

MAINE STATE LEGISLATURE

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DOCUMENTS

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THE LEGISLATURE

OF THE

STATE OF MAINE,

DURING ITS SESSION

A. D. 1857.

PART SECOND.

AUGUSTA:
STEVENS & BLAINE, PRINTERS TO THE STATE.
1857.

THIRTY-SIXTH LEGISLATURE

HOUSE.]

[No. 45.]

STATE OF MAINE.

OFFICE OF SECRETARY OF STATE, {
AUGUSTA, March 12, 1857. }

*To the President of the Senate, and Speaker of the House of
Representatives :*

I herewith lay before you an abstract from the annual returns of the several Railroad corporations, 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 obd't servant,

A. JACKSON,

Secretary of State.

NAMES OF ROADS.	Length of Road—Length of Single and Double Track, &c.						Capital Stock.		Whole cost of Road—Amount expended for Lands, Grading, Engineering, Bridging, Masonry, &c.									Due from and to the Corporation.				
	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.	Amt. expended for the purchase of lands.	Amt. expended for grading.	Amt. expended for engineering.	Amt. expended for bridging.	Amt. expended for masonry.	Amt. expended for iron.	Amt. expended for passenger and other cars.	Amt. expended for stations, buildings, &c.	Amt. and nature of indebtedness.		
	Main Road.	Branches.	Main Road.	Branches.	Main Road.	Branches.																
Androscoggin,	20	miles.	20	miles.	None.		1852.	50 lbs.	\$1,250,000	\$ 121,312 41	a\$ 454,277 49	\$ 8,580 43	\$118,390 59	\$ 6,857 03	\$ 3,433 47	\$ 9,051 42	\$ 90,435 00	\$ 26,124 00		Bonds of the company. Notes to Banks and individuals, and bills payable, about \$275,000 00 On bills payable, bonds of company, orders, &c. j \$1,116,773 44 380,109 05 73,509,000 00 u52,646 26 C170,608 84 ascertained. K 123,419 30 Q1,565,143 01 Trifling—believed to be less than \$100 00 U \$1,193,180 21 78,000 00 notes payable, and dividends, &c. Z129,253 04 Built by contract, and not settled. Not known.		
Androscoggin & Kennebec,	55	"	55	"	None except turn-outs.		1848 & 1849.	65 "	1,400,000	d912,176 00	e2,218,316 93	f55,533 89	g700,561 22	36,244 86	h89,368 09		i495,749 59	82,964 84				
Atlantic & St. Lawrence,	149	"	149	"	None except sidings.		1848 to 1853.	63 "	4,000,000	k2,494,900 00	6,368,576 68	Part of road built at a stipulated price per mile; consequently, cannot be apportioned.									380,109 05	
Bangor, Oldtown & Milford,	12 miles, 2664 feet.		same.		None but turn-outs.		1849.	36 lbs., some 50 to 52.	600,000	s135,000 00	178,233 89	\$ 16,198 26	\$ 10,231 38	\$ 1,328 11	\$ 18,487 93	\$ 16,845 17	\$ 40,388 44	13,231 23				
Boston & Maine,	74 ²⁵ / ₁₀₀ miles.		46 ⁴⁷ / ₁₀₀ "		27 ⁷⁹ / ₁₀₀ "		Finished in 1847.	48, 56, 58 & 60 lbs.	4,155,700	4,076,974 52	3,790,724 47	759,552 91	y882,067 40	z272,388 94	371,468 55	A.	984,523 89	B385,481 00				
Buckfield Branch,	18	"	same.		Only for turn-outs.		1850 & 1856.	48 & 58.	Extinguished by sale of Road.		\$20,000 per mile.	I am unable to state, not being possessed of Corporation Books.										
Calais & Baring,	6	"	6	"	None except turn-outs.		1850 & 1851.	56 lbs.	\$ 200,000	\$ 100,000 00	224,000 00	H13,119 91	I\$ 55,814 81	\$ 1,468 72	\$ 8,051 05	\$ 3,558 22	\$ 31,107 73	\$ 30,044 72				
Kennebec & Portland,	72½	"	72½	"	None except turn-outs.		1848 to 1852.	56 "			P2,871,264 45	186,835 15	Separate charges for materials, labor, land, &c., not kept; the road being built for the transport of lumber. No cars except for lumber.								102,562 38	
Machiasport,	about 7½	"	same.		None.		1841 & 1842.	Various.	100,000	75,000 00	L100,000 00											
Penobscot & Kennebec,	54 ⁷ / ₁₀	"	54 ⁷ / ₁₀	"	None except sidings.		1853 to 1855.	60 lbs.	1,000,000	540,380 00	1,805,834 19	\$ 95,405 72	R\$667,782 14	S\$ 46,939 83	\$ 78,853 50	\$114,825 66	\$364,946 32	T 105,044 39	\$ 50,787 84			
Portland, Saco & Portsmouth,	51½	"	51½	"	Sidings only.		1842 to 1843.	56 to 60.	1,500,000	1,500,000 00	1,359,373 27	86,294 16	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	176,877 37	Y317,024 25											
Somerset & Kennebec,	38	"	38	"	None.		1854 to 1856.	56 & 58.	700,000	Not ascertained	Not settled.	as far as ascertained, \$ 37,101 71	not all settled 240,106 67	not all settled 20,062 60	y96,349 59		155,731 86	B8,000 00				
Great Falls & South Berwick,	6	"	6	"	None.		1854.	52 lbs.	100,000	92,280 00	163,937 35	21,972 47	A90,664 76								39,500 12	nothing.

REFERENCES.

a. Including all the furniture, and the grading and masonry expended upon 18 miles now in progress.
b. Exclusively for passengers.
c. Passenger and freight trains run together.
d. \$349,000 has been invested into stock bonds, payable in stock.
e. Including station buildings, machine shops, equipments, &c.
f. And land damage.
g. And masonry.
h. And bridge masonry.
i. Sleepers and gravelling.
j. Except \$648,500 stock bonds, with semi-annual cash coupons, to be paid in from 6 to 9 years.
k. 14,950 shares in federal currency, and 2,063 in sterling.
l. \$3,493,000 funded, and \$16,000 floating.
n. Except in division with connecting roads, being much less in these cases.
o. Dividend 3 per cent. on sterling shares paid in London.
p. The road being kept up by charge against the revenue.
q. The property being kept up by charge against the revenue.
r. A previous track in 1836.

s. By present stockholders; \$300,000 paid in by original stockholders.
t. Beside due Gen. Veazie \$15,000 for timber.
u. Including timber, construction, and Veazie bank; due individuals, \$40,212 33; and Veazie bank, \$12,433 93.
v. Due on freight.
w. 40 cents through; way in proportion; baggage tickets less discount of two per cent. on tickets purchased at the office.
x. Of this amount there is paid \$4,372 34 for truckage.
y. And masonry.
z. And miscellaneous.
A. Included in grading and masonry.
B. Locomotives included.
C. \$109,952 60 is dividends; balance is due to other roads, &c.
D. This road also owns stocks, bonds, &c., to a large amount, in addition to \$61,978 03 cash on hand.
E. About 3 cents per mile for way passengers.
F. Express 34 miles, accommodation 23, and freight 12 per hour.
G. For engines and cars.
H. And wharf and land damages.
I. Including only road-bed.

K. Bonds due 1864, \$114,800; bills payable, \$8,619 30.
L. Or more, including several years earnings.
M. Single lumber cars.
N. One firm and three single names.
O. 1849, \$6; 1852, \$6; 1853, \$4; 1854, \$3; 1855, \$3; 1856, \$3; made 1849 to 1856, inclusive, except 1850 and 1851.
P. Including grading, engineering, masonry, &c.
Q. Bonds, bills payable, city and town loans, &c.
R. And superstructure.
S. Including salaries, expenses, &c.
T. Including 5 engines.
U. Exclusive of \$74,597 63 due to income account for earnings. Nature of indebtedness, city and company bonds sold, bills payable, &c.
V. Exclusive of sums due on assessments from stockholders.
W. For 11 months, to Dec. 1, 1856.
Y. Including purchase of lands, grading, engineering, &c.; and \$84,746, estimate of labor and materials, not yet settled and entered on books.
Z. Bonds, bills payable, and individuals accounts about \$1,000, exclusive of assessments due.

A. Including engineering, bridging and masonry.
B. As exhibited by iron account.
* No certificates yet issued.

ATLANTIC & ST. LAWRENCE RAILROAD.
May 21. Patrick King, switchman, at Gorham jammed between the bunters of two freight cars, shackle. He died on the 23d.
June 23. Charles Moody, brakeman on freight train, jammed at Yarmouth Junction, between the platform and the train. He died the following day.
July 24. Jeffrey Clancey, while engaged in oiling a car, on the track at Smith's wharf, Portland, some ploy of the company and not being aware of his situation, ran against the one on which he was at work, knocking him over him, injuring him so severely that he died the night.
Aug. 16. As the passenger train from Island Pond, the Greeley road in Cumberland, a wagon, in which were (two girls and a boy,) of Mr. Samuel York, of Cumberland, was passing the track. The engine struck the horse, killed it, and broke the wagon into fragments. The train was stopped, and it was found that the two girls were dead. The boy was seriously injured, but finally recovered.

STATE OF MAINE.

HOUSE OF REPRESENTATIVES, }
March 12, 1857. }

Laid on the table, and 350 copies of the foregoing communication from the Secretary of State, with the accompanying documents, ordered to be printed for the use of the Legislature.

GEO. W. WILCOX, *Clerk.*