

MAINE STATE LEGISLATURE

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OF THE

STATE OF MAINE,

A. D. 1858.



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1858.

THIRTY-SEVENTH LEGISLATURE.

SENATE.]

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STATE OF MAINE.

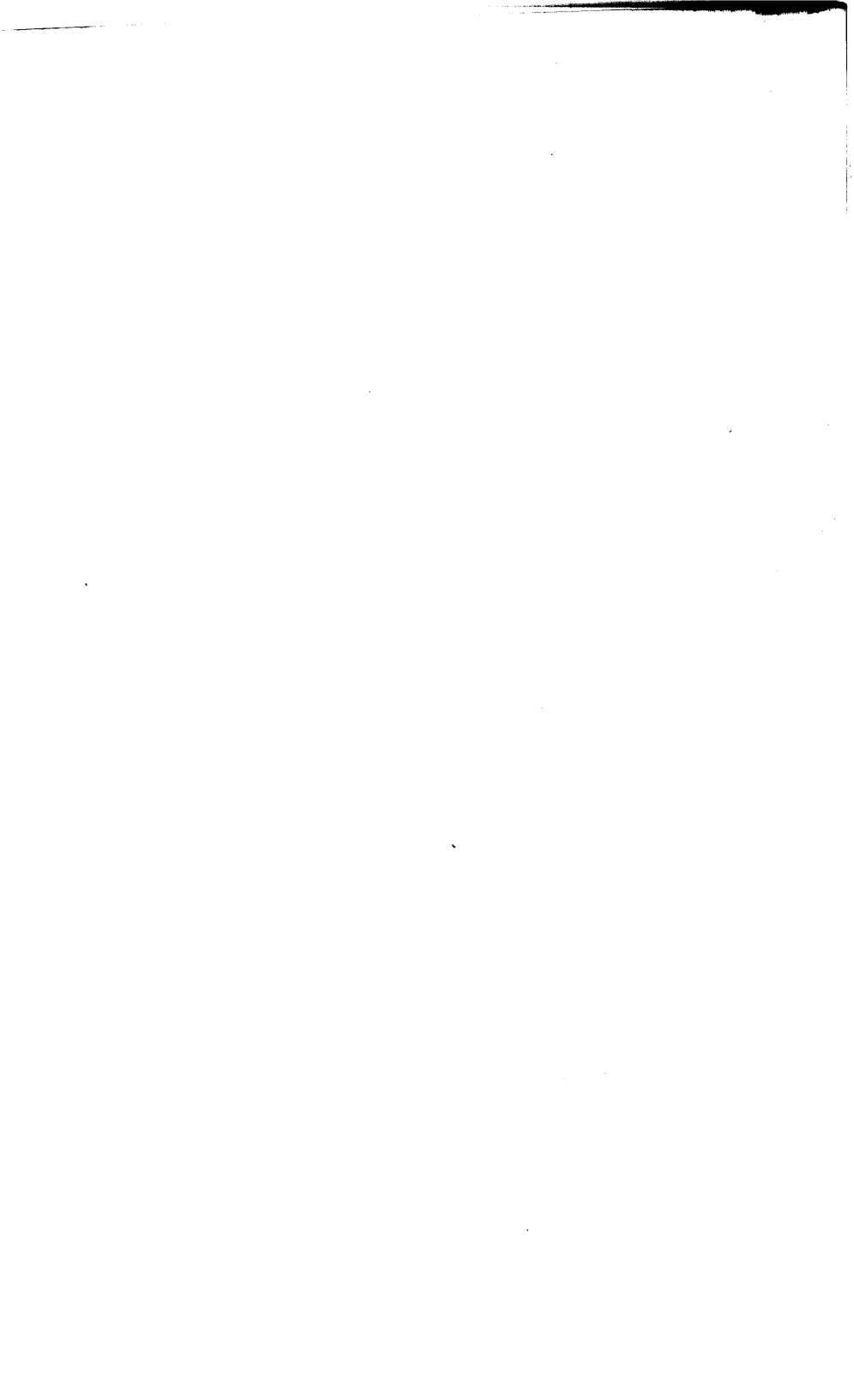
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IN SENATE, March 13, 1858.

ORDERED, That 350 copies of the following abstract, be printed for the use of the Legislature.

ATTEST:

JOSEPH B. HALL, *Secretary.*



# ABSTRACT FROM THE RETURNS OF RAILROADS

| Names of Roads.                  | Length of Road—Length of Single and Double Tracks, &c. |                                     |                                          |                          |                          | Capital Stock. |                            | Whole cost of Road—Amount expended for Land. |                                                                         |                            |                                   |               |
|----------------------------------|--------------------------------------------------------|-------------------------------------|------------------------------------------|--------------------------|--------------------------|----------------|----------------------------|----------------------------------------------|-------------------------------------------------------------------------|----------------------------|-----------------------------------|---------------|
|                                  | 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.                      | Am't expended for the purchase of lands.                                | Am't expended for grading. | Am't expended for engineering.    | Am't expended |
|                                  | Main Road—Branches.                                    | Main Road—Branches.                 | Main Road—Branches.                      |                          |                          |                |                            |                                              |                                                                         |                            |                                   |               |
| Androscoggin, . . . . .          | 26 miles.                                              | 26 miles.                           | None.                                    | 1852 & 1857.             | 50 lbs.                  | \$1,250,000    | \$140,000                  | a \$555,898 70                               | \$9,718 43                                                              | \$160,327 44               | \$7,070 50                        | \$3,          |
| Androscoggin and Kennebec,       | 55 "                                                   | 55 "                                | None except turnouts.                    | 1848 & 1849.             | 65 "                     | 1,400,000      | c 912,176                  | d 2,218,316 93                               | e 55,533 89                                                             | f 700,561 22               | 36,244 86                         | g 89,         |
| Atlantic and St. Lawrence, .     | 149 "                                                  | 149 "                               | None except sidings.                     | 1848 to 1853.            | 63 "                     | 4,000,000      | j 2,494,900                | k 6,594,828 92                               | Part of road built at a stipulated price per mile, co                   |                            |                                   |               |
| Bangor, Oldtown and Milford,     | 12 "                                                   | 12 "                                | None but turnouts.                       | n 1849.                  | o 36 "                   | p 135,000      | q 135,000                  | 623,262 75                                   | 59,530 81                                                               | 189,956 94                 | 15,558 75                         | 55;           |
| Boston and Maine, . . . . .      | 74 <sup>36</sup> / <sub>100</sub> "                    | 46 <sup>47</sup> / <sub>100</sub> " | 27 <sup>79</sup> / <sub>100</sub> miles. | Finished in 1847.        | 48, 56, 58, & 60 lbs     | 4,115,700      | 4,076,974 52               | 3,845,724 47                                 | v 814,552 91                                                            | f 882,067 40               | x 272,388 94                      | 371,          |
| Calais and Baring, . . . . .     | 6 "                                                    | 6 "                                 | None except turnouts.                    | 1850 & 1851.             | 56 lbs.                  | 200,000        | 100,000                    | 224,000                                      | 13,119 91                                                               | B 55,814 81                | 1,468 72                          | 8,            |
| Kennebec and Portland, . . . .   | 72 <sup>1</sup> / <sub>2</sub> "                       | 72 <sup>1</sup> / <sub>2</sub> "    | None except turnouts.                    | 1848 to 1852.            | 56 "                     | -              | -                          | 2,871,264 45                                 | -                                                                       | -                          | -                                 | -             |
| Machiasport, . . . . .           | about 7 <sup>1</sup> / <sub>2</sub> "                  | 7 <sup>1</sup> / <sub>2</sub> "     | None.                                    | 1841 & 1842.             | Varying.                 | 100,000        | 75,000                     | Over 100,000                                 | The accounts do not show separate charges but in tion of lumber from WI |                            |                                   |               |
| Penobscot and Kennebec, . . . .  | 54 <sup>2</sup> / <sub>10</sub> "                      | 54 <sup>2</sup> / <sub>10</sub> "   | None except sidings.                     | 1853, 1854, 1855 & 1857. | 60 lbs.                  | 1,000,000      | 550,064 45                 | 1,839,181 91                                 | 96,893 66                                                               | D 608,683 64               | E 59,121 51                       | 78,8          |
| Portland, Saco and Portsmouth,   | 51 <sup>1</sup> / <sub>2</sub> "                       | 51 <sup>1</sup> / <sub>2</sub> "    | None except sidings.                     | 1842 to 1843.            | 56 to 60 lbs.            | 1,500,000      | -                          | 1,359,373 27                                 | 86,294 16                                                               | 437,707 32                 | 48,730 86                         | 93,8          |
| Penobscot, . . . . .             | -                                                      | -                                   | -                                        | -                        | -                        | -              | -                          | -                                            | -                                                                       | -                          | -                                 | -             |
| Portland and Oxford Central,     | 18 "                                                   | 18 "                                | None except turnouts.                    | 1849 & 1856.             | 48 and 56 lbs.           | 600,000        | 180,497 35                 | 417,026 63                                   | including about                                                         |                            | \$84,000 estimate of expenditures |               |
| Somerset and Kennebec, . . . . . | 39 "                                                   | 39 "                                | None except side tracks.                 | 1854, 1855, 1856.        | 57 lbs.                  | 1,260,000      | 144,000                    | 360,000                                      | Not ascertained                                                         |                            | The extent of road purchased havi |               |
| Great Falls and South Berwick,   | 6 "                                                    | 6 "                                 | None.                                    | 1854.                    | 52 "                     | 700,000        | 272,889                    | 734,389                                      | 39,457 63                                                               | 244,146 91                 | 21,417 36                         | 103,6         |
|                                  |                                                        |                                     |                                          |                          |                          | 100,000        | 93,560                     | -                                            | -                                                                       | -                          | -                                 | -             |

## ABSTRACT OF RETURNS, (Continued.)

| Names of Roads.                  | Passengers and Rate of Fare.                                                                          |                                             |                                                                   | Transportation of Passengers.                                                                                                       |                                               |                                                            | Depots, Engine Houses, &c. |                       |               |                 |              | Distance run and Rate of Speed.       |                                     |                                       |                                       |
|----------------------------------|-------------------------------------------------------------------------------------------------------|---------------------------------------------|-------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------|------------------------------------------------------------|----------------------------|-----------------------|---------------|-----------------|--------------|---------------------------------------|-------------------------------------|---------------------------------------|---------------------------------------|
|                                  | No. of through passengers.                                                                            | No. of way passengers.                      | Rate of fare.                                                     | Am't received for transportation of passengers.                                                                                     | Am't received for transportation of property. | Am't received for transportation of mails & 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                          |
| Androscoggin, . . . . .          | 8,653                                                                                                 | 5,322                                       | about 4 cts. per mile.                                            | \$10,976 58                                                                                                                         | \$13,050 76                                   | \$1,337 90                                                 | 6                          | 2                     | 1             | 4               | 25           | 2,730                                 | b 14,887                            | 1,364                                 |                                       |
| Androscoggin and Kennebec,       | 26,660                                                                                                | 95,955                                      | { about 3 cts per mile<br>in summer, and 3 1-2<br>cts. in winter. | 160,841 31                                                                                                                          | 120,560 30                                    | 15,566 41                                                  | 12                         | 2                     | 1             | 9               | 138          | 45,430                                | 34,600                              | Unknown.                              | { 26 ms.<br>for pas<br>and 12<br>17 m |
| Atlantic and St. Lawrence, .     | in all 156,822 <sup>1</sup> / <sub>2</sub>                                                            |                                             | about 3 cts. per mile.                                            | 154,275 84                                                                                                                          | 402,798 97                                    | 19,408 83                                                  | 31                         | 8                     | 2             | 42              | 565          | 162,654                               | 343,227                             | 77,162                                | about 2<br>per                        |
| Bangor, Oldtown and Milford,     | 39,172 <sup>1</sup> / <sub>2</sub>                                                                    | 11,457                                      | t 40 cts. through.                                                | 15,110 13                                                                                                                           | 17,411 44                                     | 203 99                                                     | 7                          | 2                     | 3             | 3               | 46           | b 23,733                              | -                                   | u 3,013                               |                                       |
| Boston and Maine, . . . . .      | 84,100                                                                                                | 1,483,561                                   | about 2 cts. per mile.                                            | 494,154 19                                                                                                                          | 307,530 13                                    | 27,674 46                                                  | 36                         | 7                     | 4             | 32              | 588          | 341,699                               | 154,835                             | 15,552                                |                                       |
| Calais and Baring, . . . . .     | No account kept.                                                                                      |                                             | 3 cts. per mile.                                                  | 1,697 16                                                                                                                            | 25,662 58                                     | 1,024 24                                                   | 2                          | 1                     | 1             | 4               | 174          | In all 16,311 miles.                  |                                     |                                       | 15 miles                              |
| Kennebec and Portland, . . . . . | 24,032                                                                                                | 138,402                                     | 3 cts. per mile.                                                  | 127,959 45                                                                                                                          | 70,587 99                                     | 14,708 08                                                  | 13                         | 3                     | 2             | 13              | 131          | 122,121                               | 43,826                              | 12,165                                | 25 m                                  |
| Machiasport, . . . . .           | There are no passenger cars.                                                                          |                                             | Nothing charged.                                                  | Nothing.                                                                                                                            | { Gross earnings, ab't<br>\$11,000 00         | Nothing.                                                   | 1                          | 2                     | 1             | 2               | 50           | None.                                 | Uncertain.                          | None.                                 | 10 m                                  |
| Penobscot and Kennebec, . . . .  | This road being leased and run by the And. & Ken. R. R. Co. these accounts were kept by that company. |                                             |                                                                   | { Whole am't received for 12 mos. ending Dec. 7,<br>1857, under the lease, 69,557 64 being net am't<br>from all sources of revenue. |                                               |                                                            | 10                         | 2                     | -             | 4               | 125          | 46,000                                | 34,440                              | Don't know.                           | 23 ms. p<br>13 miles                  |
| Portland, Saco and Portsmouth,   | 121,408                                                                                               | 111,722                                     | 1 <sup>1</sup> / <sub>2</sub> to 3 cents per mile                 | 167,683 13                                                                                                                          | 49,293 63                                     | 7,914 59                                                   | 14                         | 3                     | 1             | 11              | 120          | 75,712                                | 39,320                              | 30,951                                | 12 to 2                               |
| Penobscot, . . . . .             | -                                                                                                     | -                                           | -                                                                 | -                                                                                                                                   | -                                             | -                                                          | -                          | -                     | -             | -               | -            | -                                     | -                                   | -                                     | -                                     |
| Portland and Oxford Central,     | 899 <sup>1</sup> / <sub>2</sub> from Sep. 1, 1857,<br>to Jan. 1, 1858.                                | 329 from Sept. 1, 1857,<br>to Jan. 1, 1858. | 4 to 4 <sup>1</sup> / <sub>2</sub> cts. per mile.                 | 549 12                                                                                                                              | 761 24                                        | 350 24                                                     | 4                          | 1                     | 1             | 2               | 7            | 2,440                                 | 2,440                               | 1,250                                 | 18 m                                  |
| Somerset and Kennebec, . . . . . |                                                                                                       |                                             |                                                                   | Road run by K. & P. R. R.                                                                                                           |                                               |                                                            | 8                          | 2                     | none.         | none.           | none.        | 117 miles per day.                    | -                                   | -                                     | -                                     |
| Great Falls and South Berwick,   |                                                                                                       |                                             |                                                                   | Road not in use. Has not been run since 1856.                                                                                       |                                               |                                                            | 2                          | none.                 | none.         | none.           | none.        | -                                     | -                                   | -                                     | -                                     |

### REFERENCES.

|                                                                                                                                               |                                                                                                                                |                                                                      |
|-----------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------|
| a. Furniture included.                                                                                                                        | k. And equipment.                                                                                                              | u. Mill, gravel and wood train.                                      |
| b. Passenger and freight together.                                                                                                            | l. Except in divisions with connecting roads, being much less in these cases.                                                  | v. And fences.                                                       |
| c. About \$385,000 converted into stock bonds payable in stock.                                                                               | m. The road and property being kept up by charge against the revenue.                                                          | w. And agencies, &c.                                                 |
| d. Including station buildings, machine shops, equipment, &c.                                                                                 | n. A previous track in 1836.                                                                                                   | y. Included in grading.                                              |
| e. And land damage.                                                                                                                           | o. Mainly with cast-iron chair to every sleeper, some 50 lbs. to 52.                                                           | z. Amount expended for station buildings and fixtures, \$520,722.78. |
| f. And masonry.                                                                                                                               | p. Paid by present stockholders—\$300,000 by original stockholders.                                                            | A. Express 34, accommodation 23, freight 12 miles per hour.          |
| g. And bridge masonry.                                                                                                                        | q. \$600,000 authorized.                                                                                                       | B. Including road grading.                                           |
| h. Sleepers and graving.                                                                                                                      | r. And engines.                                                                                                                | C. Estimated—the amount being much mixed with the mills.             |
| i. Except \$702,000 stock bonds with semi-annual cash coupons to be paid in from 5 to 8 years—On bonds of company, bills payable, orders, &c. | s. Due on freight at different offices.                                                                                        | D. And superstructure.                                               |
| j. In federal and sterling currency. Dividends 3 per cent. on sterling shares, paid in London.                                                | t. Way in proportion; discount 2c. when purchased at the office for single tickets. Package of 20 tickets sold less—30c. each. | E. Including salaries, expenses, &c.                                 |
|                                                                                                                                               |                                                                                                                                | F. Exclusive of assessments due from stockholders.                   |
|                                                                                                                                               |                                                                                                                                | G. Paid additional to Grand Trunk R. R., \$2,151.09.                 |
|                                                                                                                                               |                                                                                                                                | H. As appears by books, being cost of road less stock paid.          |

# THE RETURNS OF RAILROAD CORPORATIONS.

| Stock.       | Whole cost of Road—Amount expended for Lands, Grading, Engineering, Bridging, Masonry, &c. |                                                                                                                                                                   |                                                                                                              |                                |                             |                            |                         |                                             |                                          |                                                                                                                      | Due from and to the Corporation.  |          |
|--------------|--------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|--------------------------------|-----------------------------|----------------------------|-------------------------|---------------------------------------------|------------------------------------------|----------------------------------------------------------------------------------------------------------------------|-----------------------------------|----------|
|              | Whole cost of the Road.                                                                    | Am't expended for the purchase of lands.                                                                                                                          | Am't expended for grading.                                                                                   | Am't expended for engineering. | Am't expended for bridging. | Am't expended for masonry. | Am't expended for iron. | Am't expended for passenger and other cars. | Am't expended for station buildings, &c. | Amount and nature of indebtedness.                                                                                   | Amount due the corporation.       |          |
| \$140,000    | a \$555,898 70                                                                             | \$9,718 43                                                                                                                                                        | \$160,327 44                                                                                                 | \$7,070 50                     | \$3,800 00                  | \$9,051 42                 | \$125,481 00            | \$26,124 00                                 | -                                        | Bonds of the company and bills payable, about \$415,000.                                                             | about \$50,000 00                 |          |
| 912,176      | 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                                   | -                                        | i 1,096,926 40.                                                                                                      | 28,762 44                         |          |
| 2,494,900    | k 6,594,828 92                                                                             | Part of road built at a stipulated price per mile, consequently cannot be apportioned.                                                                            |                                                                                                              |                                |                             |                            |                         |                                             | 454,859 82                               | -                                                                                                                    | 3,482,000 funded.                 | 9,574 21 |
| 135,000      | 623,262 75                                                                                 | 59,530 81                                                                                                                                                         | 189,956 94                                                                                                   | 15,558 75                      | 55,841 56                   | 35,844 12                  | 67,569 90               | r 45,232 48                                 | -                                        | 43,307 56.—Notes payable, 24,402 97; Samuel Veazie, 4,440 50; cash over at Bank, 14,464 09.                          | s 1,189 71                        |          |
| 1,076,974 52 | 3,845,724 47                                                                               | v 814,552 91                                                                                                                                                      | f 882,067 40                                                                                                 | x 272,388 94                   | 371,468 55                  | y                          | 984,523 89              | z 383,507 00                                | -                                        | 224,975 72.—Mass. State loan, 50,000; other roads, 35,214 99; standing bills, &c., 13,567 63; dividends, 126,193 10. | 385,047 66                        |          |
| 100,000      | 224,000                                                                                    | 13,119 91                                                                                                                                                         | B 55,814 81                                                                                                  | 1,468 72                       | 8,051 05                    | 3,558 22                   | 31,107 73               | 30,044 72                                   | -                                        | 120,505 38.—114,800 bonds due 1864; balance, bills payable, &c.                                                      | -                                 |          |
| -            | 2,871,264 45                                                                               | -                                                                                                                                                                 | -                                                                                                            | -                              | -                           | -                          | -                       | -                                           | -                                        | -                                                                                                                    | -                                 |          |
| 75,000       | Over 100,000                                                                               | The accounts do not show separate charges but in part, for these items. The road was built for transportation of lumber from Whitneyville to Machiasport landing. |                                                                                                              |                                |                             |                            |                         |                                             |                                          |                                                                                                                      |                                   |          |
| 550,064 45   | 1,839,181 91                                                                               | 96,893 66                                                                                                                                                         | D 608,683 64                                                                                                 | E 59,121 51                    | 78,853 50                   | 114,855 66                 | 367,895 70              | 106,668 01                                  | 56,419 34                                | -                                                                                                                    | about 1,000 00                    |          |
| 0            | 1,359,373 27                                                                               | 86,294 16                                                                                                                                                         | 437,707 32                                                                                                   | 48,730 86                      | 93,830 83                   | 61,048 18                  | 364,975 80              | 95,548 62                                   | Buildings, equipm't, &c 171,243 90       | 9,800 notes payable.                                                                                                 | 33,000 00                         |          |
| 180,497 35   | 417,026 63                                                                                 | including about                                                                                                                                                   | \$84,000 estimate of expenditures not yet settled.                                                           |                                |                             |                            |                         |                                             |                                          |                                                                                                                      |                                   |          |
| 144,000      | 360,000                                                                                    | Not ascertained                                                                                                                                                   | The extent of road purchased having been purchased at \$20,000 per mile, these questions cannot be answered. |                                |                             |                            |                         |                                             |                                          |                                                                                                                      |                                   |          |
| 272,889      | 734,389                                                                                    | 39,457 63                                                                                                                                                         | 244,146 91                                                                                                   | 21,417 36                      | 103,662 87                  | Included.                  | 158,778 73              | Run by the K. & P.R.R.                      | -                                        | 148,125 20 so far as entered and settled on treasurer's books. Bills payable, bonds and individual accounts.         | Uncollected assessments only.     |          |
| 93,560       | -                                                                                          | -                                                                                                                                                                 | -                                                                                                            | -                              | -                           | -                          | -                       | -                                           | -                                        | \$2,600 in bonds, exclusive of about \$2,400.                                                                        | -                                 |          |
|              |                                                                                            |                                                                                                                                                                   |                                                                                                              |                                |                             |                            |                         |                                             |                                          | 556,460 in bonds and notes.                                                                                          | -                                 |          |
|              |                                                                                            |                                                                                                                                                                   |                                                                                                              |                                |                             |                            |                         |                                             |                                          | H 72,599 31 funded and floating.                                                                                     | Unpaid subscriptions for 6,450 00 |          |

## ABSTRACT OF RETURNS, (Continued.)

| Depots, Engine Houses, &c. |               |                 |              | Distance run and Rate of Speed.       |                                     |                                       |                                                            | Stockholders.                                 |                                               | Dividends.                                   |                    | Depreciation of Road.                  |                                                  | Persons Injured, &c., &c., &c.               |                                                              |                                                                                                                                                                                     |
|----------------------------|---------------|-----------------|--------------|---------------------------------------|-------------------------------------|---------------------------------------|------------------------------------------------------------|-----------------------------------------------|-----------------------------------------------|----------------------------------------------|--------------------|----------------------------------------|--------------------------------------------------|----------------------------------------------|--------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 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 stockholders who reside in this State. | Amount of each dividend.                     | When made.         | Am't charged for depreciation of road. | Am't 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. |
| 2                          | 1             | 4               | 25           | 2,730                                 | b 14,887                            | 1,364                                 | -                                                          | 375                                           | 355                                           | None ever made.                              | -                  | Nothing.                               | Nothing.                                         | None.                                        | -                                                            | None.                                                                                                                                                                               |
| 2                          | 1             | 9               | 138          | 45,430                                | 34,600                              | Unknown.                              | { 26 ms. per hour for passenger, and 12 freight, 17 miles. | 1,055                                         | 946                                           | None.                                        | None.              | Nothing.                               | Nothing.                                         | None.                                        | -                                                            | None.                                                                                                                                                                               |
| 8                          | 2             | 42              | 565          | 162,654                               | 343,227                             | 77,162                                | about 20 miles per hour.                                   | 1,943                                         | 1,822                                         | j 44,850 in Jan., 1857—39,240 in July, 1857. | -                  | Nothing.                               | Nothing.                                         | 3 killed.                                    | -                                                            | -                                                                                                                                                                                   |
| 2                          | 3             | 3               | 46           | b 23,733                              | -                                   | u 3,013                               | -                                                          | 14                                            | 6                                             | None.                                        | None, July 1, '57. | Nothing.                               | Nothing.                                         | None.                                        | -                                                            | None.                                                                                                                                                                               |
| 7                          | 4             | 32              | 588          | 341,699                               | 154,835                             | 15,552                                | A                                                          | 3,415                                         | 99                                            | 124,671                                      | January 1, 1858.   | Nothing.                               | 1,974                                            | Nine.                                        | 2—employed                                                   | None.                                                                                                                                                                               |
| 1                          | 1             | 4               | 174          | In all 16,311 miles.                  |                                     |                                       | 15 miles per hour.                                         | 61                                            | 18                                            | None this year.                              | -                  | { Provided for by repairs.             | -                                                | None.                                        | None.                                                        | None.                                                                                                                                                                               |
| 3                          | 2             | 13              | 131          | 122,121                               | 43,826                              | 12,165                                | 25 miles.                                                  | -                                             | -                                             | Nothing.                                     | -                  | Nothing.                               | -                                                | 1                                            | Brakeman.                                                    | None.                                                                                                                                                                               |
| 2                          | 1             | 2               | 50           | None.                                 | Uncertain.                          | None.                                 | 10 miles.                                                  | 4                                             | 1                                             | C \$4 per share.                             | Dec. 1, 1857.      | Nothing.                               | Nothing.                                         | None.                                        | -                                                            | -                                                                                                                                                                                   |
| 2                          | -             | 4               | 125          | 46,000                                | 34,440                              | Don't know.                           | 23 mls. passenger, 13 miles freight.                       | 790                                           | 715                                           | -                                            | -                  | -                                      | -                                                | None.                                        | -                                                            | None.                                                                                                                                                                               |
| 3                          | 1             | 11              | 120          | 75,712                                | 39,320                              | 30,951                                | 12 to 25 miles.                                            | 1,191                                         | about 70                                      | 45,000—3 per ct.                             | June and Dec'r.    | 10,000                                 | -                                                | 2 injured.                                   | Employed.                                                    | -                                                                                                                                                                                   |
| -                          | -             | -               | -            | -                                     | -                                   | -                                     | -                                                          | 273                                           | 238                                           | -                                            | -                  | -                                      | -                                                | -                                            | -                                                            | -                                                                                                                                                                                   |
| 1                          | 1             | 2               | 7            | 2,440                                 | 2,440                               | 1,250                                 | 18 miles.                                                  | Stock book incomplete under new organization. |                                               |                                              | -                  | -                                      | None.                                            | -                                            | -                                                            | -                                                                                                                                                                                   |
| 2                          | none.         | none.           | none.        | 117 miles per day.                    | -                                   | -                                     | -                                                          | 470                                           | -                                             | None.                                        | -                  | -                                      | -                                                | None.                                        | -                                                            | -                                                                                                                                                                                   |
| none.                      | none.         | none.           | none.        | -                                     | -                                   | -                                     | -                                                          | 100                                           | 52                                            | None.                                        | -                  | -                                      | -                                                | None.                                        | -                                                            | -                                                                                                                                                                                   |

|                                                                      | ACCIDENTS.                                                                                                                                                                                                                                | REMARKS.                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|----------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| u. Mill, gravel and wood train.                                      | ATLANTIC AND ST. LAWRENCE RAILROAD.                                                                                                                                                                                                       | BANGOR, OLDTOWN AND MILFORD RAILROAD. The return gives the cost, capital, &c., of the present company, which organized under the act of 1847, and also the cost, capital, &c., of the previous company. The expenditures, when taken together, show the actual cost of the road. In the previous returns was shown only the cost of the extension at Oldtown, and the cost to the present company. The foregoing give the cost to and expenditure of each company. |
| v. And fences.                                                       | Three persons killed—two of them by being run over while walking upon the track in the night time, the other by contact with overhead bridge, by his own imprudence, while on top of car. The last person was an employee of the company. |                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| w. And agencies, &c.                                                 | BOSTON AND MAINE RAILROAD.                                                                                                                                                                                                                | THE GREAT FALLS AND SOUTH BERWICK RAILROAD was built under contract mainly, and it is impossible to ascertain and give definite answers to several questions. The whole cost of road, as now appears by books of corporation, by adding their revenue account, is:                                                                                                                                                                                                 |
| y. Included in grading.                                              | Four persons injured walking on track. Two getting on train in motion. Three coming in contact with bridge. Two were employed by the road, the others were neither passengers nor employees.                                              | Engineering and expenses, \$19,863 81<br>Land and land damage and fences, 21,972 47<br>Discount on bonds, 14,616 00<br>Construction account, 106,756 77<br>Station buildings and fixtures, 1,700 59<br>Interest, 1,249 69                                                                                                                                                                                                                                          |
| z. Amount expended for station buildings and fixtures, \$520,722.78. | PORTLAND, SACO AND PORTSMOUTH RAILROAD.                                                                                                                                                                                                   | \$166,159 31                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| A. Express 34, accommodation 23, freight 12 miles per hour.          | Two persons injured in limb. In one instance by jumping from the train while in motion; the other the flagman, himself carelessly standing on the track. Employees.                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| B. Including road grading.                                           |                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| C. Estimated—the amount being much mixed with the mills.             |                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| D. And superstructure.                                               |                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| E. Including salaries, expenses, &c.                                 |                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| F. Exclusive of assessments due from stockholders.                   |                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| G. Paid additional to Grand Trunk R. R., \$2,151.09.                 |                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| H. As appears by books, being cost of road less stock paid.          |                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |