

DOCUMENTS

PRINCED BY CRDER OF

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.

Stevens & Blaine, Printers.



Press and the second second second second	AND VALUE AND COMPANY	analise and there			And the second				And The Local Division of the Local Division		196 <u>2-07</u> 990-0000-000-00-00-00-00-00-00-00-00-00-					and a second				The second s
		Len	igth of Road—Length	h of Single and Double	Track, &c.		Capit	ital Stock.	Whole cost of Road—Amount expended for Lands, Grading, Engineering, Bridging, Masonry, &c.									Due from and to the Corporation.		
NAMES OF ROADS.	Length of Ros operation.		Length of Single Track.	Length of Double Track.	hen laid.	of Rail ard.	Stock.	t called aid in.	cost of ad.	expended the pur- se of lands.	expended grading.	expended engineer-	expended bridging.	expended masonry.	expended iron,	expended passenger other cars.	expended stations, dings, &c.	······································	l nature i débted-	
	Main Road. Branches. Main Road. Branches. Main Road. Bran		. Main Road. Branches	n Road. Branches.		Capital Stock.	Amound and p	Whole the rc	Amt. e for t chase	Amt. e. for gr	Amt. es for er ing. Amt. es for br				Amt. e. for ps and ot	Amt. e for a build	Amt.and of in ness.			
Androscoggin,	20 m	miles.	20 miles.	None.	1852.	50 lbs.	\$1,250,000	\$ 121,312 41	a\$ 454,277 4!	9 \$ 8,580 43	\$ \$118,390 59	\$ 6,857 03	\$ 3,433 47	\$ 9,051 42	\$ 90,435 0	0 \$ 26,124 00		Bonds of the company payab	r. Notes to Banks and individ le, about \$275,000 00	uals, and bills
Androscoggin & Kennebec, .	55	"	55 "	None except turn-outs.	s. 1848 & 1849.	. 65 ''	1,400,000	d912,176 00	00 e2,218, 3 16 93	3 f55,533 89	9 g700,561 22	36,244 86	h89,368 09		i495,749 5	9 82,964 84		On bills p	yable, bonds of company, orders, $j \$1,116,773$ 44	, &c.
Atlantic & St. Lawrence, .	149	"	149 "	None except sidings.			4,000,000	k2,494,900 00	6,368,576 68	8 Part of ros	ad built at a sti	pulated price	per mile; con	sequently, can	not be appor-	380,109 05			73,509,000 00	
Bangor, Oldtown & Milford, .	12 miles, 2664	4 feet.	same.	None but turn-outs.	r1849,	36 lbs., some 50 to 52.	^{1e} 600,000	s135,000 00	178,233 89	9 \$ 16,198 2€	6 \$ 10,231 38	\$ 1,328 11	<i>t</i> \$ 18,487 93	\$ 16,845 17	\$ 40,388 4	4 13,231 23			u52,646 26	1
Boston & Maine,	$74 \frac{26}{100}$ m	miles,	$46 \frac{47}{100}$	27 79	Finished in 1847.	48, 56, 58 & 60 lbs.	4,100,100				1 y882,067 40	z272,388 94	371,468 55	А.	984,523 8	9 <i>B</i> 385.481 00			C170,608 84 ascertaine	d.
Buckfield Branch,	18	"	same.	Only for turn-outs.	1850 & 1856.		Extinguis Road.	shed by sale of	of \$20,000 per mile.	*•	I am unab	le to state, not	being posses	ed of Corpora	tion Books.					1
Calais & Baring,	6	"	6 "	None except turn-outs.	s. 1850 & 1851.	. 56 lbs.	\$ 200,000	\$ 100,000 00	224,000 00) H13,119 91	l I\$ 55,814 81	\$ 1,468 72	\$ 8,051 05	\$ 3,558 22	\$ 31,107 7	3 \$ 30,044 72			K123,419 30	
Kennebec & Portland,	72 <u>1</u>	~	72 <u>1</u> "	None except turn-outs.	s. 1848 to 1852.	. 56 "		1	P2,871,264 45	1 -						102,562 38			Q1,565,143 01	1
Machiasport,	about $7\frac{1}{2}$	"	same.	None.	1841 & 1842.	. Various.	100,000	75,000 00	00 L100,000 00) Separate cl No cars exce	harges for mate	erials, labor, la	and, &c., not	kept; the road	l being built	for the transpo	rt of lumber	r. Trifling-	-believed to be less than \$100 0	0 .
Penobscot & Kennebec, .	$54\frac{7}{10}$	"	$54\frac{7}{10}$ "	None except sidings.	1853 to 1855.	. 60 lbs.	1,000,000	540,380 00	0 1,805,834 19	\$ 95,405 72	2 R\$667,782 14	S\$ 46,939 83	\$ 78,853 50	\$114,825 66	\$364,946 3	2 T 105,044 39	\$ 50,787 8	4	U\$1,193,180 21	
Portland, Saco & Portsmouth, .	$51\frac{1}{3}$	"	511 "	Sidings only,	1842 to 1843.	. 56 to 60.	1,500,000	1,500,000 00	00 1.359,373 27	7 86,294 16	6 437,701 32	48,730 46	93,830 83	61,048 18	364,975 80	95,548 62	171,243 9	0	78.000 00 notes pay dends.	able, and divi-
Penobscot,	No part.		1				600,000	176,877 37	7 Y 317,024 25		1								Z129,253 04	
Somerset & Kennebec,	38	"	38 "	None.	1854-to 1856.	. 56 & 58.	700,000	Not ascertained	ed 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 80	6 B8,000 00		Buil	by contract, and not settled.	
Great Falls & South Berwick, .	6		6 "	None.	1854.	52 lbs.	100,000	92,280 00	163,937 35	5 21,972 47	A90,664 76	-			39,500 1	2 nothing.			Not known.	
					· · ·		7	REFERE	INCES.			•								
 a. Including all the furniture, and the grading and masonry expended upon 18 miles now in progress. b. By present stockholders; \$300,000 paid in by t. Beside due Gen. Veazie \$15,000 for timber. 					· · ·	original stock	1		364, \$114,800; bills payable, \$8,619 30.A. Including engineering, billsluding several years earnings.B. As exhibited by iron according to the second seco						masonry,	Atlantic & St. May 21. Patrick King, swite				

	REFER	ENCES.	
a. Including all the furniture, and the grading and masonry expended	s. By present stockholders; \$300,000 paid in by original stockholders.	K. Bonds due 1864, \$114,800; bills payable, \$8,619 30.	A. Including engineering, bridg
upon 18 miles now in progress.	t. Beside due Gen. Veazie \$15,000 for timber.	L. Or more, including several years earnings.	B. As exhibited by iron account
b. Exclusively for passengers.	u. Including timber, construction, and Veazie bank; due individuals,	M. Single lumber cars.	* No certificates yet issued.
c. Passenger and freight trains run together.	\$40,212 33; and Veazie bank, \$12,433 93.	N. One firm and three single names.	
d. \$349,000 has been invested into stock bonds, payable in stock.	v. Due on freight.	O. 1849, \$6; 1852, \$6; 1853, \$4; 1854, \$3; 1855, \$3; 1856, \$3; made	
e. Including station buildings, machine shops, equipments, &c.	w. 40 cents through; way in proportion; baggage tickets less discount	1849 to 1856, inclusive, except 1850 and 1851.	
f. And land damage.	of two per cent. on tickets purchased at the office.	P. Including grading, engineering, masonry, &c.	
g. And masonry.	x. Of this amount there is paid \$4,372 34 for truckage.	Q. Bonds, bills payable, city and town loans, &c.	
h. And bridge masonry.	y. And masonry.	R. And superstructure.	
i. Sleepers and gravelling.	z. And miscellaneous.	S. Including salaries, expenses, &c.	
j. Except \$648,500 stock bonds, with semi-annual cash coupons, to be	A. Included in grading and masonry.	T. Including 5 engines,	
paid in from 6 to 9 years.	B. Locomotives included.	U. Exclusive of \$74,597 63 due to income account for earnings. Nature	
k. 14,950 shares in federal currency, and 2,063 in sterling.	C. \$109,952 60 is dividends; balance is due to other roads, &c.	of indebtedness, city and company bonds sold, bills payable, &c.	-
l. \$3,493,000 funded, and \$16,000 floating.	D. This road also owns stocks, bonds, &c., to a large amount, in addition	V. Exclusive of sums due on assessments from stockholders.	-
n. Except in division with connecting roads, being much less in these	to \$61,978 03 cash on hand.	W. For 11 months, to Dec. 1, 1856.	
Cases.	E. About 3 cents per mile for way passengers.	Y. Including purchase of lands, grading, engineering, &c. and \$84,746,	
o. Dividend 3 per cent. on sterling shares paid in London.	F. Express 34 miles, accommodation 23, and freight 12 per hour.	estimate of labor and materials, not yet settled and entered on	
p. The road being kept up by charge against the revenue.	G. For engines and cars.	books.	
q The property being kept up by charge against the revenue.	H. And wharf and land damages.	Z. Bonds, bills payable, and individuals accounts about \$1,000, exclu-] .
r. A previous track in 1836.	I. Including only road-bed.	sive of assessments due.	
		1	

TO CLUBAR THAT THE TARE AVER OFFICE VIE

May 21. Patrick King, switchman, at Gorha jammed between the bunters of two freight cars, shackle. He died on the 23d.

June 23. Charles Moody, brakeman on freig jammed at Yarmouth Junction, between the platfor in motion. He died the following day.

July 24. Jeffrey Clancey, while engaged in o car, on the track at Smith's wharf, Portland, some ploy of the company and not being aware of his s cars against the one on which he was at work, know running over him, injuring him so severely that h the night.

Aug. 16. As the passenger train from Island P the Greeley road in Cumberland, a wagon, in which (two girls and a boy,) of Mr. Samuel York, of C to pass the track. The engine struck the horse, 1 and broke the wagon into fragments. The train v possible, and it was found that the two girls were dead. The boy was seriously injured, but finally

UNIN OF MAILAUAD UUKPUKATIUNS.

																-				See and a second second				COLORIDA DESIDING	
, Corporation.		Pa	ssengers and	l Rate of Fare.	Transport	ation of Passe	ngers, &c.	I	epot	s, Engi	ne H	louses, &c.		Distance 1	al, all fato of sports			Stockholders.		s. Dividends.		Depreciation of Road			
	Amt, due th e Corporation.	No. of through passengers.	No. of way pas- sengers.	Rate of Fare.	Amt. received for transpor- tation of pas- sengers.	A m t. received for transpor- tation of prop- erty.	A m t. received for transpor- tation of mails and other sour- ces.	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 No. of stockholders.	No. of stocknold- ers who reside in this State.	Amt. of each dividend.	When made.	Amt. charged for depreciation of road.	Amt. charged for depreciation of other property	No. of persons iniured, and
individuals, and bills		9,383	6 289	abt. 3½ cts. per mile.	\$ 10.302 06	\$ 12,213 33	\$ 1,289 9		2	1	3	25	64,368	c15,281	2,000	abt. 15	miles p	er hour.	342	324	none.	-	nothing.	nothing.	nor
orders, &c.	32,196 15	1		66 31 66 66	107,083 79				3	1	9	139	55,000	45,000	about 12,000	~ 2 3	"	"	1,128	1,018	none.		nothing.	nothing.	nor
	9,968 92	l í	/ 10,001	n^{6} $3\frac{1}{2}$	151,805 93		20,290 90	31	7	2	40	465	165,952	331,759	102,405	" 17	"	"	1,931	1,801	074,847 & 45,441	Jan, & July.	pnothing.	qnothing.	
	v1,566 74		14,413	~	18,106 78	x17,489 36	103 21	7	2	3	3	48	23,651	same.	958	·· 20	"	 .	14	6	none.	-	nothing.	nothing.	
certained.	D128,059 50		1,649,169		538,729 22	349,936 56	21,690 74	55	7	3	32	564	353,586	170,661	27,104		F.		3,409	83	two of 124,671 each.	June & Dec.	nothing.	G\$12,559	
		3,608	1,139		3,171 68	8,108 59	581 19	4	1	none.	2	1, passenger.	. 8,752	8,752	unknown	·· 20	"	"			-		Duration	6 I	noi
-	4,402 34	No acco	unt kept.	3 ~ ~ ~	2,405 88	28,558 27	1,416 20		1	1	4	192	11,688	7,030		" 15	"	<u>در</u>	57	18	4 per cent.	Dec. 17, 1856.		for by re-	nor
		25,020	-	-	154,695 23	59,614 96	8,979 8	5 13	4	2	13	131	132,672	41,786	10,322	·· 25	"	"	860	768	ж			11 March and 14	noi
\$100 00 ·	about 1,000 00	uncertain	none pay.	nothing.	nothing.	7 to 8,000 00	1 to 200 00) 1	2	- 1	2	M 40 to 50	none.	uncertain.	none.	8 to 10	"	"	N4	1	0.		none.	none.	2 kil
	unsettled. V 2.325 65			abt. 3 cts. per mile.		36,696 27	6,336 0	5 10	3	1	5	125	37,958	34,430	9,974	22	""	"	876	805	1	June &			1
tes payable, and divi- dends, &c.	39,000 00	131,778	128,783	14 to 3 " "	192,434 26	60,288 46	11,457 34	4 14	3	1	11	120	82,500	52,000	39,563	15 to 25	"	"	1,100	70	3 º 45,000 each.			\$10,000	1
dends, &c.										1									273	238		٩		and finite and	
led.			Road ru	 n by Kennebec & Por	tland Company	у.		11	2	none.	2	8							*		nothing.		nothing.	nothing.	no
							nothing.	3	-	-	-	-							99	53	none ma	de.	nothing.	nothing.	no
		t	1	1	• •	1	1	•			1		<u> </u>												

& ST. LAWRENCE RAILROAD.

g, switchman, at Gorham, N. H., was badly ters of two freight cars, while attempting to 23d.

ody, brakeman on freight trains, was badly action, between the platform and the cars, while following day.

cey, while engaged in oiling the wheels of a h's wharf, Portland, some men not in the emnot being aware of his situation, pushed some which he was at work, knocking him down and ag him so severely that he died in the course of

enger train from Island Pond was approaching berland, a wagon, in which were three children, Mr. Samuel York, of Cumberland, attempted engine struck the horse, killing him instantly, o fragments. The train was stopped as soon as d that the two girls were badly mutilated and ously injured, but finally recovered. No carelessness could be imputed to the company's agents.

Dec. 10. As the freight train from Gorham was crossing the bridge at Back Cove, and after having passed the draw some 300 feet, the engine left the rail, throwing four cars from the track, two of which went over into the water. The first was the saloon, containing four persons, viz: C. A. Davis, conductor; N. Everett, road-master; a cattle-driver, by the name of Marshall; and T. D. Gordon, brakeman. The latter person was drowned. Mr. Everett received some severe, but not dangerous bruises. Mr. Davis and Marshall were slightly injured.

Boston & Maine Railroad.

Jan. 2. On the arrival of the Portland train at Boston, at $7\frac{1}{2}$ P. M., a man was found lying on the engine, in front of the boiler, badly injured. He was taken to the hospital, where he died during the night. It was afterwards ascertained that his name was Patrick Powers, and that he resided in Melrose.

Jan. 25. Thomas Hayes, fireman, had his foot so badly crushed, that amputation was deemed necessary, by the engine being thrown from the track, near Madbury station, in consequence of snow. He afterwards died.

April 7. A. O. Kendall, brakeman on freight train, was so seriously

ACCIDENTS.

injured, while shackling cars at Ballard Vale, that he died in a short time. His age was 21 years.

May 12. Mrs. Mary Wollinger, while attempting to leave the train, after it had started from Andover station, was thrown under the wheels, crushing both legs so badly that amputation was performed.

June 11. A brakeman, named C. O. Raymond, employed on the Great Falls freight train, while engaged about the train at Newton, caught his foot in the rail, was thrown down and so badly injured that he died the next Sunday.

Sept. 4. As the morning train from Medford was approaching Park street station, a lady, Mrs. Dexter Loud, of Abington, either was in the act of stepping down from the platform on to the track, or had approached too near the edge of the platform, when her dress was caught upon the step of the engine, and she was dragged under the wheels, injuring her so that she died in a few hours.

Sept. 11. The first passenger train from Lawrence was thrown from the track near Reading, by the breaking off of one of the tender axles, The baggage car contained about twenty laborers, employed by the railroad, many of whom were badly bruised. One man, named Richard Burns, was instantly killed. Morris Leonard died in a few minutes. Three others were carried to the hospital, two of whom, A. S. Keyes and ——— Martyn, afterwards died.

Sept. 11. A man named A. Roundy, while walking on, or crossing the track near the bridge in Somerville, was struck by an engine and instantly killed.

Oct. 17. Jeremiah Knights, brakeman on Great Falls freight train, was injured in such a manner, at or near Dover station, that amputation of both legs was necessary. He is alive and likely to recover.

MACHIASPORT RAILROAD.

One man was killed in shackling cars. One in attempting to get on car while in motion. One badly injured by slipping under car. One killed and one injured were in company's employ.

PENOBSCOT & KENNEBEC RAILROAD.

Nov. 17, 1856. Cornelius Donavan, an employee, was killed on an extra freight train, in Bangor. The axle of a car laden with ship timber broke, and he was instantly killed by the timber falling upon him.

PORTLAND, SACO & PORTSMOUTH RAILROAD.

One person killed in attempting to get upon a freight train when in motion, not an employee. This person was intoxicated.

	and set of the set of	
		Persons injured, &c., &c.
unjured, and cause of injury	The persons in- jured, whether passengers or persons e m - ployed,	Whether any ac- cident has arisen from carelessness or neglect of any person in the employ of the corporation, such person is retained in the service of the corporation.
one.	_	None.
one.		None.
		None, except it might be carelessness on the part of those employed by the company, who were killed, and at the time.
-	-	-
one.		None.
one,		None.
one.		None.
illed.		None known.
	1 employed.	
		None known.
one.		None.
one.		None.
	1	

REMARKS.

BUCKFIELD BRANCH RAILROAD.

The above is all the information I can give, being possessed of the road under a mortgage foreclosure, and no law of the State exists, defining the powers, privileges, immunities, liabilities, or duties of the possessor of a railroad by assignment or trustee-ship. What is the extent of abeyance of the corporate powers and of the functions of Directors, under such a possession and use of a railroad, being unknown and undefined by law, the administration of a legitimate directory ceases. It is respectfully suggested that legislation in such case is greatly demanded, by both public and private interests.

PORTLAND, SACO & PORTSMOUTH RAILROAD.

This company has property investments to the amount of \$171,000.

GREAT FALLS & SOUTH BERWICK RAILROAD.

This road was operated from Jan. 1, 1856, to April 1, 1856, by the Great Falls & Conway Railroad Company. They have made no settlement for the use. Since April 1st the road has not been operated.

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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.