

# MAINE STATE LEGISLATURE

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*Wm. F. Hill*  
DOCUMENTS

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# THE LEGISLATURE

OF THE

## STATE OF MAINE,

DURING ITS SESSION

A. D. 1856.

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**PART SECOND.**

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Augusta:

FULLER & FULLER, PRINTERS TO THE STATE.

1856.

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# THIRTY-FIFTH LEGISLATURE.

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HOUSE.

No. 30.

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## STATE OF MAINE.

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SECRETARY'S OFFICE, }  
Augusta, March 13, 1856. }

*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, Oldtown and Milford—Boston and Maine—Calais and Baring—Kennebec and Portland—Machiasport—Oldtown and Lincoln—Penobscot and Kennebec—Portland, Saco and Portsmouth—Penobscot—Somerset and Kennebec—York and Cumberland—and Great Falls and South Berwick 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 ob't servant,

CALEB R. AYER,  
*Secretary of State.*



# ABSTRACT FROM THE RETURNS OF

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.									Due from and to the			
	Length of 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 Road.	Branches.															
Androscoggin, . . . . .	about 20 miles.		about 20 miles.		none.		1852,	49 to 50 lbs.,	\$1,250,000	\$91,822 76	a \$368,581 94	\$7,657 00	\$61,739 93	\$5,226 20	\$3,078 06	\$9,008 10	\$90,435 00	\$25,224 00	about \$275,000 00	Bonds of the Company notes to banks and individuals, and bills payable i \$1,141,422 04 j 3,494,000 00 p about 44,923 31 w 320,140 64 C 133,019 63 * 1,556,910 54 not exceeding 2 or 300 00 J 1,161,076 07 N 140,525 02 S 24,577 31 88,532 50 V 415,633 87 W about 25,000 00	
Androscoggin and Kennebec, . . . . .	55 "		55 "		none except turnouts.		1848 and 1849,	63 lbs. per yard,	1,400,000	e 912,176 00	d 2,218,316 93	e 55,533 89	f 700,561 22	36,244 86	g 89,368 09	-	h 495,749 59	82,964 84	-		
Atlantic and St. Lawrence, . . . . .	149 "		149 "		none except sidings.		1848 to 1853,	63 lbs.,	4,000,000	2,494,900 00	6,282,172 71	Part of road built at stipulated price per mile, consequently cannot be apportioned.						376,769 14	-		
Bangor, Oldtown and Milford, . . . . .	12 " 2664 ft.		same.		none but turnouts.		e 1849,	36 lbs., some 50 to 52,	600,000	m 135,000 00	178,233 89	n abt 16,198 26	10,231 33	1,328 11	o 18,487 93	16,845 17	40,388 44	13,231 23	-		
Boston and Maine, . . . . .	74 26-100 m.		46 47-100 miles.		27 79-100 miles.		Finished in 1847,	48, 56, 58, 60 lbs.,	4,155,700	4,076,974 52	s 4,179,546 19	759,050 23	t 882,067 40	u 272,388 94	371,468 55	-	984,523 89	v 339,324 40	-		
Calais and Baring, . . . . .	6 miles.		6 miles.		none except turnouts.		1850 and 1851,	56 lbs.,	200,000	100,000 00	224,566 46	† 12,886 71	55,814 81	1,468 72	8,051 05	3,558 22	31,107 73	30,844 38	-		
Kennebec and Portland, . . . . .	72½ "		72½ "		-		from 1848 to 1852,	56 lbs.,	-	1,107,526 45	2,766,677 68	186,462 75	These items are not kept distinct from the rest.						102,544 38		-
Machiasport, . . . . .	about 7½ "		7½ "		none.		1841 and 1842,	various—flat rail,	100,000	75,000 00	D 190,000 00	} This road being mainly for the transport of lumber, separate expenses cannot be ascertained, not being so kept.						-	-		
Oldtown and Lincoln, . . . . .	No operation on the road since 1st January, 1855.		No track laid.		-		-	-	500,000	30,767 90	30,737 74	2,335 92	15,784 96	8,072 81	none.	1,789 02	none.	none.	† 2,755 03		
Penobscot and Kennebec, . . . . .	54 7-10 miles.		54 7-10 miles.		none except sidings.		1853, '54 and '55,	60 lbs.,	1,000,000	513,575 00	construction ad not closed.	89,576 63	G 661,585 73	H 33,599 44	78,628 50	114,825 66	361,479 32	I 92,416 23	43,975 83		
Portland, Saco and Portsmouth, . . . . .	51 miles.		51 miles.		" "		1842 and 1843,	56 and 60 lbs.,	1,500,000	1,396,400 00	1,358,337 77	85,258 66	437,701 32	48,730 46	93,830 83	61,048 18	364,975 80	95,548 62	171,243 90		
Penobscot, . . . . .	no part.		-		-		-	-	600,000	171,662 09	R 229,539 40	All included in whole expenditures of the Road.						-	S 24,577 31		
Somerset and Kennebec, . . . . .	24 miles.		24 miles.		none.		1854 and 1855,	56 and 57 lbs.,	700,000	253,740 00	561,077 46	30,435 85	T 183,994 79	19,409 19	T 94,785 09	-	145,516 29	nothing.	-		88,532 50
York and Cumberland, . . . . .	18 "		18 "		"		U	56 lbs.,	1,500,000	294,194 27	774,714 97	54,986 53	338,918 92	26,505 73	59,644 92	97,801 01	20,666 78	-	V 415,633 87		
§ Great Falls and South Berwick, . . . . .	Three miles in Maine—three miles in New Hampshire.						1854,	52 lbs.,	100,000	93,060 00	Road constructed under contract without reference to particular kinds of labor. Whole matters in suit. Results not given.										W about 25,000 00

## References.

a. Including cost of engines and cars.  
 b. With passenger cars attached.  
 c. About \$240,700 converted into stock bonds, payable in stock in from seven to ten years.  
 d. Including station buildings, machine shops, equipments, &c.  
 e. And land damage.  
 f. And masonry.  
 g. And bridge masonry.  
 h. Sleepers and graveling.  
 i. Except \$481,400 stock bonds, with semi-annual cash coupons payable in stock, in from seven to ten years; on bonds of company, bills payable, orders, &c.  
 j. Funded, \$3,494,000.  
 k. Except in division with connecting roads, being less in these cases.  
 l. A previous track in 1836.  
 m. By present stockholders; about \$300,000 paid in by original stockholders.  
 n. And right of way.  
 o. Besides due Gen. S. Veazie about \$14,800 for timber.  
 p. Construction and timber due Gen. S. Veazie about \$31,300, and due the Veazie bank, over-draft, \$13,623.31.  
 q. 40c. through, way in proportion, package tickets less, discount of two per cent. on tickets purchased at the office.

r. And freight.  
 s. Cars, engines, &c.  
 t. And masonry.  
 u. And miscellaneous.  
 v. And locomotives.  
 w. This includes State loan of \$150,000, and dividends payable January 1, 1856, of \$124,671; the balance, viz: \$45,469.64, is due connecting railroads and others.  
 y. Express trains 35, accommodation 24, freight 12 miles per hour.  
 z. These dividends were each \$3 per share, and each amounted to \$1,246.71.  
 A. For road, bridges and buildings.  
 B. For engine and cars.  
 † Land damage and wharf.  
 C. Bonds due in 1864, 112,000; bills payable, account \$21,019.63.  
 D. Or over, including several years earnings without dividends.  
 E. Uncertain; road used about eight months per annum.  
 F. 1849, \$6.00; 1852, \$6.00; 1853, \$4.00; 1854, \$3.00; 1855, 3.00; 1856, \$3.00 per share; 1000 shares per \$100.  
 † Including fencing, salaries and other expenses.  
 G. And superstructure, &c.

H. Including salaries, expenses, &c.  
 I. Including fire engines.  
 J. City bonds sold, bonds of company, bills payable, &c.  
 K. Exclusive of amount due on assessment from stockholders.  
 L. For four months to January 1, 1856.  
 M. Passenger trains 22, freight trains 15 miles per hour.  
 N. Bonds, notes payable, and dividends due.  
 O. Including \$166,000 property investments.  
 P. Passenger trains 25, freight trains 15 miles per hour.  
 Q. Breaking of axle on snow plow, which threw train off the track.  
 R. Expended to November 1, 1855.  
 S. Exclusive of bonds, bills payable, and individual accounts.  
 T. And masonry.  
 U. 1850, to Gorham, 11 miles—and 1852, to Saco river, 7 miles.  
 V. \$359,800 funded, and \$53,833.87 floating debt.  
 W. In addition to unliquidated claims;—principally notes and awards for land damages.  
 X. The road is operated by the Great Falls and Conway Railroad, in New Hampshire, by the year; and as their year has not expired, no settlement has been made.  
 \* City loans, bonds and bills payable.  
 † And freight and all other trains.

ATLANTIC AND ST. LAWRENCE.—April 3, 1856. Oliver F. Hussey, engine driver, was killed at Danville Junction, by the engine attached to a freight train running off the track.  
 John McAllum, while shackling cars, had his arm broken.  
 Patrick O'Brien, while shackling cars, had his shoulder broken.  
 John Dyer, brakeman, while shackling cars, had his hand jammed badly, losing one of his fingers.

BOSTON AND MAINE.—January 8. As the 10 o'clock A. M. train from Salem was starting from the South Reading Junction station, the fireman, Charles F. Elliot, of Pepperell, in attempting "from the ground" to put down the damper of the furnace, became entangled in the machinery, and before the train could be stopped, lost both arms and one leg. He died at 3 o'clock P. M., same day, aged 23. Married.

January 13. A man walking on the track a short distance below Greenwood station, was struck by the engine attached to the 12 M. train from Boston, and instantly killed—name, James Langdon.

January 30. A man  
 Vale, while walking on  
 station, was struck by  
 short time afterward.

February 3. A man  
 while riding in a wago  
 train from Haverhill,  
 wards.

April 13. Thomas  
 took passage in the fi  
 moving at its usual sp  
 blew off, and he step  
 bruised and stunned,  
 Hospital, where he die

June 26. A girl to  
 resided at Edgeworth,

# FORMS OF RAILROAD CORPORATIONS.

y, &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.		Persons injured, &c., &c., &c.					
	Amount expended for Stations, Buildings, &c.	Amount and nature of indebtedness.	Amount due 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.	Amount received for transportation of mails and other sources.	No. of Depots.	No. of 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.	Amount charged for depreciation of other property.	No. 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.		
00	about \$275,000 00	{ Bonds of the Company, notes to banks and individuals, and bills payable. } i \$1,141,422 04	abt 14,500 00	10,542	9,258	about 3c. per mile.	{ Cannot give amount } { until settlement with } { connecting R. R.'s. }	\$1,179 63	5	2	1	3	27	12,520	b 12,520	abt 5,000	abt 17 m. pr h.	324	310	none.	-	none.	none.	-	-	-	-	-	
34	-	j 3,494,000 00	29,885 96	27,402	86,105	" "	\$101,079 96	\$87,860 09	7,402 61	13	2	2	9	118	68,000	40,000	not kept.	18½	1,226	1,102	none.	-	-	-	-	-	-		
14	-	p about 44,923 31	1,121 66	54,714½	16,173½	q	164,094 91½	367,943 82	20,449 74	29	6	1	40	465	170,125	321,282	103,633	19½	1,928	1,834	\$52,056 00 & 64,672 81	Jan'y and July, 1855.	nothing.	nothing.	4	Employed	-		
23	-	w 320,140 64	243,285 13	102,202	1,767,150	3c. per mile.	23,217 14	22,775 51	177 19	7	2	3	4	45	r 24,180½	529½	2,183	20	14	6	-	-	-	-	-	-	-	-	
40	-	C 133,019 63	9,141 57	no account kept.	" "	" "	540,712 39	283,430 71	30,282 86	55	7	3	33	560	404,649	144,404	33,963	y 35	3,455	74	1,246 71	z July 1, '55, and Jan. 1, 56.	440,000 00	B 18,751 06	-	-	-	-	
38	-	* 1,556,910 54	57,043 56	33,990	194,874	" "	2,521 13	33,201 75	1,450 00	1	1	1	4	208	No account kept.			15	56	11	-	-	-	-	-	-	-	-	-
38	-	not exceeding 2 or 300 00	about 2,000 00	none who pay.	nothing.	nothing.	165,774 52	53,190 06	9,100 00	13	4	2	13	131	192,836	-	-	18½	852	765	-	-	-	-	-	-	3	{ employed, killed by cars run- } { ning off the track. }	
† 2,755 03	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	292	292	-	-	-	-	-	-	-	-	
23	43,975 83	J 1,161,076 07	K 12,160 26	8,311	12,795	3c. per mile.	L 24,715 48	L 7,959 80	367 13	9	2	1	5	125	11,377	11,377	-	M	871	805	-	-	-	-	-	1	-	-	
32	171,243 90	N 140,525 02	O 206,000 00	149,021	129,684½	1¼ to 3c.	197,899 04	64,127 55	15,475 78	14	2	1	11	118	86,000	43,000	44,402	P	1,070	65	3 per cent.	June and Dec., 1855,	10,000 00	nothing.	2	Employed	-		
-	-	S 24,577 31	unpaid assessments.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	268	240	-	-	-	-	-	-	-	-	
-	-	88,532 50	51,820 00	-	-	-	{ Returned by Ken. & Port. R. R. } { to whom this road is leased. }	-	-	-	4	1	none	-	Returned by the Ken. & Port. R. R. Co.			-	619	614	-	-	-	-	-	-	-	-	
78	-	V 415,633 87	70,000 00	10,287	95,697½	about 3c.	21,372 20½	17,125 07	771 00	7	2	1	3	18	32,528	11,896	-	20	694	421	-	-	-	-	-	-	-	-	
Results not given.	-	W about 25,000 00	6,940 00	X	X	X	X	X	X	3	-	-	-	-	6,300	3,000	-	15	156	77	-	-	-	-	-	-	-	-	

## Accidents.

## Remarks.

Hussey, attached  
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January 30. A man named Andrew Jackson, a resident of Ballard Vale, while walking on or near the track, a short distance above the station, was struck by the P. M. train from Portland, and died a short time afterward.

February 3. A man named Johnson, at Ferry Road in Bradford, while riding in a wagon, was struck by the engine attached to the train from Haverhill, and so much injured that he died soon afterwards.

April 13. Thomas Hewin, an Irishman, residing at Wilmington, took passage in the first train from Lawrence; while the train was moving at its usual speed just south of the Mystic bridge, his hat blew off, and he stepped off the car to recover it. He was badly bruised and stunned, and was taken to the Massachusetts General Hospital, where he died on Sunday morning, the 15th.

June 26. A girl ten years of age named Mary E. Welch, who resided at Edgeworth, while in the act of crossing the track at that

place, just after a train had passed towards Malden, was struck by an engine coming into Boston and was instantly killed.

September 14. A woman named Ann Griffin was struck by the engine attached to the northern in train, and injured so severely that she died in a few minutes. It happened between Stoneham and Greenwood. She was brought to Melrose station.

September 29. An Irishman named Michael Gillangin was killed at Edgeworth; he was sitting on the platform at the depot and was struck by a passing train.

October 8. As the morning train from Concord and Haverhill was running at its usual speed, a short distance south of Wyoming station in Melrose, a cow darted suddenly upon the track, in front of the engine; the force of the collision was so great as to throw the engine, tender and baggage car from the track, together with a portion of the passenger cars. Mr. Charles Richardson of the Haverhill Express, and Mr. E. W. Abbott of the Andover Express, were instantly killed. George Richards, fireman, died same day by the

accident. Alfred Staples, John Kimball and Mr. Shars were also injured.

October 11. Accident at Salmon Falls, N. H. The grade train while backing from Rollinsford, the switch being wrong for it, run on to the freight track and struck the freight cars. An Irishman named Patrick Newman, employed upon the train, was badly injured by the collision. He died soon afterwards. Patrick Cahill who was also injured at the same time, died soon afterward.

November 19. Joseph A. Gilman was killed while coupling cars at Durham, N. H.

PENOBSCOT AND KENNEBEC. In November, 1855, at Burnham station, a young man named Cole attempted to pass between two freight cars, just as the signal to "back" had been given. His head was jammed between the steps of the cars, and he died within half an hour. He was not a passenger, nor employed by the company.

§ The Great Falls and South Berwick Railroad is situated partly in Maine and partly in New Hampshire, that in New Hampshire having been constructed under the charter of the Great Falls and Conway Railroad in that State. The figures given in the report have reference to the whole road, regardless of locality.

STATE OF MAINE.



HOUSE OF REPRESENTATIVES, }  
March 13, 1856. }

ORDERED, That 700 copies of this communication and the accompanying abstracts be printed for the use of the Legislature.

DAVID DUNN, *Clerk.*