DURING THE

EXTRA SESSION OF 1853, AND SESSION OF 1854.



Augusta:

WILLIAM T. JOHNSON, PRINTER TO THE STATE.

1854.

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# THIRTY-THIRD LEGISLATURE.

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HOUSE.

No. 23.

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## STATE OF MAINE.

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SECRETARY'S OFFICE, }  
Augusta, March 21, 1854. }

*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—Machiasport—Penobscot—Penobscot and Kennebec—Portland, Saco and Portsmouth—Somerset and Kennebec—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 an act approved March 30, 1853, entitled “An act concerning railroads,” 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,

ALDEN JACKSON,  
*Secretary of State.*



# Abstract from the Returns of Rai

NAMES OF ROADS.	Length of Road—Length of Single and Double Tracks, &c.						Capital Stock, &c.		Whole cost of Road—Amount expended for Lands, Grading, Engineering, Bridging, Masonry, &c.										Due from and to the corporation						
	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.	Whole cost of the Road.	Amount expended for the purchase of lands.	Amount expended for Grading.	Amount paid 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.	Am't and nature of indebtedness.	Amount due to the corporation.				
	Main Road.	Branches.	Main Road.	Branches.	Main Track.	Branches.																			
Androscoggin, . . . . .	abt 20 miles.	-	abt 20 miles.	-	none.	none.	1852	49 to 50 lbs.	1,250,000	86,863 14	315,365 00	7,482 28	54,974 16	5,226 20	2,598 56	8,999 10	95,419 00	31,821 00	-	a about 220,000 00	about 21,600				
Androscoggin and Kennebec,	55 "	-	55 "	-	none except turnouts.		1848 and 1849	63 lbs.	1,400,000	824,131 80	2,030,140 38	c 53,000 64	d 698,274 00	36,244 93	e 87,694 00	See grading.	f 494,749 59	69,480 44	-	g 1,049,549 00	15,589				
Atlantic and St. Lawrence, .	149 "	-	149 "	-	none except sidings.		1848 to 1853	63 lbs.	4,000,000	1,692,230 00	see remarks.		-	107,897 69	see remarks.		-	265,969 25	-	l 3,614,520 01	53,648				
Bangor and Piscataquis, .	12 m. 264 ft.	-	12 m. 264 ft.	-	none except turnouts.		1849	g 36 lbs.	600,000	135,000 00	138,913 69	14,489 42	3,745 39	1,298 86	2,711 78	5,023 59	35,819 23	r 3,859 53	-	s 1,650 00	12,439				
Boston and Maine, . . . . .	x 74 <sup>26</sup> / <sub>100</sub> mls.	-	46 <sup>47</sup> / <sub>100</sub> mls.	-	27 <sup>29</sup> / <sub>100</sub> miles } and branches.		Road finished in 1847	48 to 60 lbs.	4,155,700	4,076,974 52	A 4,111,345 82	739,715 26	d 882,067 40	B 272,388 94	371,468 55	See grading.	C 984,523 89	180,359 00	-	D 316,228 00	332,283				
Calais and Baring, . . . . .	6 miles.	-	6 "	-	none except turnouts		1850 and 1851	56 lbs.	200,000	100,000 00	j 217,255 55	c 18,145 80	p 55,814 81	1,468 72	7,377 51	3,558 22	29,848 89	26,876 12	-	w 136,563 26	8,713				
Kennebec and Portland, . . .	72½ "	-	72½ "	-	none.		1848 to 1852	56 lbs.	-	1,073,673 00	G 2,520,981 30	-	-	-	-	-	-	-	-	H 1,439,694 48	43,081				
Machiasport, . . . . .	abt 7½ "	-	7½ "	-	none.		1841 and 1842	uncertain.	100,000	75,000 00	abt 100,000 00		Uncertain, the amounts as kept do not show the separate charges distinctly.										-	about 300 00	about 4,000
Penobscot, . . . . .	Road in course of construction.						-	-	-	600,000	64,781 00	-	11,845 00	144,263 53	To be paid by contractors } except Chief Engineer. }		Included in grading.		nothing.	-	-	-	M about 73,000 00	N	
Penobscot and Kennebec, . . .	Road building.	-	2¾ miles.	-	1000 feet side tracks.		1853	60 lbs.	1,000,000	133,865 00	Road unfinished.	7,956 54	C 98,205 09	O 5,137 04	1,433 25	38,492 50	15,195 72	nothing.	4,266 51	P 44,657 12	Q 7,835				
Portland, Saco and Portsmouth,	51 miles.	-	51 miles.	-	none except sidings.		1841-2	60 lbs.	1,500,000	1,337,000 00	1,303,395 49	84,833 66	397,318 93	R 48,730 46	93,830 83	61,048 18	364,503 93	95,548 62	157,580 88	S 132,000 00	121,000				
Somerset and Kennebec, . . . .	Road not in operation and no track laid.						-	-	-	700,000	54,667 51	U 52,471 11	3,274 76	21,579 16	5,687 66	21,440 00	Inc. in grad.	none.	none.	none.	none.	none.	none.		
York and Cumberland, . . . . .	18 miles.	-	18 miles.	-	none.		1851-52	56 lbs.	1,500,000	292,649 89	748,699 30	53,644 98	V 390,702 91	23,207 78	See grading.	See grading.	97,801 01	19,281 97	-	W 408,192 91	77,003				

## References.

a. Bonds of the Company—notes to individuals and bills payable.  
 b. Passenger Car attached.  
 c. And land damages.  
 d. And Masonry.  
 e. And Bridge Masonry.  
 f. And sleepers and graveling.  
 g. On bonds of the company—bills and notes payable—orders, &c.  
 h. Including way passengers.  
 i. Passenger Trains 27 miles, Freight 20 miles per hour.  
 j. With machine-shop, wharves, &c.  
 k. To Island Pond, Vermont.  
 l. Funded \$3,484,000—Floating \$130,520 01.  
 m. Mails.  
 n. Mails \$10,155 11.  
 o. Passenger Trains 23 miles, Freight 10½ miles per hour.  
 p. Including road-bed only.  
 q. With chairs to each sleeper.  
 r. Beside what is included in repairs.  
 s. \$1,350 expenses—\$300 on Extension Bridge.  
 t. Mails \$5,00.

u. Including Freight Trains.  
 v. January, \$6,000  
 April, 4,500  
 July, 7,500  
 September, 3,000  
 —\$21,000  
 w. Bonds due in 1864—bills payable and balance accounts.  
 x. 2 538-1000 miles in Maine.  
 A. And equipment.  
 B. And agencies, &c.  
 C. And superstructure.  
 D. Dividend, State loan, land claim and merchandise burnt, &c.  
 E. Mails \$6,986 66.  
 F. Payable January and July.  
 G. Including interest.  
 H. City loan—bonds and bills payable.  
 I. Mails \$5,840, (4,400 per annum from January to July—new contract, July 1853, \$7,300 per annum.)  
 J. Rate of Freight, long lumber \$1,25 per M, laths 16c per M.  
 K. Gross earnings for 1853.

L. When the road is used, men are kept constantly repairing, which expense is included in the general charges. No separate charge for depreciation.  
 M. About \$66,000 labor and materials—about \$7,000 land and land damages.  
 N. Nothing of any amount except unpaid assessments.  
 O. Including salaries, expenses, &c.  
 P. Floating debt and reservations on contracts.  
 Q. Bills receivable and cash deposited, exclusive of amounts due from Stockholders on assessments.  
 R. And other salaries.  
 S. Bonds—interest due on the same—dividends—notes payable.  
 T. Mails \$7,837 56  
 U. To January 1, 1854.  
 V. And Bridging and Masonry.  
 W. Floating debt \$54,892 91—bonds \$353,300.  
 X. Mails \$284 76.  
 Y. Passenger Trains 25 miles per hour.  
 Freight Trains 15 miles per hour.

ANDROSCOGGIN AND KENNEBEC.—In January, 1853, at Danville Junction, an old man named Rollins attempted to cross the track on foot near a locomotive which was backing at a very slow rate; slipping, he fell upon the track and the tender of the locomotive passed over him and injured him so that he died on the following day.  
 In October, 1853, in Danville, a man named Mason, not in the employment of the Company, was killed under the following circumstances: Some freight cars were left by a passenger train between stations to be loaded with wood; Mason was upon the forward car, and it is supposed that he fell upon the track, after the freight and passenger cars were disconnected, and two cars passed over him, injuring him so that he lived but a few hours. No one saw him at the moment of the accident. No blame could by any possibility be attached to the Company or any of its agents.  
 ATLANTIC AND ST. LAWRENCE.—March 20. One man had both legs broken by being caught between the snow plough and bunter beam of engine, the snow plough being thrown off the track. His legs were amputated, but he died the next day.  
 One man found dead upon the track—supposed to have jumped or fallen off hind end of freight train. Conductor did not know he was on the train.  
 March 24. Engine Oxford, in taking a heavy freight train from Portland to Danville Junction, blew up, injuring Engineer slightly. He soon recovered.

Mr. Samuel V. to North Paris off said engine accidentally caught to injure his leg formed, and he  
 BANGOR AND him three week ning rather fast  
 BOSTON AND Pierce, between by the accident axles of a pass Bailey were sev April 11. Jo killed by comin on the top of a April 28. Mr at Reading Dep stopping. He May 9. As a over the railroa the back, and s since died. He Lawrence Railr

# Returns of Railroad Corporations.

Buildings, &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, &c.		
	Am't and nature of indebtedness.	Amount due to the corporation.	No. of Through Passengers.	No. of Way Passengers.	Rate of Fare.	Amount received for transportation of Passengers.	Amount received for transportation of Property.	Am't received for transportation of Mails, and other sources.	No. of Depots.	No. Engine houses.	No. of Shops.	No. of Engines.	No. of Cars.	No. of miles run by Passenger trains.	No. of miles run by Freight trains.	No. of miles run by all other trains.	Average rate of speed.	Whole number of Stockholders.	Number of Stockholders who reside in this State.	Amount of each Dividend.	When made.	Amount charged for depreciation of road.	Am't charged for depreciation of other property.	Number of persons injured, and cause of injury.	The persons injured, whether passengers or persons employed.	Whether any accident has arisen from carelessness or neglect of any person in the employ of the corporation, and whether such person is retained in the service of the corporation.
	a about 220,000 00	about 21,600 00	10,457	10,290	abt 3c per mile	9,168 12	9,555 70	m 428,58	5	2	none.	2	26	12,520	b 12,520	about 5,000	abt 17 miles.	328	315	none.	-	none.	none.	none.	-	none.
	g 1,049,549 00	15,589 37	h 110,784	-	abt 2½ "	79,305 51	68,176 41	6,594 09	13	3	4	7	115	69,285	34,100	no ac. kept.	i 23½ "	1419	1294	none.	-	nothing.	nothing.	2	neither.	none.
	l 3,614,520 01	53,648 85	64,046	97,308	abt 3 "	130,435 26	167,733 40	n 17,868 34	28	6	1	23	453	173,374	155,341	29,187	o 16¼ "	1885	1836	Int. paid to Dec. 31, '53.	Provi'd for by repairs.	4	employees	-	-	
	s 1,650 00	12,439 06	57,181	14,997	abt 3 "	23,269 67	18,911 32	t 1,957 10	4	1	3	3	44	u 22,209	-	843	20 "	13	3	v	v	nothing.	nothing.	1	"	-
	D 316,228 00	332,283 97	h 1,820,752	-	abt 2½ "	492,599 59	276,688 24	E 33,736 31	36	6	3	28	633	379,019	114,637	22,672	25 "	2960	39	166,228 F Dec&June	25,733 67	6,030 76	10	-	-	
	w 136,563 26	8,713 70	7,230	7,324	abt 3 "	1,361 50	25,675 12	1,001 50	1	1	1	3	188	No report.	-	10 "	57	22	6 per cent. Dec. 31, '53.	nothing.	nothing.	nothing.	nothing.	1	-	none.
	H 1,439,694 48	43,081 90	34,506	207,165	2½ "	134,432 59	34,628 71	I 7,941 79	13	4	2	10	99	109,084	49,318	8,300	25 "	817	730	None as yet on old stock.	nothing.	nothing.	none.	-	none.	
	about 300 00	about 4,000 00	none.	uncertain.	J	nothing.	K 9,715 10	about 100 00	1	2	1	2	49	none.	uncert'n	none.	10 to 14 "	8	1	\$3 pr share.	-	L nothing.	nothing.	none.	-	none.
	M about 73,000 00	N	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	254	252	-	-	-	-	-	-	-
	P 44,657 12	Q 7,835 47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	899	845	none.	-	nothing.	nothing.	none.	-	none.
	S 132,000 00	121,000 00	169,479	128,339	1 to 2½ "	187,808 96	58,197 34	T 16,061 07	10	1	1	10	101	100,001	43,000	20,000	Y 20 "	999	52	6 pr ct. pr an. June and Dec., 1853.	10,000	-	2	employees	none.	
	none.	none.	none.	none.	-	none.	none.	none.	none.	none.	none.	none.	none.	none.	none.	none.	none.	621	616	-	-	-	-	-	-	-
	W 408,192 91	77,003 70	Road not finished thro'.	-	2½ "	35,170 34	18,905 95	X 29,472 94	6	2	1	3	19	30,510	15,000	-	18 "	1126	1013	none.	-	nothing.	nothing.	none.	-	none.

## Accidents.

353, at Danville  
pass the track on  
slow rate; slip-  
motive passed  
wing day.  
on, not in the  
flowing circum-  
train between  
the forward car,  
the freight and  
sed over him,  
ne saw him at  
y possibility be

Mr. Samuel Wells, Conductor on freight train, who had been out to North Paris to aid in hauling in a disabled engine, while switching off said engine on the bridge at Portland with a switch rope, was accidentally caught and thrown under the wheels in such manner as to injure his leg so severely that amputation was immediately performed, and he has recovered so far as to be out.

BANGOR AND PISCATAQUIS.—A fireman bruised so as to disable him three weeks—running engine off the track—occasioned by running rather fast over a switch. No one discharged for it.

BOSTON AND MAINE.—January 6, 1853. A son of President Pierce, between eleven and twelve years of age, was instantly killed by the accident at Andover, caused by the breaking of one of the axles of a passenger car. Mr. Samuel Newell and Mr. Ebenezer Bailey were severely injured and died soon after.

April 11. John M. Vermont, brakeman on a freight train, was killed by coming in contact with a bridge at Andover while standing on the top of a car.

April 28. Mr. Samuel G. Woodbridge, aged 84 years, was killed at Reading Depot by the Lawrence passenger train, which was just stopping. He was attempting to cross the track.

May 9. As a man by the name of Day, a carpenter, was passing over the railroad bridge at Lawrence, he was struck by an engine in the back, and seriously injured, but no bones were broken. He has since died. He was struck by an engine belonging to the Lowell and Lawrence Railroad Company.

June 25. Capt. Winthrop Richardson, of Melrose, while attempting to cross the track near the Stoneham Station, was struck by the engine attached to the northern inward express train. He was instantly killed. Age, 48 years.

June 28. L. S. Brown was killed at the Causeway street crossing in Boston. He was riding in company with two others—the horse became unmanageable, dashed open the gate—Brown was struck by the outward Medford train. The persons with him were not much injured.

July 22. L. D. Hodgdon fell from a car while the train was in motion, and three cars passed over him severing one leg almost entirely. He was near P. and C. Junction at time of accident, and was carried to Newmarket. He died same evening.

October 21. Michael Murphy, while attempting to get off the northern express train as it left the depot at North Lawrence, fell under the cars and was killed.

CALAIS AND BARING.—One man had both legs broken by jumping on freight car when in motion. He was not a passenger and had no connection with the road.

PORTLAND, SACO AND PORTSMOUTH.—April 20, 1853. A laborer in the employ of the company at Kennebunk station, was run over and instantly killed in attempting to get upon the engine when in motion.

May 6, 1853. A laborer fell from a gravel train while in motion—was run over and killed. It was the result of his own carelessness in moving about the train when in motion.

## Remarks.

ANDROSCOGGIN AND KENNEBEC.—About two hundred thousand dollars of stock bonds of the company, (into which one hundred thousand dollars of the capital stock has been converted,) payable in the capital stock of the company, at the end of ten years from the first of July last, with semi-annual interest warrants attached payable in cash, have been sold since the first of July last.

ATLANTIC AND ST. LAWRENCE.—A portion of the road built by contract at a given rate per mile. The contractor not yet settled with. These items (lands, grading, bridging, &c.) cannot, therefore, all be particularized at the present time.

BANGOR AND PISCATAQUIS.—This road was purchased by the present company for \$60,000, which sum, with \$78,913 69-100, expended in construction, makes the cost to the new company \$138,913 69-100. The whole cost of the road to the old company was \$378,913 60.

MACHIASPORT.—This road extends from Whitneyville to Machiasport, about 7½ miles in length. The object in building this road was for transporting lumber from the Whitneyville Mills to Machiasport for shipment. It has no conveniences for carrying passengers and no charge is made to those who choose to risk the passage. As this road crosses the county road, it was deemed proper to obtain an act of incorporation. But the property is considered rather as a private than a public concern, and quite different from most other railroads.

Year ending Dec. 31, 1853.  
To December, 1853.  
To January 1, 1854.  
To January 1, 1854.  
13 mos., to January 1, 1854.

STATE OF MAINE.

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HOUSE OF REPRESENTATIVES, }  
March 27, 1854. }

*Ordered*, That 350 copies of this Communication and Abstract of Returns be printed for the use of the Legislature.

JOHN J. PERRY, *Clerk*.