

MAINE STATE LEGISLATURE

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DOCUMENTS

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THE LEGISLATURE

OF THE

STATE OF MAINE.

1860.

SIEVENS & SAYWARD, PRINTERS TO THE STATE.

1860.

THIRTY-NINTH LEGISLATURE.

HOUSE.

No. 32.

ABSTRACT

FROM THE RETURNS OF

RAILROAD CORPORATIONS.

ABSTRACT FROM THE RETURNS

Names of Roads.	Length of Road—Length of Single and Double Track, &c.				Time when laid.	Weight of Rail per yard.	Capital Stock.		Whole Cost of the Road.
	Length of Road in operation.	Length of Single Track.	Length of Double Track.	Capital Stock.			Am't called and paid in.		
	Main Road—Branches.	Main Road—Branches.	Main Road—Branches.						
Androscoggin,	37 miles.	37 miles.	About 3,400 feet.	1852, 1857, 1858 & 1859.	About 55 lbs.	\$1,250,000	\$151,832 80	a \$757,381 90	
Androscoggin and Kennebec,	55 "	55 miles.	None.	1848 and 1849.	65 lbs.	1,400,000	d 912,176 00	e 2,218,316 90	
Atlantic and St. Lawrence, .	149 "	149 miles.	None except sidings.	1848 to 1859.	63 lbs.	4,000,000	2,494,900 00	f 7,559,066 60	
Bangor, Oldtown and Milford,	12 " 2,664 feet.	Same.	None but turnouts.	1849.	36 lbs.—some 50 to 52.	600,000	135,000 00	244,726 10	
Boston and Maine,	83 5-100 miles.	54 22-100 miles.	28 83-100 miles.	Finished in 1847.	48, 56, 58 and 60 lbs.	4,155,700	4,076,974 52	3,846,683 80	
Buckfield Branch,	-	-	-	-	-	-	-	-	
Calais and Baring,	6 miles.	6 miles.	None but turnouts.	1850 and 1851.	56 lbs.	200,000	100,000 00	224,000 00	
Great Falls and South Berwick,	6 "	6 "	None.	1854.	52 lbs.	100,000	94,060 00	169,210 37	
Kennebec and Portland,	72½ "	Same.	None but turnouts.	1848 to 1852.	56 lbs.	-	-	M	
Lewey's Island,	16½ "	16½ "	½ mile.	1856.	56 lbs.	200,000	171,310 00	310,000 00	
Machiasport,	7½ "	7½ "	None.	1842.	Various.	100,000	Same.	Same.	
Penobscot and Kennebec,	54 7-10 miles.	54 7-10 miles.	None except sidings.	1853, 1854 and 1855.	60 lbs.	1,000,000	556,003 65	1,879,986 46	
Portland, Saco and Portsmouth,	51½ miles.	Same.	Sidings only.	1842 and 1843.	56 to 60 lbs.	1,500,000	1,500,000 00	1,359,891 27	
Penobscot,	-	-	-	-	-	600,000	C 180,697 35	328,412 73	
Somerset and Kennebec,	37 miles.	Same.	None.	1856.	58 lbs.	700,000	273,600 00	835,946 59	

Abstract from the Returns of Railr

Names of Roads.	Passengers and Rate of Fare.			Transportation of Passengers, &c.			Depots, Engine Houses, &c.					No. of miles run by Passenger Trains.
	No. of through Passengers.	No. of way Passengers.	Rate of Fare.	Amount received for transportation of Passengers.	Amount received for transportation of property.	Amount received for transportation of mails and other sources.	No. of Depots.	No. of Engine Houses.	No. of Shops.	No. of Engines.	No. of Cars.	
Androscoggin,	11,662	3,619	From 2½ cts. to 5 cts. per mile.	\$15,073 02	\$22,566 05	\$2,586 53	11	2	1	4	26	23,680
Androscoggin and Kennebec,	24,951	83,535	about 3½ cts. per mile.	80,692 72	78,505 36	6,450 70	12	2	1	9	148	42,869
Atlantic and St. Lawrence, .	K 149,402½	-	L abt. 3 cts. per mile.	147,940 14½	442,307 53	16,867 48	31	8	2	42	565	169,179
Bangor, Oldtown and Milford,	43,115	10,877	"	15,088 76	19,710 16	203 82	7	2	3	4	49	24,596
Boston and Maine,	75,964	1,594,608	1 9-10 cents per mile.	501,331 81	330,067 97	34,111 84	36	7	4	30	603	356,502
Buckfield Branch,	-	-	-	-	-	-	-	-	-	-	-	-
Calais and Baring,	No account kept.	-	3 cents per mile.	2,046 87	26,162 23	982 50	2	2	1	3	162	G
Great Falls and South Berwick,	-	-	-	-	-	-	2	none.	none.	none.	none.	-
Kennebec and Portland,	22,248	88,989	3 cents per mile.	85,464 26	55,012 74	24,186 47	13	3	2	13	131	101,180
Lewey's Island,	2,673	3,148	w	-	-	nothing.	1	none.	none.	1	30	7,749
Machiasport,	z uncertain	z uncertain.	nothing.	nothing.	10,851 00	nothing.	1	1	1	2	50	uncertain.
Penobscot and Kennebec,	O	O	O	P	P	P	10	2	-	4	103	-
Portland, Saco and Portsmouth,	112,382	108,813	1½ to 3 cents per mile.	157,673 99	58,701 05	10,565 02	14	3	1	10	110	106,050
Penobscot,	-	-	-	-	-	-	-	-	-	-	-	-
Somerset and Kennebec,	Road run by Kennebec and Portland Railroad.			-	-	3,343 00	7	2	none.	2	8	-

REFERENCES.

<p>a. Including furniture, etc.</p> <p>b. Including sleepers or cross ties.</p> <p>c. Including locomotives.</p> <p>d. About \$390,000 converted into stock bond, payable in stock.</p> <p>e. Including station buildings, machine shops, equipments, &c.</p> <p>f. And land damage.</p> <p>g. And masonry.</p> <p>h. And bridge masonry.</p> <p>i. Included in grading and masonry.</p> <p>j. Sleepers and graveling.</p> <p>k. Except \$710,000. Stock bonds with semi-annual cash coupons, to be paid in stock in from 3 to 6 years.</p> <p>l. Average rate of speed, for passenger trains, 23 1-6 miles per hour, including stops; freight trains, 12 miles per hour.</p> <p>m. Notes payable, \$33,500; unsettled account, \$7,060.20.</p> <p>n. Forty cents through, way in proportion—discount 24 when tickets purchased in the office, for single tickets, (package of tickets less.)</p> <p>o. And fences.</p> <p>p. And masonry.</p> <p>q. And agencies.</p> <p>r. Included in grading and masonry.</p> <p>s. Including locomotives.</p> <p>t. Express, 34; accomodation, 23; freight, 12 miles per hour.</p> <p>u. \$113,800, bonds due in 1864; 4,340.96, bills payable.</p> <p>v. First mortgage bonds, \$150,000; second, \$60,000.</p>	<p>w. 25 to 62½ cents.</p> <p>x. In the hands of second bond holders.</p> <p>y. For services not called for.</p> <p>z. No passenger cars—persons ride on the lumber, or cars, free.</p> <p>A. No serious accident to any one.</p> <p>B. The amount charged for depreciation of road and other property, \$10,000.</p> <p>C. Including stock issued to contractors.</p> <p>D. Includes bonds, bills payable, and individual accounts, and does not include unsettled accounts with contractors.</p> <p>E. And land damages.</p> <p>F. Including road bed only.</p> <p>G. The number of miles run by passenger, freight, and all other trains, 13,912.</p> <p>H. Passenger trains, 25 miles; freight trains, 12 miles per hour.</p> <p>I. And equipment.</p> <p>J. Two-thirds of the road were built at a stipulated price per mile, consequently cannot be apportioned.</p> <p>K. Including way passengers.</p> <p>L. Except in division with connecting roads, being much less in these cases.</p> <p>M. \$2,871,264 45.</p> <p>N. City of Bangor, and company bonds, bills payable, &c.</p> <p>O. This road being leased and run by the Androscoggin and Kennebec R. R. Co., these accounts are kept by that company.</p> <p>P. \$68,704.57, whole amount received for year ending Dec. 1, 1859.</p>	<p style="text-align: center;">Androscoggin R.</p> <p>John Kauffer, master mechanic, employed by inhaling steam from the pet cock, while he died soon after the injury occurred.</p> <p style="text-align: center;">Boston and Maine</p> <p>Feb. 12, 1859—James Fitzgerald stepped while in motion, at Boston, and was killed time.</p> <p>March 11—Mrs. Plummer, an insane woman and instantly killed.</p> <p>March 16—George Somers, Jr., while in locomotive in motion, at Edgeworth, was killed.</p> <p>July 4—John Donovan, while intoxicated in motion, at Reading, was run over and killed.</p> <p>July 5—Simeon Garland, an employee, feet by being struck by a passing locomotive.</p> <p>August 8—Jonathan Davis, while lying between East Kingston and Newton station.</p> <p>October 18—A man named Osgood was intoxicated on the tract, at East Kingston.</p>
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IS OF RAILROAD CORPORATIONS.

Whole cost of Road—Amount expended for Lands, Grading, Engineering, Bridging, Masonry, &c.									Due from the Corporation.	
Whole Cost of the Road.	Amount expended for the purchase of lands.	Amount expended for Grading.	Amount expended for Engineering.	Amount expended for Bridging.	Amount expended for Masonry.	Amount expended for Iron.	Amount expended for passenger and other Cars.	Amount expended for Station buildings, &c.	Amount and nature of indebtedness.	Amount due the Corporation.
a \$757,381 95	\$11,062 45	b \$234,678 91	\$7,101 50	\$7,900 00	\$12,500 00	\$168,018 07	c \$47,361 31	-	Bonds of the Company and bills payable, \$605,549 15.	\$21,893 19
e 2,218,316 93	f 55,533 89	g 700,561 22	36,244 86	h 89,368 09	i	j 459,749 59	82,964 84	-	On bills payable, Bonds of Co., orders, &c., & \$1,125,147 71.	21,360 82
l 7,559,066 61	J	J	J	J	J	J	469,591 70	-	\$3,480,000 funded.	-
244,726 15	16,198 26	12,472 90	1,328 11	39,310 14	16,845 17	45,672 91	14,432 90	-	m 40,560 20.	2,038 10
3,846,683 85	o 815,512 29	p 882,067 40	q 272,388 94	371,468 55	r	984,523 89	s 373,057 00	\$520,722 78	229,559 30.	510,280 50
-	-	-	-	-	-	-	-	-	-	-
224,000 00	E 13,119 91	F 55,814 81	1,468 72	8,051 05	3,558 22	31,107 73	30,044 72	-	u 118,140 96.	1,240 33
169,210 37	21,972 47	-	22,270 69	-	-	-	-	1,700 59	95,708 45.	6,440 00
M	M	M	M	M	M	M	M	-	-	-
310,000 00	1,301 3/4	-	-	-	-	89,161 04	16,081 00	-	v 210,000.	-
Same.	-	-	-	-	-	-	-	-	y About 800.	about 1,000 00
1,879,986 46	97,961 66	665,329 59	312,125 99	78,863 50	114,855 66	367,895 70	104,019 21	60,857 95	N 1,328,933 25.	4,950 44
1,359,891 27	86,812 16	437,701 32	48,730 46	93,830 83	61,048 18	364,975 80	95,548 62	171,243 90	None.	15,000 00
328,412 73	-	-	-	-	-	-	-	-	D 146,955 87.	-
835,946 59	39,476 55	348,819 63	19,409 19	97,103 22	6,447 00	158,791 00	7,000 00	-	Bonds of the Company and floating debt, \$557,600.	-

Railroad Corporations, (Continued.)

Distances run, and rate of Speed.				Stockholders.		Dividends.		Depreciation of Road.		Persons injured, &c., &c.		
No. of miles run by Passenger Trains.	No. of miles run by Freight Trains.	No. of miles run by all other Trains.	Average rate of speed.	Whole number of Stockholders.	Number of Stockholders who reside in this State.	Amount of each Dividend.	When made.	Amount charged for depreciation of Road.	Amount charged for depreciation of other property.	No. of persons injured and cause of injury.	The persons injured, whether passengers or persons employed	Whether any accident has arisen from carelessness or neglect of any person in the employ of the corporation, and whether such person is retained in the service of the corporation.
23,680	21,150	540	20 miles per hour.	360	344	None.	-	Nothing.	Nothing.	1 killed.	-	None.
42,869	36,951	11,120	23 1-6 m. pr. h.	1,062	942	None.	-	Nothing.	Nothing.	None.	-	None.
169,179	312,088	214,616	17 miles per hour.	1,709	-	one of \$31,632, & one of \$28,728.	Jan. & July, 1859.	-	-	-	-	-
24,596	same.	760	18 " "	15	6	None.	-	Nothing.	Nothing.	None.	-	None.
356,502	175,481	9,776	t	3,336	116	two of \$166,228 each.	payb. July & Jan.	Nothing.	\$10,242 25	9	-	None.
-	-	-	-	-	-	-	-	-	-	-	-	-
G	G	G	15 miles per hour.	60	23	4 per cent.	payb. Jan. 16, '60.	Provided for	by repairs.	1	-	None.
-	-	-	-	100	52	None.	-	Nothing.	Nothing.	None.	-	None.
101,180	49,572	12,335	20 miles per hour.	1,182	150	Nothing.	-	Nothing.	-	None.	-	None.
7,749	same.	none.	12 " "	s	-	None.	-	Nothing.	Nothing.	None.	-	None.
uncertain.	uncertain.	uncertain.	10 " "	4	1	one of \$3,000.	Jan. 1, 1860.	Nothing.	Nothing.	A	-	None.
-	-	-	-	727	648	-	-	-	-	R 1	-	-
106,050	42,030	10,000	H	1,260	abt. 100	two of \$45,000 each.	June and Dec.	B	B	None.	-	-
-	-	-	-	273	237	-	-	-	-	-	-	-
-	-	-	-	456	unknown	None.	-	Nothing.	Nothing.	None.	-	None.

ACCIDENTS.

Proscoggin Railroad.
A mechanic, employed by the company, was killed by a pet cock, while the train was standing still; no injury occurred.

Maine Railroad.
Fitzgerald stepped in front of a locomotive, and was killed; he was intoxicated at the time.
An insane woman, was run over at Melrose.

Calais and Baring Railroad.
One man had an arm broken by being hit with a car. He was walking on the track, and being deaf, did not hear the whistle.
Atlantic and St. Lawrence Railroad.
September 2, 1859—A boy by the name of John Rafter, aged 8 years, in attempting to jump off or on the cars while in motion, at Portland station, fell on to the track, and the train passed over both his legs. He died from his injuries some six or seven hours afterwards.

November 14—A man was found dead on Charles River Bridge, supposed to have been struck by a passing train in the night—name unknown.

November 23—Mrs. John Stone, while attempting to get on a train in motion at Dover, was thrown down and fatally injured.

NOTE.—This road hires and operates the Danvers railroad, and the earnings of that road and the miles run on that road, are included in the foregoing.

REMARKS.

Great Falls and South Berwick Railroad.
This road is run by the Great Falls and Conway Railroad Co., under a lease from the trustees of the bond holders, who have taken possession of the road for the purpose of foreclosing the mortgage.

Penobscot and Kennebec Railroad.
NOTE R.—A woman gathering chips upon the track, and concealed by a pile of wood on a curve, was run over by the freight train and killed.

STATE OF MAINE.

HOUSE OF REPRESENTATIVES, }
March 12, 1860. }

Laid on the table, on motion of Mr. WOODBURY of Sweden,
and 350 copies ordered to be printed for the use of the Legislature.

CHARLES A. MILLER, *Clerk.*