

MAINE STATE LEGISLATURE

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Public Documents of Maine :

BEING THE

ANNUAL REPORTS

OF THE VARIOUS

PUBLIC OFFICERS AND INSTITUTIONS

FOR THE YEARS

1872-73.

AUGUSTA :

SPRAGUE, OWEN & NASH, PRINTERS TO THE STATE.

1873.

The following pages constitute one large chart.

The top two blocks were each scanned in two parts (left and right), while the bottom block was scanned in three parts (left, middle, and right).

Abstract from the Returns of the several Railroad Companies

SECRETARY OF STATE, in conformity to the provisions of chapter 5

NAME OF RAILROAD.	LENGTH OF ROAD—LENGTH OF SINGLE AND DOUBLE TRACKS.					CAPITAL STOCK.		WHOLE COST OF ROAD—AMOUNT EXPENDED.			
	Length of Road in Operation.	Length of Single Track.	Length of Double Track.								
	Main Road—Branches.	Main Road—Branches.	Main Road—Branches.	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.	Amount expended for grading.	Amount expended for engine and freight cars.
Androscoggin.....	No	Return.									
Atlantic and St. Lawrence.....	149 miles.	149 miles.	Sidings, 24 miles.	1848 to 1853.	65 pounds per yard.	\$4,000,000	\$3,994,900 00	\$7,654,089 48	a	a	a
Bangor and Piscataquis.....	48 2-10 miles.	.....	.....	1869 to 1871.	56 pounds per yard.	359,050	357,870 00	1,207,202 23	b	b	b
Belfast and Moosehead Lake	33 miles.	None.	None.	1870.	56 pounds per yard.	Abt. 950,000	Abt. 725,000 00	c	c	c	c
Boston and Maine.....	144 miles.	112 miles.	32 miles.	To South Berwick, 1843.	{ 48, 56, 58 and 60 lbs. } per yard.	7,000,000	6,921,274 52	8,711,397 77	\$1,980,957 84	\$2,221,653 49	\$38,000 00
Dexter and Newport	14 miles.	14 miles.	None.	1868.	55 pounds.	125,000	122,000 00	300,000 00	e	95,000 00	Ino
E. & N. American, (consolidated)	202 miles.	202 miles.	None.	{ New Brunswick side laid in '68 and '69; Maine, '68, '69, '70 and '71. }	56 pounds.	10,000,000	1,272,550 00	8,105,288 51	f	f	f
Knox and Lincoln.....	49 miles.	49 miles.	.....	1870 to 1872.	56 pounds.	2,000,000	361,000 00	Not completed.	110,500 00	1,555,000 00	
Leeds and Farmington.....	No	Return.									
Madrasport.....	7 3-4 miles.	7 3-4 miles.	.....	1842 and 1843.	{ Flat bar on wooden } track.	100,000	100,000 00	100,000 00	Nothing.	Nothing.	N
Maine Central.....	No	Return.									
Portland (Horse).....	6 3-4 miles.	6 3-4 miles.	3-8 mile.	1863 and 1864.	33, 38 and 40 pounds.	157,300	157,300 00	Abt. 175,000 00	Abt. 20,000 00	.....	.....
Portland and Kennebec.....	No	Return.									
Portland and Oxford Central.....	No	Return.									
Portland and Ogdensburg	60 miles.	60 miles.	.....	1870 and 1871.	56 pounds.	.....	1,039,095 00	2,043,051 61	66,868 01	723,077 03	
Portland and Rochester.....	52 miles.	52 miles.	None.	1870, 1871 and 1872.	56 pounds.	.....	g 636,096 86	h	h	h	h
Portland, Saco and Portsmouth ..	52 miles.	52 miles.	None.	1842.	56 and 60 pounds.	2,000,000	1,500,000 00	1,648,937 34	157,104 86	437,701 32	
Portland, Great Falls and Conway	No	Return.									
Somerset and Kennebec.....	No	Return.									
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	i 13,119 91	i 55,814 81	i

al Railroad Corporations in Maine, for 1872, made to the

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

GEORGE G. STACY, *Secretary of State.*

Stock.	WHOLE COST OF ROAD—AMOUNT EXPENDED FOR LANDS, GRADING, ENGINEERING, BRIDGING, MASONRY, &c.										DUE FROM AND TO THE CORPORATION.	
Amount called and paid in.	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.
\$3,994,900 00	\$7,664,089 48	a	a	a	a	a	a	a	a		Funded. \$3,484,000.	Nothing.
357,870 00	1,207,202 23	b	b	b	b	b	b	\$110,199 87	.....		{ \$800,000 6 per cent. and 122,000 7 per cent. due city of Bangor; amount due Savings Banks, 100,000; sundry accounts, 19,704 77.	Sundry accounts, \$6,257.36.
Abt. 725,000 00	c	c	c	c	c	c	c	c	c		About \$110,000, land damages and labor.	[vidual subscriptions. About \$70,000 town and indi-
6,921,274 52	8,711,397 77	\$1,980,957 84	\$2,221,653 49	\$399,860 55	\$627,207 62	Included in [grading	\$1,550,683 90	d 574,028 21	\$856,936 09		{ \$1,748,521.45 notes payable, dividends uncalled and balances due other railroads.	\$976,530.56.
122,000 00	300,000 00	e	95,000 00	Included in	cost for	grading.	107,967 26	None.	e		\$175,000, town loans.	
1,272,550 00	8,105,288 51	f	f	f	f	f	f	620,619 09	f		{ Bangor city loan, \$1,000,000; land grant, 6 per cent., 2,000,000; New Brunswick, 1,753,773; due contractors, &c., 3,230,360.	\$229,532.38.
361,000 00	Not completed.	110,500 00	1,555,600 00	45,500 00	273,500 00	\$134,600 00	330,000 00	125,000 00	44,600 00		\$2,395,000 city and town bonds.	
100,000 00	100,000 00	Nothing.	Nothing.	Nothing.	Nothing.	Nothing.	Nothing.	Nothing.	Nothing.		None.	None.
157,300 00	Abt. 175,000 00	Abt. 20,000 00	.....	.....	.....	.....	.....	Abt. 23,000 00	.....		\$1,000 bills about town on account of road.	About \$1,000.
1,039,095 00	2,043,051 61	66,868 01	723,977 03	73,572 01	112,204 81	Included in [grading.	663,725 92	110,700 11	43,694 59		\$906,000 funded; bills payable and loans, 246,622 66.	[bills receivable, 16,700. City of Portland bonds, \$97,155;
g 636,096 86	h	h	h	h	h	h	h	h	h		{ \$700,000 mortgage on city of Portland bonds, 6 per cent.; 350,000 1st mortgage bonds; 450,000 2d mortgage bonds.	Nothing.
1,500,000 00	1,648,937 34	157,104 86	437,701 32	48,730 46	108,830 83	61,048 18	364,975 80	95,548 62	374,997 27		\$480,375; bills payable, balances, &c.	[is 243,615.36. Exclusive of prop'ty, \$318,954.38,
100,000 00	569,000 00	i 13,119 91	i 55,814 81	i 1,468 72	i 8,051 08	i 3,558 22	i 31,107 73	i 30,044 72	.....		\$232,700 funded; 12,000 floating.	\$8,235.67.

NAME OF RAILROAD.	PASSENGERS AND RATES OF FARE.			TRANSPORTATION OF PASSENGERS.			DEPOTS, ENGINE HOUSES, &c.					DISTANCE RUN AND R.		
	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.	Number of miles run by all other Trains.
Androscoggin	No	Return.												
Atlantic and St. Lawrence			Abt. 3 cts. per mile.				33	6	12	46	560			
Bangor and Piscataquis	4,114	32,336	{ 4½ cts. through and 5 cts. way per mile }	\$42,222 43	\$69,118 31	\$2,405 00	10	3	1	4	80	30,048	30,674	4,136
Belfast and Moosehead Lake							6	1	None.	None.	None.			
Boston and Maine	98,676	4,218,866	2 60-100 cts. per mile.	1,118,611 26	832,068 62	142,336 34	71	10	4	65	1587	761,807	428,329	84,711
Dexter and Newport														
E. & N. American, (consolidated)	30,370	267,712	Abt. 4 cts. per mile.	271,749 61	228,995 29	44,827 36	29	8	3	22	455	195,404	131,848	3,500
Knox and Lincoln	33,078	62,783		89,776 64	25,165 63	Not settled.	9	2	3	6	69	63,966	27,498	20,780
Leeds and Farmington	No	Return.												
Machiasport	None.	None.	Nothing.	Nothing.	Nothing.	Nothing.	2	1	1	2	24	None.	7½	None.
Maine Central	No	Return.												
Portland (Horse)	752,323		{ 6 to 10 cts., accord- ing to distance. }	42,163 97	Abt. \$600.	Nothing.	3	1	3	.....	189	167,913	None.	None.
Portland and Kennebec	No	Return.												
Portland and Oxford Central	No	Return.												
Portland and Ogdensburg		55,692	Abt. 4 cts. per mile.	50,607 47	59,326 46	5,550 19	13	2	1	6	109	63,400	41,240	13,460
Portland and Rochester		120,009	3 cts. per mile.	61,772 58	95,022 69	7,148 38	16	3	1	6	127	77,594	61,600	12,446
Portland, Saco and Portsmouth	282,847	168,907½	2¼ to 3½ cts. per mile.	353,051 23	283,335 01	11,116 84	15	3	2	21	206	221,574	152,042	63,341
Portland, Great Falls and Conway	No	Return.												
Somerset and Kennebec	No	Return.												
St. Croix and Penobscot	None.	36,435	Abt. 3¼ cts. per mile.	8,820 91	69,128 71	2,703 18	4	2	1	5	238			49,452

CONTINUED.

TS, ENGINE HOUSES, &C.				DISTANCE RUN AND RATE OF SPEED.				STOCKHOLDERS.		DIVIDENDS.		DEPRECIATION OF ROAD.		PERSONS INJURED, &c., &c.		
Houses.	Number of Shops.	Number of Engines.	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 the State.	Amount of each Dividend.	When made.	Amount charged for depreciation of Road.	Amount charged for depreciation of other Property.	Number of Persons injured.	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.
6	12	46	560				[per hour; freight 16.	302	152	2 of 2 per cent. each	July 1 and Jan. 1	Nothing.		6	{ 2 passengers, 4 em- } { ployees.	None.
3	1	4	80	30,048	30,674	4,136	Passenger trains 20 miles	198	192	None.	None.		Nothing.	None.	None.	None.
1	None.	None.	None.					300	All but 10 or 12	None.	None.					
10	4	65	1587	761,807	428,329	84,711	{ Express tr'ns 30 miles } { per hour; accom'd'n } { 24; freight 12. }	4124	177	250,000	{ May 15, and } { Nov. 15, '72. }	Nothing.	Nothing.	16	{ 4 passengers, 4 em- } { ployees, 8 neither. }	None.
							[per hour; freight 12	1220	1209	\$3,630 and \$3,660	March and Sept.		Nothing.			
8	3	22	455	195,404	131,848	3,500	Passenger trains 24 miles	142	33	None.				13	7 employees, 6 neither	
2	3	6	69	63,966	27,498	20,780	20 miles per hour.	242	242					2	Employees.	None.
1	1	2	24	None.	72	None.	8 miles per hour.	7	4	None.	None.	None.	None.	None.	None.	None.
1	3	.....	189	167,913	None.	None.	5 miles per hour.	140	130	{ 5 per cent. '65 } { 2 " " '69 } { 3 " " '70 } { 4 " " '71 }		Nothing.	[newed. Constantly re-		None.	
2	1	6	109	63,400	41,240	13,460								1	Free passenger.	
3	1	6	127	77,594	61,600	12,446	20 miles per hour.	162	153	None.	None.			2	Employees.	None.
3	2	21	206	221,574	152,042	53,341	{ Exp's trains 30 miles } { per hour; accom'd'n } { 25; freight 12. }	1500	150	\$75,000	July and January	\$3,333 34		4	{ 1 passenger, 2 em- } { ployees, 1 neither }	
2	1	5	238			49,452	15 miles per hour.	63	24			[repairs. Kept good by	None.	2	Supposed passengers.	None.

ACCIDENTS.

ATLANTIC AND ST. LAWRENCE RAILROAD.

A brakeman injured in the head while coupling cars; accidental.
A car repairer had three ribs broken while working under a car; neglected to put out signal flag, and car was run into; his own carelessness.
A brakeman killed; supposed to have fallen off train; accidental.
A trackman killed; run over by freight train while standing on track; accidental.
A man thrown from his wagon; horse frightened by noise of train.
A woman killed while picking up chips on track; struck by engine.

BOSTON AND MAINE RAILROAD COMPANY.

Ten persons killed by their own carelessness. One passenger killed, and one injured by jumping off train. Two passengers injured by cars running off the track, and two persons injured by walking on track.

EUROPEAN AND NORTH AMERICAN RAILWAY COMPANY.

January 1, 1872—F. A. Stetson, brakeman, fell under freight cars at Olamon, leg crushed and was amputated.
March 5, 1872—In a blinding snow storm, R. Kilgore of Oldtown, was picked up by evening train's engine between Gt. Works and Oldtown, one leg broken; not seen till train stopped at Oldtown.
March 13, 1872—Near Eaton, a blockade train ran into a wood team, killing a horse and driver, and Felix Clarence.
April 5, 1872—Freight train ran over Archibald Rowan, intoxicated, lying upon track so driver could not see him; died in a few hours.
April 30, 1872—Joel Littlefield, brakeman, was knocked from top of car by overhead bridge and instantly killed.
May 6, 1872—David Bean, successor to Littlefield, was knocked from top of car at Vanceboro', by bridge, and instantly killed.
July 8, 1872—Remains of John Matthews found in crossing near Lincoln Centre; verdict, run over by evening train while intoxicated; no blame attached to Company.
July 13, 1872—Samuel Follansbee, brakeman, crushed to death between two cars in Bangor, while making up train.
September 9, 1872—Joseph Connors, while attempting to get on moving freight train fell under wheels; leg badly crushed, and amputated.
November 13, 1872—L. H. Averill, Agent, Lincoln Centre, slipped and fell under moving locomotive; arm crushed and amputated.
August 21, 1872—Pioneer train, backing down from Sutton's at South Bay, N. B., struck a Miss Williams; instantly killed.
November 23, 1872—Special freight train collided with construction train between Sutton's and South Bay, N. B., instantly killing Angus Murray, driver, and Edward Shehan, fireman.

KNOX AND LINCOLN RAILROAD COMPANY.

John Ham, a brakeman, came in contact with the chords of Marsh River Bridge, and was seriously injured.
Leander Miller, laborer on gravel train, jumped off while train was in motion, and fell under the train, sustaining injuries.

PORTLAND AND OGDENSBURG RAILROAD COMPANY.

A passenger on a free excursion train, June 20, was struck by a bridge and knocked from a passenger car; he carelessly climbed; died from his injuries.

PORTLAND AND ROCHESTER RAILROAD COMPANY.

John C. Soule, freight brakeman, struck by highway bridge; not much injured. Charles D. Whittier, struck by highway bridge; killed.

PORTLAND, SACO AND PORTSMOUTH RAILROAD COMPANY.

A passenger attempted to get off the car while in motion and was run over by train; Company blamed. One employee killed, and another injured, while shackling cars. One citizen, while on the train, was killed; no blame to Company.

ST. CROIX AND PENOBSCOT RAILROAD COMPANY.

March 14—James Driscoll attempted to jump upon a moving train; was killed.
September 9—Alexander Lord attempted to get upon a moving train and fell between the cars, breaching the train two hours.

ACCIDENTS.

NCE RAILROAD.

neglected to put out signal flag, and car was run into;
 sk; accidental.

OAD COMPANY.

and one injured by jumping off train. Two passengers
 ing on track.

Y RAILWAY COMPANY.

t Olamon, leg crushed and was amputated.
 , was picked up by evening train's engine between Gt.
 town.
 , killing a horse and driver, and Felix Clarence.
 , lying upon track so driver could not see him; died in
 f car by overhead bridge and instantly killed.
 om top of car at Vanceboro', by bridge, and instantly
 neolin Centre; verdict, run over by evening train while
 een two cars in Bangor, while making up train.
 ing freight train fell under wheels; leg badly crushed,
 and fell under moving locomotive; arm crushed and
 Bay, N. B., struck a Miss Williams; instantly killed.
 train between Suttan's and South Bay, N. B., instantly

KNOX AND LINCOLN RAILROAD COMPANY.

John Ham, a brakeman, came in contact with the chords of Marsh River Bridge, and was seriously injured; since recovered.
 Leander Miller, laborer on gravel train, jumped off while train was in motion, and fell under the wheels; died from his
 injuries.

PORTLAND AND OGDENSBURG RAILROAD COMPANY.

A passenger on a free excursion train, June 20, was struck by a bridge and knocked from a passenger car where he had
 carelessly climbed; died from his injuries.

PORTLAND AND ROCHESTER RAILROAD COMPANY.

John C. Soule, freight brakeman, struck by highway bridge; not much injured. Charles D. Whitten, freight brakeman,
 struck by highway bridge; killed.

PORTLAND, SACO AND PORTSMOUTH RAILROAD COMPANY.

A passenger attempted to get off the car while in motion and was run over by train; Company blameless by verdict of coroner.
 One employee killed, and another injured, while shackling cars. One citizen, while on the track, was run over and
 killed; no blame to Company.

ST. CROIX AND PENOBSCOT RAILROAD COMPANY.

March 14—James Driscoll attempted to jump upon a moving train; was killed.
 September 9—Alexander Lord attempted to get upon a moving train and fell between the cars, breaking his legs; died in
 two hours.

ANDROSCOGGIN RAILROAD

ATLANTIC AND ST. LAWRENCE
 Canada, and extends from Portland
 accounts being so kept by the lessee

BELFAST AND MOOSEHEAD
 for 50 years from May 10, 1871, at

BOSTON AND MAINE RAILROAD
 operated by said Company, 2½ miles
 chusetts. In the above amount, \$
 expended on the new extension in

DEXTER AND NEWPORT RAILROAD
 the returns of that Company. The

KNOX AND LINCOLN RAILROAD
 ment at this time.

MACHIASPORT RAILROAD,
 manufactured lumber from the saw

- a. Two-thirds of the road was built
 b. These items nearly all included
 c. Built by contract, \$25,000 per
 d. Locomotives, \$459,275.
 f. No separate account kept of
 g. Issued to city of Portland as
 h. These items are unknown, a
 i. These items are for the first

KNOX AND LINCOLN RAILROAD COMPANY.

came in contact with the chords of Marsh River Bridge, and was seriously injured; since recovered. Travel train, jumped off while train was in motion, and fell under the wheels; died from his injuries.

PORTLAND AND OGDENSBURG RAILROAD COMPANY.

Passenger train, June 20, was struck by a bridge and knocked from a passenger car where he had his injuries.

PORTLAND AND ROCHESTER RAILROAD COMPANY.

Brakeman, struck by highway bridge; not much injured. Charles D. Whitten, freight brakeman, killed.

PORTLAND, SACO AND PORTSMOUTH RAILROAD COMPANY.

Jumped off the car while in motion and was run over by train; Company blameless by verdict of coroner. Another injured, while shuffling cars. One citizen, while on the track, was run over and killed.

ST. CROIX AND PENOBSCOT RAILROAD COMPANY.

Attempted to jump upon a moving train; was killed. Another attempted to get upon a moving train and fell between the cars, breaking his legs; died in hospital.

REMARKS.

ANDROSCOGGIN RAILROAD.—This road leased and operated by Maine Central Railroad since July, 1871.

ATLANTIC AND ST. LAWRENCE RAILROAD.—This road is under lease to the Grand Trunk Railway Company of Canada, and extends from Portland, Me., to Island Pond, Vt. The statistics given are for the whole length of the road, the accounts being so kept by the lessees as not to show the particulars for that part of the road running through the State of Maine.

BELFAST AND MOOSEHEAD LAKE RAILROAD.—This road is leased and operated by Maine Central Railroad Company for 60 years from May 10, 1871, at \$36,000 per year.

BOSTON AND MAINE RAILROAD.—This report of the Boston and Maine Railroad Company is made for the 144 miles operated by said Company, 2½ miles of which is in the State of Maine, the balance in the States of New Hampshire and Massachusetts. In the above amount, \$8,711,397 77, being the whole cost of the road January 1, 1873, is included the amount expended on the new extension in Maine, which is now being built, but not completed.

DEXTER AND NEWPORT RAILROAD.—This road is leased by the Maine Central Railroad Company, and is included in the returns of that Company. The Maine Central Railroad Company furnishes the rolling stock.

KNOX AND LINCOLN RAILROAD.—Owing to the fact of several accounts not being closed up, cannot give a full statement at this time.

MACHIASPORT RAILROAD.—This road is owned by private parties, and used only for the purpose of transporting their manufactured lumber from the saw mills at Whitneyville to Machiasport.

REFERENCES.

- a. Two-thirds of the road was built by contract at a specified sum per mile, and these items cannot be answered specifically.
- b. These items nearly all included in the contract to build the road.
- c. Built by contract, \$25,900 per mile, including everything but rolling stock.
- d. Locomotives, \$459,275.
- e. Included in cost of road.
- f. No separate account kept of these items.
- g. Issued to city of Portland as collateral, per act of Legislature, \$450,000.00.
- h. These items are unknown, as books were destroyed by fire in 1866.
- i. These items are for the first six miles from Calais to Baring; rest unknown, as road was built by contract.