

MAINE STATE LEGISLATURE

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DOCUMENTS

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THE LEGISLATURE

OF THE

STATE OF MAINE.

DURING ITS SESSION

A. D. 1855.

AUGUSTA:

STEVENS & BLAINE, PRINTERS TO THE STATE.

1855.

THIRTY-FOURTH LEGISLATURE.

HOUSE.

No. 19.

STATE OF MAINE.

SECRETARY'S OFFICE, }
AUGUSTA, March 12, 1855. }

*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—Oldtown and Lincoln—Penobscot and Kennebec—Portland, Saco and Portsmouth—Penobscot, 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 RA

NAMES OF ROADS.	Length of Road—Length of Single and Double Track, &c.						Capital Stock.		Whole cost of the Road—Amount expended for Lands, Grading, Engineering, Bridging, Masonry, &c., &c.									Due from and Amount and nature of indebtedness.			
	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 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.	
	Main Road.	Branches.	Main Road.	Branches.	Main Track.	Branches.															
Androscoggin,	abt 20 miles.		same.		none.		1852	49 to 50 lbs.	\$1,250,000	\$ 91,192 32	a\$ 343,317 22	\$ 7,582 03	\$ 59,116 19	\$ 5,226 20	\$ 3,047 91	\$ 8,995 10	\$ 90,413 00	\$ 18,184 00		about 234,000	
Androscoggin and Kennebec, .	55 "		55 miles.		none except turn-outs.		1848 and 1849	63 lbs.	1,400,000	e854,676	f2,196,334 52	g55,178 39	h698,744 03	36,244 86	i88,368 09		j494,749 59	82,964 84		k1,154,800	
Atlantic and St. Lawrence, .	149 "		n149 "		none except sidings.		1848 to 1853	63 lbs.	4,000,000	1,800,900	6,019,929 66	(5,668,561 72	Part of the Road built at a stipulated price per mile.)				351,367 94		o3,503,810		
Bangor and Piscataquis, .	p12 264 5280		same.		none but turn-outs.		q1849	r36 lbs mainly	600,000	135,000	s178,233 89	t15,477 26	8,079 89	1,323 11	1,600 10	16,578 46	39,903 88	5,356 63		uabout 30,823	
Boston and Maine,	74 26 100		46 47 100		27 79 100		1847	48, 56 & 60 lbs	4,155,700	4,076,974 52	y4,179,535 16	759,039 20	z882,067 40	272,388 94	371,468 55	Inclu. in grad.	984,523 89	A389,324 40		B186,458	
Calais and Baring,	6 "		6 miles.		none except turn-outs.		1850 and 1851	56 lbs.	200,000	100,000 00	227,771 51	E18,125 51	F55,814 81	1,468 55	8,051 05	3,558 22	31,107 73	31,376 12		G138,196	
Kennebec and Portland, . . .	72 1-2 "		same.		none.		1848 to 1852	56 lbs.		k1,146,018 76	2,613,410 86	178,398 16	(These items are not kept distinct from the rest.)				82,938 51		L1,511,938		
Machiasport,	abt 7 1-2 "		"		none.		1841 and 1842	P.	100,000	75,000 00	over 100,000 00	(The accounts do not show separate charges but in part for these items. The Road was built for transportation of lumber from Whitneyville Mills to Machiasport.)								M Trifling.	
Oldtown and Lincoln,	Building of the Road commenced.									500,000	30,367 90	29,024 97	1,450 87	15,784 96	10,000 00	none.	1,789 02	nothing.	none.		
Penobscot and Kennebec, . . .	Road building.		30 1-2 m.		none except sidings.		1853 and 1854	60 lbs.	1,000,000	502,180 00	Road unfinished.	88,115 75	T490,471 53	W28,603,89	56,471 50	94,839 09	321,256 46	nothing.	\$16,040 29		V733,203
Portland, Saco and Portsmouth,	51 miles.		same.		" " "		1842 and 1843	56 to 60 lbs.	1,500,000	1,378,600 00	1,315,976 90	84,908 66	397,318 93	48,730 46	93,830 83	61,048 18	364,975 80	X95,548 62		Y108,000	
Penobscot,	Road in course of construction—Rail not purchased.									600,000	65,339 00		11,845 00	154,407 89	Paid by Contractor except Chief Engineer.		Included in grading.	nothing.			Z about 8,100
Somerset and Kennebec,	" No return."																				
York and Cumberland,	18 miles.		18 miles.		none.		1850 and 1852	56 lbs.	1,500,000	294,294 27	765,018 62	53,694 98	338,918 92	26,505 73	(59,644 92 and masonry.)		97,801 01	19,993 15			AA11,390

REFERENCES.

<p>a. Including cost of Engines and Cars.</p> <p>b. Bonds of the Company—Notes to individuals, and Bills payable.</p> <p>c. \$817,15 for transportation of mails—\$334,30, all other sources.</p> <p>d. With Passenger Cars attached.</p> <p>e. About \$200,000 has been converted into Stock Bonds, payable in Stock, July 1, 1863.</p> <p>f. Including Station Buildings—Machine Shops—Equipments, &c.</p> <p>g. And Land damage.</p> <p>h. And Masonry.</p> <p>i. And Bridge Masonry.</p> <p>j. Sleepers and Graveling.</p> <p>k. Exclusive of about \$400,000 Stock Bonds with semi-annual cash Coupons, payable in July 1, 1863—Bonds of the Company—Bills Payable—Orders, &c.</p>	<p>l. 10 Passenger Cars, 97 Merchandise, and 15 Gravel.</p> <p>m. Passenger Cars, 25 miles per hour; Freight, 12 miles per hour.</p> <p>n. Exclusive of sidings.</p> <p>o. Funded \$3,494,000; Floating \$9,810,74.</p> <p>p. 2,400 feet more newly laid.</p> <p>q. A previous track in 1836.</p> <p>r. Same 50 to 52 lbs.</p> <p>s. Besides amount of debt for construction.</p> <p>t. And right of way.</p> <p>u. Construction and materials \$21,329,60; Veazie Bank \$8,193,90; Expenses \$1,300.</p> <p>v. Way Passengers in proportion—Package tickets less.</p> <p>w. Equal to 61 four wheeled cars.</p> <p>x. And Freight.</p>	<p>y. And Equipments.</p> <p>z. And Masonry.</p> <p>A. And Locomotives.</p> <p>B. Loan from State of Mass., \$150,000. Balances due to connecting roads, and for unpaid dividends, &c.</p> <p>C. Passenger and Freight.</p> <p>D. The residences are only partly known—the books show 79.</p> <p>E. Wharves and Land damages.</p> <p>F. Including road bed only.</p> <p>G. Bonds due in 1864, \$100,000—Bills Payable and bad debts, \$38,196,92.</p> <p>H. Way and Through.</p> <p>I. All other sources \$1,160.</p> <p>J. The net earnings of the road for the year amounted to 7 per cent.,</p>	<p>\$3,000 of which was applied to reduce the construction account, and the balance set apart as a sinking fund.</p> <p>K. Including preferred stock.</p> <p>L. City Loans—Bonds and Bills Payable.</p> <p>M. \$7,300 mails, all other sources \$2,800.</p> <p>N. 119 Freight, and 12 Passenger Cars.</p> <p>O. Passenger Cars 25 miles per hour, Freight 15 miles per hour.</p> <p>P. Varying, being flat bars and different sizes.</p> <p>Q. Including several years earnings.</p> <p>R. 1849, \$6,00 per share; 1852, \$6,00 per share; 1853, \$4,00 per share; 1854, \$3,00 per share; 1855, \$3,00 per share.</p> <p>S. Two men were killed some years since, one in the attempt to get upon the cars when under way, and one unshackling cars; the last named employed by the Company.</p>	<p>T. And super</p> <p>U. Including</p> <p>V. City Bonds</p> <p>W. Exclusiv</p> <p>X. \$169,615</p> <p>Y. Bonds, N</p> <p>A. Property</p> <p>B. 1 1-2 cent</p> <p>3 "</p> <p>C. Freight to</p> <p>D. June \$40</p> <p>E. About \$7</p> <p>F. Funded \$</p> <p>G. 2 Passeng</p>
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RETURNS OF RAILROAD CORPORATIONS.

Amount expended for Passenger and other Cars.		Amount expended for Stations, Buildings, &c.		Due from and to the Corporation.		Passengers and Rate of Fare.			Transportation of Passengers, &c.			Depots, Engine Houses, &c.					Distances run and rate of speed.				Stockholders.		Dividends.		Depreciation of road.		Persons injured, &c.		
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 transportation of Passengers.	Amount received for transportation of Property.	Amount 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 cars.	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.	Amount 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.		
\$ 18,184 00		about 234,000 00	about \$16,500 00	12,065	10,170	abt 3c per mile.	\$ 13,916 43	\$ 15,145 99	\$ 1,191 45	5	2	none.	2	6	12,520	12,520	about 5,000	abt 17 miles.	328	314			nothing.	nothing.	none.				
82,964 84		11,154,800 00	20,023 95	23,850	105,195	3c "	97,651 38	78,646 24	7,591 65	13	2	2	9	1122	68,860	34,400	not kept.	m18 1-2 "	1,203	1,079	none.		nothing.	nothing.	none.	none.			
351,367 94		3,503,810 74	15,346 41	93,602	91,503	3c "	153,616 66	296,890 52	20,141 59	29	6	4	39	491	162,497	300,829	87,308	18 1-2 "	1,909	1,826	\$50,766	Jan'y and July, 1854.	nothing.	nothing.	6				
5,356 63		about 30,823 50	2,584 51	61,060	15,920 1-2	37 1-2 through	26,344 21	18,367 77	177 86	4	1	3	3	43	25,927 1760	663 4704	501	20 "	12	4	none.		nothing.	nothing.	2				
4389,324 40		B186,458 78	342,172 47	83,583	1,885,611	abt 3c per mile.	552,843 53	297,445 87	56,500 88	C50	7	3	31	562	410,759	124,560	33,870	19 3-4 "	3,425	D.	166,228	July & Jan.	\$40,000 00	\$8,672 59	9				
31,376 12		G138,196 92	4,309 91	H16,720		2c "	1,420 00	29,060 75	Nothing.	1	1	1	4	207	no account.			15 "	60	24	None declared.		Provided for by repairs.	no one.					
82,938 51		L1,511,939 00	53,699 21	26,533	242,409	3c "	160,541 54	46,716 45	M10,100 00	13	4	2	13	1131	130,308	43,379	16,471	O20 "	847	756	none.		Nothing as yet.	none.					
transportation of lumber		Trifling.	between 1 & 2,000	none who pay.	uncertain.	Nothing for passengers.	nothing.	prob 6 or 7000	nothing.	1	2	1	2	45 to 50	none.	uncert'n.	none.	8 to 10 "	4	1	R		nothing.		S2				
none.										4	none.	none.	1						292	290									
nothing.	\$16,040 29	V733,209 50	W139,590 99							4	none.	none.	1						873	817									
X95,548 62		Y108,000 00	A17,000 00	158,248	126,387	B2 1-4c per mile	202,592 94	62,833 10	14,742 24	14	2	1	11	121	95,347	35,000	25,000	C20 miles.	1,055	abt 60	D3 pr ct.	June & Dec.	\$10,000 00		1	employee.	none.		
nothing.		E about 8,100 00	Nothing of any amount except unpaid dividends.																255	253									
19,993 15		F411,390 77	70,000 00	82,640 including way.		3c per mile.	16,348 55	14,364 02	771 00	7	2	1	3	G 17	35,818	7,890		20 miles.	690	606									

ACCIDENTS.

<p>construction account,</p> <p>miles per hour.</p> <p>are ; 1853, \$4,00 per per share.</p> <p>in the attempt to get</p> <p>ackling cars ; the last</p>	<p>T. And superstructure.</p> <p>U. Including salaries, expenses, &c.</p> <p>V. City Bonds sold, Bonds of Company, Bills Payable, &c.</p> <p>W. Exclusive of amount due on assessments of Stockholders.</p> <p>X. \$169,615,42 expended for buildings and equipments.</p> <p>Y. Bonds, Notes Payable, Dividends uncalled for.</p> <p>A. Property investments \$205,000.</p> <p>B. 1 1-2 cents per mile through passengers.</p> <p>3 " " local "</p> <p>C. Freight trains 15 miles per hour, Passenger 25 miles per hour.</p> <p>D. June \$40,935 ; Dec. \$41,358.</p> <p>E. About \$7,000 due for Land damages.</p> <p>F. Funded \$355,800 ; Floating \$55,590,77.</p> <p>G. 2 Passenger, 1 Baggage, and 14 Freight Cars.</p>	<p>ATLANTIC AND ST. LAWRENCE.—Jan. 5, 1854, Isaac Bailey, brakeman, slightly injured by striking bridge near Bethel.</p> <p>Jan. 25, Joel Morrill, baggage master, injured, not seriously, by striking truss of bridge in Portland, when reaching out of train to examine brakes.</p> <p>Jan. 28, John Dyer, brakeman, injured by striking bridge near Cobb's Bridge station.</p> <p>Feb. 4, A. Coffin, fireman, lamed by falling into a culvert, while attempting to get on to the engine.</p> <p>August 9, Charles Thwiston, employed on fence work, was fatally injured at Oxford, by falling from the train.</p> <p>BANGOR AND PISCATAQUIS.—Robert Carle broke his leg, and was otherwise injured by falling when switching in cars at Oldtown. He fell between the rails, and the train passed over him. He has got about but is still lame.</p> <p>George Billings, at Oldtown, hired a car to move wood a short distance</p>	<p>by hand or horse power, and while getting on to the car to ride down a grade, he slipped and fell under the car, and was so much injured that he died in a few hours.</p> <p>BOSTON AND MAINE.—Jan. 3, Mr. A. C. Swasey, a season ticket passenger, of Malden, while attempting to get on to the Reading morning train, after it had left Malden station, fell partly underneath the car, and had one leg so badly injured that amputation was necessary.</p> <p>Jan. 3, As the Sangus and Medford train was coming in at 2 P. M., owing to misplacement of the switch near the freight house, the Baggage Car was thrown from the track, and Mr. Caleb Eames, who was in it, or on it, was instantly killed.</p> <p>Jan. 18, Paul Keaney, a man in the employ of the wood agent, while detaching the engine from a car near the freight house, in Boston, fell and was run over, and so injured that he died the same evening.</p>	<p>March 10, A man named William Holmes while walking upon the bridge over Charles River, was struck by an engine attached to the Great Falls in freight train, and considerably injured.</p> <p>July 19, Simeon Worthen, a brakeman on the track near South Berwick Junction, was struck while passing under the bridge near Great Falls, and instantly killed.</p> <p>July 28, An Irishman while walking on the track near Great Falls, was struck by the 7,05 train for Rollinsford, and killed instantly.</p> <p>August 28, A man while walking on the track near South Berwick Junction, was struck by an engine from Great Falls, and killed.</p> <p>October 20, An Irishman by the name of Charles Carroll, in attempting to get on the Portland train at Exeter, fell underneath the train, was run over and injured so that he died in about an hour.</p> <p>Nov. 27, A man lying on the track near Rollinsford, was struck by an engine running from Great Falls to South Berwick Junction and killed.</p>
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STATE OF MAINE.

HOUSE OF REPRESENTATIVES, }
March 12, 1855. }

ORDERED, That 350 copies of the foregoing communication from the Secretary of State, with the accompanying documents, be printed for the use of the Legislature.

H. K. BAKER, *Clerk.*