

# MAINE STATE LEGISLATURE

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# Public Documents of Maine:

BEING THE

## ANNUAL REPORTS

OF VARIOUS

### PUBLIC OFFICERS AND INSTITUTIONS

FOR THE YEARS

1870-71.



AUGUSTA:

SPRAGUE, OWEN & NASH, PRINTERS TO THE STATE.

1871.

# Abstract from the Returns of the several Railroad Co

SECRETARY OF STATE, in conformity to the provisions of chap

NAME OF RAILROAD.	LENGTH OF ROAD—LENGTH OF SINGLE AND DOUBLE TRACKS.					CAPITAL STOCK.		WHOLE COST OF ROAD—		
	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 Road.	Amount expended for the purchase of lands.	ex
	Main Road—Branches.	Main Road—Branches.	Main Road—Branches.							
Androscoggin.....	a 70½ miles.	70½ miles.	None.	1861, '68, '69, '70.	About 55 pounds.	\$1,000,000	\$102,700 00	b \$590,905 01	\$59,850 88	\$
Atlantic and St. Lawrence.....	149 miles.	149 miles.	None.	1848 to 1853.	63 to 70 pounds.	4,000,000	3,994,900 00	7,654,089 48	f	
Bangor and Piscataquis.....	40 miles.	40 miles.	None.	1869.	56 pounds.	1,000,000	347,318 00	1,002,575 05	15,498 87	D
Belfast and Moosehead Lake....	33 miles.	33 miles.	None.	1870.	56 pounds.	1,000,000	Abt. 715,000 00	Abt. 950,000 00	18,000 00	D
Boston and Maine.....	83 5-100 miles.	54 22-100 miles.	28 83-100 miles.	Finished in 1848.	48, 56, 58 and 60 lbs.	5,000,000	4,471,274 52	5,181,475 30	1,060,340 49	
Dexter and Newport.....	No return.									
European and North American...	58 miles.	58 miles.	None.	1867, '68 and '69.	56 pounds.	4,000,000	520,700 00	2,628,302 71	223,511 07	
Knox and Lincoln.....	Road not yet	in operation.	There has been	expended	about \$1,500,000.					
Machiasport.....	7½ miles.	7½ miles.	None.	1842 and 1843.	[wooden track. Flat bar ½ inch thick on	100,000	100,000 00	100,000 00	Included in	v
Maine Central.....	110 miles.	110 miles.	None.	1848 to 1870.	56 to 63 pounds.	3,433,200	3,400,500 00	4,121,694 10	153,575 17	l
Portland (Horse).....	6½ miles.	6½ miles.	[in road. ¾th of a mile included	1863 and 1864.	33, 38 and 40 pounds.	157,300	157,300 00	Abt. 175,000 00	Abt. 20,000 00	
Portland and Kennebec.....	72 miles.	72 miles.	7 miles spur track.	1848, '49, '50 and '51.	56 and 60 pounds.	1,000,000	616,700 00	2,000,000 00		
Portland and Oxford Central....	No return.									
Portland and Ogdensburg.....	33½ miles.	33½ miles.		1870.	56 pounds.	1,132,700	926,039 62	1,190,617 90	35,436 35	
Portland and Rochester.....	37 miles.	37 miles.	10 miles.	1850, '68 and '70.	56 pounds.		573,708 98	1,294,596 53		
Portland, Saco and Portsmouth...	51½ miles.		None.	1842 and 1843.	60 pounds.	2,000,000	1,500,000 00		157,104 86	
Portsmouth, Great Falls & Conway	26 miles.	26 miles.	None.	1854.	52 pounds.	170,000	170,000 00	385,885 00	Included in	
St. Croix and Penobscot.....	21 miles.	21 miles.	None.	1850, '51, '55 and '56.	56 pounds.	2,000,000	100,000 00	569,000 00	k 13,119 91	
Somerset and Kennebec.....	37 miles.	37 miles.			56 pounds.		230,000 00	800,000 00	103,000 00	

C O N T I N U E

NAME OF RAILROAD.	PASSENGERS AND RATES OF FARE.			TRANSPORTATION OF PASSENGERS.			DEPOTS, ENGINE HOUSES, &c.					DISTANCE RUN	
	Number of through Passengers.	Number 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.	Number of Depots.	Number of Engine houses.	Number of Shops.	Number of Engines.	Number of Cars.	Number of miles run by Passenger Trains.	Number of miles run by Freight Trains.
Androscoggin.....	40,984	40,727	Abt. 4¼ cts. per mile.	\$80,396 43	\$128,498 01	\$11,307 30	16	3	1	9	165	65,153	50,8
	25,422	128,618	Abt. 3 cts. per mile.	950,828 15	541,227 00	41,050 48	22	6	7		560	172,111	52,8

# Railroad Corporations in Maine, for 1870, made to the

provisions of chapter 51, section 30 of the Revised Statutes.

FRANKLIN M. DREW, *Secretary of State.*

Mileage in.	WHOLE COST OF ROAD—AMOUNT EXPENDED FOR LANDS, GRADING, ENGINEERING, BRIDGING, MASONRY, &c.									DUE FROM AND TO THE CORPORATION.	
	Whole cost of 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.
00	\$590,905 01	\$59,850 88	\$245,505 04	\$4,413 84	\$16,500 00	\$16,500 00	\$106,231 69	\$141,903 56	pur. of lands. Included in	c \$425,000 for Bath loan.	.....
00	7,654,089 48	f	f	f	f	f	f	472,336 43	.....	\$3,001,740. Funded.	Nothing.
3 00	1,002,575 05	15,498 87	[contract. Done by gen. Abt.	22,112 90	Included in	general	contract. Abt.	88,222 69	.....	{ About \$651,000. \$580,000 city of Bangor for bonds; about \$60,000 to contractors.	About \$12,000 00
00	950,000 00	18,000 00	Done by gen. Abt.	33,000 00	Included in	general con- [grading	225,000 00	30,000 00	.....	About \$125,000 to individuals.	About 100,000 00
4 52	5,181,475 30	1,060,340 49	901,233 24	274,677 75	371,468 55	Included in	1,021,173 89	\$740,719 27	\$811,862 11	{ \$697,051.26. Notes payable, unpaid dividends, and bal- ances due other roads.	851,842 73
00	2,628,302 71	223,511 07	Unknown.	61,053 18	Unknown.	Unknown.	Unknown.	182,279 07	.....	{ \$2,583,878. Bangor city loan, bonds, bills payable and due contractors.	.....
00	100,000 00	Included in	whole cost	of road.	.....	.....	.....	.....	.....	About \$1,500 for labor, &c , uncalled for.	About 500 00
00	4,121,694 10	153,575 17	1,470,809 47	334,943 89	168,231 59	[grading. Included in	863,645 29	186,984 05	[cost of road. Included in	\$2,683,075.61. Bonds of company and bills payable.	45,399 35
00	175,000 00	20,000 00	.....	.....	.....	.....	.....	Abt. 23,000 00	.....	\$800. Ordinary business accounts.	About 1,000 00
00	2,000,000 00	.....	.....	.....	11,024 86	.....	42,696 82	65,122 44	.....	\$2,310,166.78. City and town loan, bonds and notes payable.	10,494 03
0 62	1,190,617 90	35,436 35	573,350 01	56,992 07	34,450 52	[grading. Included in	362,812 82	95,720 77	.....	\$292,554.17 for purchase of materials and loans.	206,660 38
3 98	1,294,596 53	.....	.....	.....	.....	.....	.....	.....	.....	\$1,050,000. Loan of city of Portland and bonds.	Sufficient to complete
00	.....	157,104 86	437,701 32	48,730 46	108,830 83	61,048 18	364,975 80	95,548 62	374,997 27	None.	150,000 00
00	385,885 00	Included in	whole cost	of road.	.....	.....	.....	.....	.....	About \$215,885.51. Bonds \$200,000, coupons and interest.	Nothing.
00	569,000 00	\$13,119 91	\$55,814 81	\$1,468 72	8,051 08	\$3,558 22	\$31,107 73	\$30,044 72	k	\$246,700. Funded, \$242,700; floating, \$4,000.	3,769 42
00	800,000 00	103,000 00	Includes	the cost of	these items.	.....	.....	None.	.....	\$560,000. Bonds.	Nothing.

CONTINUED.

&c.	DISTANCE RUN AND RATE OF SPEED.				STOCKHOLDERS.		DIVIDENDS.		DEPRECIATION OF ROAD.		PERSONS INJURED, &c., &c.			
	Number of Cars.	Number of miles run by Passenger Trains.	Number of miles run by Freight Trains.	Number 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.	Number 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.
	165	65,153	50,855	23,951	[trains, 10 others. 20 m. per hour pas.	75	4	d None ever made.	.....	e	.....	.....	.....	.....

NAME OF RAILROAD.	Number of through Passengers.	Number 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.	Number of Depots.	Number of Engine houses.	Number of Shops.	Number of Engine	Number of Cars.	Number of miles run by Passenger Train
Androscoggin.....	40,984	40,727	Abt. 4¼ cts. per mile.	\$80,396 43	\$128,498 01	\$11,307 30	16	3	1	9	165	65,153
Atlantic and St. Lawrence.....	35,438	168,618	Abt. 3 cts. per mile.	250,828 15	741,387 98	41,658 42	33	6	7	.....	560	172,111
Bangor and Piscataquis.....	6,353	16,308	4 to 5 cts. per mile.	21,799 18	37,867 41	23,887 71	7	2	1	4	49	16,080
Belfast and Moosehead Lake.....	Trains have	run only one	month.	.....	.....	.....	5	1	None.	1	31	.....
Boston and Maine.....	123,492	3,523,726	Average 2 29-100 cts. per mile.	1,101,607 47	711,019 90	71,016 66	36	7	4	46	1,287	654,631
Dexter and Newport.....	No return.											
European and North American...	8,562	183,450	4 cts. per mile.	99,259 34	109,569 48	8,564 96	21	2	1	6	160	59,908
Knox and Lincoln.....												
Machiasport.....	i	i	i	i	i	i	2	1	1	2	50	Unknown.
Maine Central.....	84,597	92,564	Abt. 4 cts. per mile.	288,901 95	272,096 55	29,040 72	22	6	1	18	336	89,284
Portland (Horse).....	827,980	.....	{ 4½, 5, 6, 6½, 8 and 10 cts. according to distance. }	46,834 05	About 600 00	5,242 39½	3	1	3	74 horses.	26	179,761
Portland and Kennebec.....	52,481	309,789	3½ cts. per mile.	281,209 23	328,855 44	34,999 38	25	5	7	20	358	180,996
Portland and Oxford Central.....	No return.											
Portland and Ogdensburg.....	11,836	Including Way Pass'rs	.....	6,602 35	5,405 33	361 34	7	1	1	4	67	5,763
Portland and Rochester.....	.....	86,000	3 cts. per mile.	33,400 00	38,200 00	2,857 00	12	3	2	4	84	45,000
Portland, Saco and Portsmouth..	212,406	152,320	1 to 3½ cts. per mile.	308,263 23	266,583 15	13,053 69	14	3	2	18	165	143,765
Portsmouth, Gt. Falls & Conway.	9,780	78,354	Abt. 3 cts. per mile.	38,444 67	47,159 96	1,456 00	10	2	1	3	65	39,000
St. Croix and Penobscot.....	43,375	Including Way Pass'rs	Abt. 3¼ cts. per mile.	9,738 72	70,277 21	3,413 66	4	1	1	6	217	45,657
Somerset and Kennebec.....	l	l	l	l	l	l	7	1	None.	None	None.	.....

## A C C I D E N T S .

**ATLANTIC AND ST. LAWRENCE RAILROAD.** January 3, 1870.—J. H. Nichols, engine driver, injured on the road one mile east of Mechanic Falls.

January 13, 1870.—F. Leavitt, brakeman, injured at Yarmouth.

March 10, 1870.—John Brooks, brakeman, killed at Danville Junction while coupling cars.

May 24, 1870.—Allen, brakeman, injured at Yarmouth while coupling cars.

June 10, 1870.—James Brennan, laborer, injured by being jammed between two cars in Portland.

June 16, 1870.—John Sinclair, engine driver, injured near Bryant's Pond, while jumping off engine, and W. Tobey, fireman, was scalded at same time.

July 22, 1870.—M. Morrison, laborer, killed two miles east of Mechanic Falls, by jumping off train while in motion.

October 31, 1870.—A. W. Harris, switchman, arm broken by coupling cars at Mechanic Falls.

November 5, 1870.—H. Hamilton, fireman, foot slightly injured, half a mile west Empire road.

November 5, 1870.—Oliver Jordan, laborer, killed half a mile west of Danville Junction, by engine running off track.

November 11, 1870.—James Hurley, switchman, foot crushed in Portland.

December 14, 1870.—Brooks Coffin, brakeman, killed half a mile west of Danville Junction; fell off train while in motion.

**BOSTON AND MAINE RAILROAD.** Twenty-nine persons have been injured on this road during the past year, by being run over or fall from trains in motion.

**EUROPEAN AND NORTH AMERICAN RAILWAY.** One child killed; was the evening, and not being seen by any person in the train, was run over. No other

**PORTLAND AND KENNEBEC RAILROAD.** A boy in Westbrook was injured. One man was killed at road-crossing, Westbrook, by driving on to track. Coroner's blame. An intoxicated person attempted to jump upon a moving train, and had his arm and five persons injured by car running off track near Bath, caused by breaking of wheels of cars running off track near Augusta, caused by cattle on track. Two employees killed, caused by carelessness on their own part. One employee slightly injured by train of switchman. Three freight train brakemen slightly injured by coming in contact with engine, caused by carelessness on their part.

**PORTLAND AND ROCHESTER RAILROAD.** One boy killed while attempting to cross the track, persons injured.

**PORTLAND, SACO AND PORTSMOUTH RAILROAD.** On the 12th day of March, Partridge, attempted to cross the track in a sleigh near Saco depot, as a passenger on the locomotive, and Oliver Tracey was instantly killed; Sawyer lived but a few hours. Hutchings, an aged and infirm person, while walking upon the track near Kennebec, was run over by a gravel train and instantly killed. In each of the above cases a coroner's jury exonerated the employees from blame.

Number of miles run by Freight Trains.	Number of miles run by all other Trains.	Average rate of Speed.	Whole number of Stockholders.	Number of Stockholders who reside in State.	Amount of each Dividend.	When made.	Amount charged for depreciation of Road.	Amount charged for depreciation of other Property.	Number of persons injured and cause of injury.	The persons injured, whether passengers or persons employed.	fm. carelessness or neglect of any person in the employ of the corporation, and whether such person is retained in the service of the corporation.
50,855	23,951	[trains, 10 others. 20 m. per hour pas. [pas., 11 freight.	75	4	<i>d</i> None ever made.	.....	<i>e</i>	.....	.....	.....	.....
539,175	78,256	19 miles per hour [hour.	321	165	2 per cent.	Jan. and July.	<i>g</i> Nothing.	<i>g</i> Nothing.	.....	.....	.....
25,290	5,560	15 & 20 miles per	178	.....	None made.	.....	Nothing.	Nothing.	None.	.....	.....
			300	[or 12. All but 10	None.	.....	.....	.....	None.	.....	.....
327,518	42,258	{ Express tr'ns } 28 miles per hour; acct'n, { 20; freight 12. }	3360	174	\$227,500	Jan. 1 & July 1.	Nothing.	Nothing.	29	{ 4 passengers, } { 3 employees, } { 22 neither. }	None.
36,192	Unknown.	20 miles per hour.	30	25	None.	.....	Nothing.	Nothing.	1	Neither.	No.
Unknown.	.....	10 miles per hour [pas; 13 freight.	7	3	None made.	.....	<i>j</i> Nothing.	<i>j</i> Nothing.	None.	None.	None.
93,730	46,558	22 miles per hour	1396	1261	None.	.....	Nothing.	Nothing.	None.	None.	No accident.
.....	.....	5 miles per hour.	147	139	5, 2 and 3 per ct.	1865, '69 and '70.	Nothing.	Nothing.	2 run over by cars	Passengers.	No.
201,080	34,879	20 miles per hour.	102	88	\$18,363 & 18,501	July '70, Jan. '71.	Nothing.	Nothing.	15	.....	.....
3,985	.....	16 miles per hour.	229	227	.....	.....	.....	.....	.....	.....	.....
71,000	5,000	20 miles per hour [25, freight 12.	109	101	None made.	.....	Nothing.	Nothing.	1	Neither.	None.
147,774	19,451	Express 30, acct'n [pas., 12 freight.	1500	150	\$45,000 gold.	June and Dec.	\$10,000	.....	3	.....	.....
16,229	3,480	20 miles per hour	7	None.	\$10,200	January, 1870.	Nothing.	Nothing.	.....	.....	.....
Including all	trains.	15 miles per hour.	64	23	4,000	Dec. 30, 1870.	Kept in good	repair.	None.	None.	None.
.....	.....	.....	275	15	.....	.....	Nothing.	Nothing.	.....	.....	.....

## REFERENCES.

- a.* 32½ miles owned by this corporation, and 38 miles leased from the Leeds and Farmington Railroad Company.
- b.* This amount is the cost of the 32½ miles owned by this corporation.
- c.* Bonds of city of Bath issued in aid of the construction of the road, secured by first mortgage. No other indebtedness.
- d.* The company paid \$6.00 per share on its preferred stock for the year. Amount paid, \$2,845 00, Feb. 22, 1870; \$2,910 00 Aug. 22, 1870; total \$5,755 00.
- e.* The road is constantly being improved and put in better condition.
- f.* Two-thirds of the road was built by contract, at a specified sum per mile, and these items cannot be answered specifically.
- g.* The road is under lease to the Grand Trunk Railway of Canada, which pays all charges.
- h.* Including locomotives.
- i.* This road being for transportation of lumber from the mills of Whitneyville to Machiasport for shipment, there are no passenger cars, but persons wishing to ride take a seat on the lumber on cars and ride free of charge, at their own risk. The gross earnings of the road for 1870 was \$11,900, all for transportation of lumber, except a few goods.
- j.* The whole earnings of the road have been used for labor and repairs on the road and buildings.
- k.* These items are for the first six miles from Calais to Baring; the cost of balance of road cannot be ascertained, as no separate account was kept by the builders of the road.
- l.* This road being leased to the Portland and Kennebec Railroad Company for \$36,000 per year, these items are contained in the return of that road.

## REMARKS.

BANGOR AND PISCATAQUIS RAILROAD. The return of this road includes all from Dec. 1. 1869, to Dec. 31, 1871, being 13 months, except the running of trains which are for 12 months.

MACHIASPORT RAILROAD. This road is owned by the proprietors of the mills at Whitneyville, and was built expressly to transport the lumber from those mills to tide waters, for shipment to market. It was incorporated because it crosses several public highways.

ST CROIX AND PENOBSCOT RAILROAD. This road comprises the Calais and Baring and Lewy's Island Railroads, and was incorporated by act of Legislature, approved February 26, 1870, under present name.