

# MAINE STATE LEGISLATURE

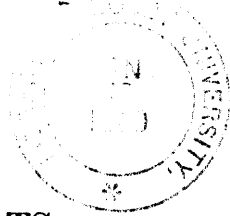
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# Public Documents of Maine:

BEING THE



## ANNUAL REPORTS

OF THE VARIOUS

## PUBLIC OFFICERS AND INSTITUTIONS

FOR THE YEAR

1878.

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VOLUME II.

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AUGUSTA:

SPRAGUE, OWEN & NASH, PRINTERS TO THE STATE.

1878.

# REPORT

OF THE

# RAILROAD COMMISSIONERS

OF THE

STATE OF MAINE,

FOR THE YEAR

1877.



AUGUSTA:

SPRAGUE, OWEN & NASH, PRINTERS TO THE STATE.

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# REPORT.

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*To the Governor of Maine:*

The Railroad Commissioners respectfully submit their Annual Report.

From our repeated examinations during the past season of the tracks, rolling stock, bridges, viaducts and culverts of all the railroads in this State, as prescribed by the Revised Statutes, we are enabled to report the railroad system of Maine, as a whole, in better condition than ever before; and that the portion forming the main or trunk lines of travel through the State are, in all essentials, inferior to none.

In confirmation of this official declaration, we would respectfully call your attention to the singular and almost entire immunity from serious casualties that it has been the good fortune of travellers in this State to enjoy for several years. The significance of this should not be overlooked in a consideration of this very important interest. We submit, that in this happy exemption is found a proof of not only the safe condition of our railroads and the good order of their equipment, but, as well, of the fitness and faithfulness of the management of the several corporations comprehended in our view.

And we respectfully represent, that due credit should be given to the skill and judgment of the individuals composing such management, for the marked freedom from what are elsewhere too frequent incidents of railroad travel and traffic.

Recognizing this very satisfactory performance of its special work for the advantage, comfort and convenience of the public in this our railroad machine, and observing its steady increase in the power of operating, we surely should not fail to

deprecate all antagonisms which would make it the object of plunder and spoil, whether from within or without.

If the many unwarrantable drains to which our railroads are now subject were closed, and more especially, if instead of a sort of established disregard for their rights, that seems to prevail among quite a large portion of the community, a general disposition to save these corporations from loss of every sort could obtain, their finances might be readily brought up to an equally favorable condition with their operating efficiency.

And we further submit, that obstacles should not be interposed to the execution of such experimental tariffs as these companies may feel themselves constrained to adopt, in earnest efforts to determine what rates of fare and freight will yield a living profit; while, as it is well known, they are trying issues with a certain class of sharp business men and unscrupulous travellers, combined together in efforts to defraud them of their just dues. They certainly merit confidence for what they have accomplished; they are entitled to the confidence and co-operation of the authorities and the public in their manifest and declared purposes.

The true interests of these railroads is to carry as cheaply as possible, so as to induce the greatest amount of business, and the largest aggregate of gross receipts, with the smallest percentage of attendant expense; and this these railroad managers know as well as any persons can. They never lose sight of this principle, that their greatest pecuniary success is not by great profits on comparatively few transactions, but must be by daily filling their tracks with moving trains of cars, loaded full each way, so that their whole invested capital, in ways, in rolling stock, in power and in men, each and all, may be constantly earning something.

During this year, three more of our railroads have had a change of their gauge from  $5\frac{1}{2}$  feet to 4 feet  $8\frac{1}{2}$  inches. These added to those that have been similarly changed since 1870, aggregate a length of about five hundred and fifty miles of railroad within the limits of this State, upon which at very

considerable expense, especially in adapting the rolling stock, the broader gauge has been abandoned for that at the present time generally admitted to be the standard of this country, certainly, if not of the world.

Now all the railroads of Maine are brought into the prevailing system, except the twenty-seven and a half miles of the Portland and Oxford Central, still resting under an injunction of the Supreme Court, and the fifteen miles of the Aroostook River Road, a branch of the New Brunswick, built to a gauge of  $3\frac{1}{2}$  feet. Freight can therefore be interchanged between any part of Maine and every part of the United States, common to this system, with no necessity for transshipment, thus avoiding not merely the added item of expense, but loss of time and hazard to the goods in breaking bulk on the passage.

The outbreaks of the past year between labor and capital, that took in part the form of organized strikes upon our railroads, would seem to demand some notice here. We propose, however, to add but a few words to those already urged in previous reports as to what is in our judgment the proper mode of preventing these suicidal and unwise acts of rebellion and violence on the part of employees, which could only result in a destruction of their actual means of subsistence if persisted in and met with equal determination.

We have been informed that the managers of certain leading railroads are now giving this whole subject very serious and deliberate attention, with a view to an immediate, practical adjustment of all points of irritation and conflicting interests that have been discovered or are likely to arise in this service. If this shall prove to be an earnest, business-like movement, it will surely be productive of great benefit to all parties, and we hope may result in a general adoption of some form of the co-operative principle, for this we are confident will be found to lie at the foundation of the most completely successful railroad practice, and we have not ceased to advocate the principles year after year in these reports.

From its proper application, faithfully carried out, the desirable identity of interests cannot fail of being realized in the happiest manner, and the complete protection of accumulated capital, a result of past labor, secured. When employees of railroads can confidently feel that they have no interests adverse to those of the corporations they serve, and can learn to regard the evidences of growing wealth in their respective companies as but the reward of patient and zealous labor to which they themselves have not only been active contributors, but in which they, too, have vested rights, they will exhibit a loyalty to the service before unknown, a fidelity and thorough integrity from which the greatest possible benefit will accrue to all concerned, not merely to themselves and their employers, but to the general public weal and the convenience of all business transactions.

Our own convictions upon the importance of permitting every employee of a railroad to have a certain share in the success of his road, something that shall awaken a possessory feeling in his heart, are so strong that we fear to pursue the topic in our own words from an apprehension that we may be betrayed into what would be deemed extravagant assertion. But we cannot forbear citing the authority of an eminently practical and widely known railroad veteran, in his advocacy of one form of the co-operative principle, and his testimony to its value as applied in the contract system, referred to in our Report of 1875, the general form that he used being therein published.

We quote the words of S. M. Felton, Esq., in extracts from several of his annual reports as President of the Philadelphia, Wilmington and Baltimore Railroad, as follows :

“ The further adoption of the contract system, it is hoped will diminish, to a greater extent than ever before, the ratio of expenses to earnings. In a concern so extended in its operations and necessarily employing so many men as a railroad, it is extremely difficult to attain the same degree of personal supervision and care as in the private business of individuals. Could all corporations adopt a system that would secure such supervision and care, many a railroad that is now scarcely earning its expenses, would become dividend paying. Could every operative be placed in a position



to share in the savings made by his extra care and exertion, instead of being paid a stipulated salary, corporations would not only be large gainers, but the work would be better and more promptly done. Such a system cannot be adopted at once. The steps to its accomplishment must be carefully taken, and only so far and so often as the light of experience will justify."

In another report Mr. Felton says :

"All the trains are now run at a stipulated price per mile, including repairs and renewals of locomotives, fuel, oil and waste, and wages of engineers and firemen. The labor on repairs of road is also furnished by contract. The freight business is paid for by the ton, in all its details, including loss and damage and wages of conductors and brakemen. The fuel for all the stations, shops, steamboats, and for the ferry, is furnished for a stipulated sum per year. This system, more effectually than any other, brings to bear upon the affairs of the company the element of individual responsibility, the true element of success in any business. It is believed that a very great saving will be made in all the expenses of railroad management, when this system is more generally adopted, while the public, who use railroads, will be better accommodated."

In the Annual Report for 1858, Mr. Felton says :

"This (contract) system is still in extensive operation and continues to work with great satisfaction. It is believed that a good deal of the regularity of our trains, and freedom from accident, is due to the individual responsibility that is brought to bear upon all the departments of service. The fact is undisputed, that individual responsibility contributes more to success than any other element in the business of corporations. He who feels his own acts are to result directly in his own profit or loss, will weigh consequences before he acts, more carefully than he who feels that others are to bear the burdens of his mistakes. All the officers and operatives of a railroad should, in some way, be made pecuniarily interested in its success, so that they will feel themselves co-partners in the concern. The want of success that railroads, commanding a fair business have met with, is due more to the irresponsible manner in which the business has been done, than to any intrinsic defect in railroads themselves. A business involving such large expenditures, even when all its parts work harmoniously, and when an enlightened economy and honesty direct every detail, must soon result in ruin when confusion, waste and peculation are its controlling elements. Railroads are too frequently so organized that the purchases are made, and expenditures directed, by those who have no direct pecuniary responsibility in the results. In the use also of fuel, oil and materials, there cannot be the greatest economy unless the parties using them can be made to regard them in some other light than as the property of a corporation, whose resources are on such a gigantic scale, that a little waste or a little peculation can make no difference. These parties must be brought into close and intimate relation

with the corporation they serve, so as to expend every article they use economically as though it were their own property. The highest results of economy can be obtained in no other way. We believe the contract system, in the hands of good men, who are responsible for all their acts, can do more than anything else in restoring railroads to positions of strength and profit to their owners."

The Railroad Commissioners of Massachusetts, it is said, have proposed a meeting of managers of railroads in that State to study and consider the following points :

"1. The establishment of a service having all the elements of permanence, including apprenticeships, regular promotion, and finally, retiring pensions.

2. A gradual and reasonable increase of wages during active employment, based on the length of continuous service in any one grade.

3. The organization of a provident fund, to supply the place on fixed principles of that charity which is now doled out by all the companies in perpetually recurring hard cases, in amounts which vary according to the fluctuations of business or the good nature of Superintendents. This fund to be endowed and guaranteed by the corporations interested in it, and to constitute a regular organized Railroad Employés Mutual Life Assurance Company. The eight companies, for instance, which operate roads terminating in Boston, represent a permanent investment of \$100,000,000, their annual net income is \$5,500,000, and they number 12,500 employés. (Those of Maine represent a permanent investment of say \$50,000,000, their annual net income is perhaps \$2,000,000, and the number of employés about 5,000.) If these companies would unite and organize their present charities and the contributions of their employés on some such basis as M. Jacquin, formerly traffic manager of the *Chemin de fer de l'Est* of France, describes, they would almost necessarily bring all trade-unions among those employés to a speedy end.

4. The practicability of having recourse to arbitration as a means of adjusting those differences of a general character which from time to time arise between corporations and their employés."

|  | RAILROADS IN MAINE. |                               |
|--|---------------------|-------------------------------|
|  | Miles.              | Whole length<br>main line op. |
| 1. Androscoggin (see Maine Central) . . . . .          | 70.5                | 70.5                          |
| 2. Aroostook River . . . . .                           | 15                  | 15                            |
| 3. Atlantic & St. Lawrence (see Gr. Trunk) . . . . .   | 82                  | 149.5                         |
| 4. Bangor & Piscataquis . . . . .                      | 62.5                | 62.5                          |
| 5. Bath Branch (see Maine Central) . . . . .           | 9                   | 9                             |
| 6. Belfast & Moosehead Lake (see Me. Cen.) . . . . .   | 33.33               | 33.33                         |
| 7. Boston & Maine . . . . .                            | 46.5                | 116                           |
| 8. Bucksport & Bangor (see E. & N. A.) . . . . .       | 18.8                | 18.8                          |
| 9. European & North American . . . . .                 | 114                 | 205                           |
| 10. Grand Trunk . . . . .                              | —                   | 1388.5                        |
| 11. Houlton Branch (see N. B. & Can.) . . . . .        | 3                   | 8                             |
| 12. Knox & Lincoln . . . . .                           | 49                  | 49                            |
| 13. Lewiston & Auburn (see Grand Trunk) . . . . .      | 5.5                 | 5.5                           |
| 14. Maine Central . . . . .                            | 127.5               | 127.5                         |
| 15. New Brunswick (see Aroostook River) . . . . .      | —                   | 132                           |
| 16. New Brunswick & Canada (see Houlton Br.) . . . . . | —                   | 122                           |
| 17. Newport & Dexter (see Maine Central) . . . . .     | 14                  | 14                            |
| 18. Portland & Kennebec (see Me. Cen.) . . . . .       | 63                  | 63                            |
| 19. Portland & Ogdensburg . . . . .                    | 51                  | 200                           |
| 20. Portland & Oxford Central . . . . .                | 27.5                | 27.5                          |
| 21. Portland & Rochester . . . . .                     | 49.5                | 52                            |
| 22. Portland, Saco & Portsmouth . . . . .              | 52                  | 52                            |
| 23. Portland (Horse) . . . . .                         | 6.75                | 6.75                          |
| 24. Portsmouth, Great Falls & Conway . . . . .         | 4.25                | 72                            |
| 25. Somerset . . . . .                                 | 25                  | 25                            |
| 26. Somerset & Kennebec . . . . .                      | 37.75               | 37.75                         |
| 27. St. Croix & Penobscot . . . . .                    | 22                  | 22                            |
| 28. Whitneyville & Machiasport . . . . .               | 7.5                 | 7.5                           |
| Total number of miles . . . . .                        | 1006.83             | 3091.13                       |

It being about one mile of railroad in the State to each 33 square miles of territory; to each \$231,000 of property, and to 644 of population.

*Aroostook River Railroad*—25 miles in this State.

The Aroostook River Railroad is an extension of the New Brunswick Railroad, from the eastern line of our State to the village of Caribou in the town of Lyndon.

The New Brunswick Road starts from Gibson, on the east side of the St. John river opposite Fredericton, in the Province of New Brunswick, and follows that side of the river to Andover, where it crosses by a substantial bridge, three miles below the mouth of the Aroostook river, and thence up the south bank of the Aroostook to the State line. From the State line to Caribou the distance is fifteen miles. The gauge of this road is three and one-half ( $3\frac{1}{2}$ ) feet. There are two branches, one about eleven and one-half miles in length to Woodstock, on the western bank of the St. John river, and the other leaving the main line near the mouth of the Aroostook river, and running to Grand Falls on the St. John, nineteen miles.

The branch to Grand Falls has been completed, and opened for travel the past summer, and the branch to Woodstock has been extended to a connection with the New Brunswick and Canada road during the same time, so that freight coming from or going to any point in New Brunswick, or Aroostook, undergoes but one transshipment in connecting with the standard gauge railroads of the United States, and Canadas. That portion within the limits of this State is cheaply and economically constructed. The structures for the most part are built of cedar, and all are sufficiently strong and safe for the service required of them.

This road is proving of great benefit to the County of Aroostook, by giving it a connection with the railroad system of the whole country, inducing the settlement of the rich lands within its borders, and making the markets of the older portions of the country accessible to its products; but it is to be hoped, that the time is not far distant when the enterprise and business of this State will demand and complete a line of

railroad within our own borders to this richest and most productive portion of our territory.

L. R. King is President. Thomas Hoben, Superintendent. W. A. Vaughan, M. D. Teague, Samuel Collins, James Doyle, W. Sawin, John B. Trafton, Bradford Cummings, Directors.

*Bangor and Piscataquis Railroad*—from Oldtown to Blanchard, 63 miles.

Directors—Moses Giddings, John S. Ricker, Newell Blake, Arad Thompson, M. S. Drummond, F. A. Wilson, Thomas S. Moor, all of Bangor, and A. M. Robinson of Dover.

Since the termination of the lease to the European & North American Railway, December 1st, 1876, this road has been operated by the original company, under the management of Mr. Arthur Brown as Superintendent, a gentleman in every respect well qualified to manage its affairs, safely and prudently; and the road is now in as good, or perhaps better condition, than it has been for several years past.

All the culvert timbers and small bridges on that portion of the road between Oldtown and Dover, have been renewed, and 7,828 new ties laid in the track during the past year; and the more important bridges have been strengthened at some points, in accordance with the suggestions of your Commissioners.

That portion of the road between Dover and Abbot, was built at a later date, and with the exception of ballast and some new ties, requires but slight repairs.

The division from Abbot to Blanchard, eight miles in length, was opened for business on the seventh day of May of the present year, and we believe the opening of that section of the road, bringing the terminus of the line to within  $13\frac{1}{2}$  miles of Greenville, at the foot of Moosehead Lake, has materially added to the business of the whole road during the past season, affording as it does, a safe and pleasant route for travellers and tourists to this interesting section of our State.

On the 19th of July, of the present year, the directors voted to narrow the gauge from 5 feet 6 inches, to the

standard gauge of 4 feet 8½ inches. Preparations were at once commenced, and on the 13th day of September the regular passenger train from Blanchard was the last broad gauge train over the road, arriving at Oldtown at 6 o'clock P. M. The next morning the regular passenger narrow gauge train left Oldtown on time, at 8.20 A. M., and arrived at Blanchard only a few hours behind time. Both rails were moved the entire length of the road, without losing a trip of the regular passenger trains, no accident occurring, or any interruption to the traffic of the road. Certainly the President and Superintendent are entitled to great credit for this very satisfactory, expeditious, and economical accomplishment of this important change; and we have no question that the change of gauge will largely increase the business of the road, confirming the good judgment of the Directors and Superintendent in making it, and justifying the outlay.

The entire cost of changing the track and rolling stock, was only \$15,000; a very small sum for the amount of material required and labor performed.

The rolling stock of the road consists of 4 engines, 3 passenger, 2 baggage, 66 freight, 10 hand, 2 shove cars, and two snow plows. One passenger car, two freight cars, one hand car, and one snow plow are new, and have been added to the rolling stock the past year. The old rolling stock has all been narrowed and put in good repair.

Moses Giddings of Bangor is President. Arthur Brown of Bangor, Superintendent. Horatio W. Blood, Treasurer.

*Bucksport and Bangor Railroad—18 8-10 miles.*

This road is still leased and operated by the Trustees of the European and North America Railway.

During the past summer the road has been repaired and improved to some extent by ballasting, and widening some of the embankments, particularly those where slides have occurred, and it is now in fair running order. The gauge has been changed to conform to the standard gauge of 4 feet 8½ inches. The embankments were originally left very nar-

row, and the ditches in the excavations not properly taken out; but these defects have been partially remedied during the past season. Owing to the clayey character of the soil, great care must be exercised in guarding against slides, and accidents resulting from them. The road-bed is very lightly ballasted, and as there are no large deposits of gravel along the line, the work of ballasting the road-bed is slow and expensive. The bridge over the Penobscot river at Bangor is a good structure, and stands well.

The cost of this road has been about \$642,000.

Hon. S. T. Hinks, President, Bucksport. Parker Spofford, Treasurer. R. P. Buck, Alonzo Colby, T. N. Egery, E. B. Gardiner, Ambrose White, Thomas N. Swazey, Directors.

*European and North American Railway, from Bangor to State line at Vanceboro'—114 miles.*

Hon. Hannibal Hamlin and Hon. William B. Hayford, Trustees.

It is with great pleasure that your Commissioners, in their several examinations of the E. & N. A. Railway during the past year, have observed and noted the extensive improvements being made upon the line of the road, and the settled determination of the Trustees and Superintendent to spare no labor, or reasonable expense, so far as circumstances would permit, in bringing this road up to a higher standard of excellence and usefulness, both as regards the condition of the road-bed and superstructures, but, also, by the change of gauge, giving largely increased facilities to the public for the more convenient, expeditious, and cheaper transportation of freight to and from all sections of this country reached by our railroad system, without breaking bulk or transshipment from the cars, of one road to the other. This latter result has not been accomplished without aid from other sources, as we learn that the Maine Central and Eastern Railroad companies have materially assisted, and are entitled to credit in bringing about this result. Neither do we forget the untiring energy and zeal of the Trustees and Superintendent of the

E. & N. A. Railway in urging the importance of changing the gauge, under circumstances which would have discouraged men of less determination and business experience.

The change of gauge on the Bucksport branch was made on the 12th, and on the E. & N. A. Railway on the 13th, 14th and 15th days of September last, and all completed without injury to persons or property, or detriment to the traffic of the road, and but slight inconvenience or detention to passengers, a result indicating great prudence and good judgment on the part of those having the matter in charge.

The road has been repaired and improved at various points, as follows: One hundred feet of the trestling at the west end of the bridge at Orono has been filled with earth, protected at the base of embankment with riprap and ballasted with gravel.

The high trestle, one hundred and sixty-one feet in length, at the west end of the Milford bridge, has been filled, riprapped and ballasted.

The trestle bridge in Kingman, just east of the station, 95 feet in length, has been replaced by two stone abutments and a bridge of 19 feet span, the balance filled with earth.

The pile bridge at Highland bog, between Mattawamkeag and Kingman, 295 feet in length, 660 feet of the Crossuntic pile bridge, 155 feet of Meadow brook pile bridge and 130 feet of the Wytovitlock pile bridge, have been filled. At Crossuntic 136 feet, Meadow brook 45 feet and Wytovitlock 70 feet of new pile bridges, have been built; the piles, caps, ties and braces of juniper, and the stringers of good hard pine timber. This is a great improvement upon the original structures, which were built of hemlock and spruce.

At Meadow brook and Wytovitlock the embankments are formed of earth, but at Crossuntic and Highland bog, on account of the soft, yielding character of the bog, it was first cross-laid with timber and brush, then filled with sawdust and ballasted with gravel. Some doubts have been expressed in times past, as to the safety and propriety of using sawdust in the formation of embankments upon bogs, but we find that



the embankments formed of this material upon the E & N. A. Railway have stood firm, without perceptible change, for the past four years.

The bridge over the Kenduskeag stream at Bangor, two spans of Howe truss, each 100 feet in length, in compliance with the directions of your Commissioners, has been almost entirely rebuilt and made better and stronger than ever before.

The truss bridge at Lincoln is in process of rebuilding, and will be completed the present month.

A new Howe truss bridge, 40 feet span, has been built at Bog brook, and the three short pile bridges across the same brook thoroughly repaired.

New floor timbers, stringers and ties have been put into the Fenn and Hot brook bridges. A large number of culverts have been repaired, and 46 of them have received new hard pine stringers.

The trestling at Oldtown, Passadumkeag and Lincoln Mills, has been renewed. A new hard pine turn-table has been built at Oldtown, and quite a large amount expended at Bangor in introducing the Holly water into the Engine house, car sheds, &c., and building new tanks. The engine house has received extensive repairs.

A new wood shed has been erected at Kingman, 26 feet wide by 254 feet in length, to replace the one burned in the spring. The fences along the line have been extensively repaired, and about five miles of new cedar rail and board snow-fence built; 885 tons of new iron rails, 60 pounds to the yard—equal to 9 2-5 miles; 59,858 new ties have been laid in the track, and 28,995 lineal feet of long juniper ties laid at the frogs and switches. Two new snow-plows and flanger, and one relief car have been added to the rolling stock.

The road has been operated the past year with entire freedom from accidents to the persons of passengers or employees, involving the loss of life or limbs. We have been particular in stating the items of repairs upon this road for the purpose of showing to the public, and those directly interested in the road, that the Trustees and Superintendent have devoted

their energies, time and the earnings of the road to its improvement, and making it a convenient and safe line of travel, without undue regard to the questions of profit or interest on its bonds, and it is a matter for congratulation and surprise that they have been able to accomplish so much, taking into consideration the obstacles to be overcome, and the embarrassments under which they have labored.

F. W. Cram, Esq., of Bangor, is the Superintendent.

*Houlton Branch of New Brunswick and Canada Railway—*  
3 miles within the limits of this State.

We have examined this road during the past season and find it in good condition.

As the New Brunswick and Canada Railway, of which this is a branch, have changed their gauge to conform to the change made by the E. & N. A. Railway, the cars of all connecting roads can now be taken to and from Houlton without breaking bulk. This must result in great convenience to the people of the enterprising and growing town of Houlton, and all that portion of Aroostook County tributary to it, or transacting business there. The people of Houlton now have by this important change direct connection with St. John, Woodstock, Fredericton, St. Andrews and St. Stephens, in the Province of New Brunswick, Calais in Maine, and by the E. & N. A. Railway with the whole railroad system of the United States and Canada.

We understand that the traffic over the entire line of the New Brunswick and Canada Railway has been largely increased since the changing of the gauge, and we trust that this road, after laboring so long a time under adverse circumstances, may enjoy a future of prosperous and remunerative business.

F. H. Todd of St. Stephens, is President. Henry Osborn of St. Stephens, Manager. F. H. Todd, F. A. Pike, J. C. Madigan, C. F. Todd, James Murchie, G. B. Page, B. R. Stephenson, H. Osborn, are Directors.

*Knox and Lincoln Railroad*, from Bath to Rockland—49 miles.

Directors—John T. Berry, Rockland; Francis Cobb, Rockland; Edmund Wilson, Thomaston; Joseph Clark, Waldoboro'; D. W. Chapman, Damariscotta; Edwin Flye, Newcastle; Henry Ingalls, Wiscasset; Edward Sewall, Bath; George T. Patten, Bath.

Your Commissioners, in company with the Superintendent and Road Master, have made two very rigid and thorough examinations of this road during the season, and at our last visit this fall found the track and bridges very much improved, and in our opinion in better condition than it has been for several years previous.

Mr. Berry, the President, and Mr. Coombs, the Superintendent, have at all our examinations expressed a desire for the most searching investigation, and your Commissioners feel that they have done their full duty and met the wishes of these gentlemen in that respect. Last spring we passed over the road very carefully, testing by boring and cutting, all doubtful timbers, and distinctly marking all those which in our judgment should be taken out and replaced with better material, and designating all the bridges requiring additional iron or timber to strengthen them.

At our examination in the fall we found that our requirements had been complied with, and the road was in good, safe condition for the present. We would not be understood as intimating that no repairs will be required the coming summer, as such is not the fact, for undoubtedly there are many timbers, ties and rails that will do service through the winter and spring that it will not be prudent to leave in position another year. Upon a road where there is so large a proportion of open bridging as this road has, exposed to the action of the elements, constant and rapid changes are taking place, and it is only by unceasing vigilance that serious results can be avoided, and we have full confidence that the officers of this road do their whole duty in this respect.

The pile bridges have been strengthened very materially by renewal of piles, stringers, ties, braces, &c. The truss bridges are in very good order. The track has been generally renovated by the judicious use of about one mile of new iron, and from four to five thousand new ties placed in it. A new wood shed, 80 by 24 feet, has been built at Rockland.

The steam ferry-boat at Bath has been thoroughly overhauled and is in good order. The road has been run the past year with entire freedom from accident.

John T. Berry of Rockland, President. C. A. Coombs of Bath, Superintendent. L. S. Alexander of Bath, Treasurer; Edwin Flye of Newcastle, Clerk; E. R. Hamlin of Bath, Master Mechanic.

*Consolidated Maine Central Railroad and its Branches—*  
357 miles in all.

Directors—Hon. Abner Coburn, Skowhegan; Noah Woods, Bangor; Arthur Sewall, Bath; William G. Davis, John B. Brown, Portland; Darius Alden, Augusta; Samuel C. Lawrence, Medford, Mass.; Alfred P. Rockwell, J. S. Ludlum, Geo. P. King, Boston, Mass.; Geo. E. B. Jackson, Portland.

The system of improvement, which has characterized the management of this road for several years previous, has been continued this year, and a great advance has been made in the direction of permanency and solidity in the character of the structures, and of the road-bed generally, throughout the entire length of the line, as the following statement of renewals and repairs will show.

At Presumpscot River, Falmouth, a new iron-riveted lattice bridge of 135 feet span, upon well constructed granite abutments, has taken the place of the old mixed truss and trestle bridge, so long a subject of doubt and care. At Yarmouth road, a new Queen truss, 34 feet span, has been erected.

At the long iron bridge over the Kennebec river at Augusta the flooring has been entirely renewed and strengthened, and a substantial granite abutment built at the east end of the bridge, in place of the old trestling.

At Two-mile brook a new Howe truss and pile bridge, 115 feet in all, has been built, and the balance of the old pile bridge, some 200 feet in length, partially filled with earth.

The trestle bridge at Drummond's brook in Winslow, has been temporarily repaired, but must be entirely rebuilt or some other structure substituted next spring.

A new Howe truss, hard pine bridge, 44 feet span, has been built over the Souadabscook stream near Carmel, and the filling at Etna bog has been extended and perfected.

On the upper route, between Cumberland Junction and Waterville, the following repairs have been made: The bridge over Turner street, Auburn, has been rebuilt, and at the Winthrop pond bridge new bands and piles have been placed under the centre of each span, making it entirely secure.

At the crossing of the Emerson stream below West Waterville, a new iron-riveted lattice bridge has taken the place of the old wooden trestle. This last named iron bridge, and that over the Presumpscot at Falmouth, are from the Niagara Works, and are very safe and substantial structures.

At our last examination of the road, this fall, between Waterville and Bangor, we found that the open bridge near Hermon Centre needed new stringers and ties; and the three bridges over road-ways near Bangor required alteration, and suggestions were made to the proper officers in reference to repairing them, which have been carried out.

The Branch from Brunswick to Bath is in good condition; there are two important bridges at New Meadows and Sewall's creek, both new Howe trusses, and in every respect first class. The station yard at Bath has been very much improved by the removal of old buildings, and the changing and addition of tracks, making it more convenient for the business of the road, and the transshipment of freight from and to vessels, and the Knox & Lincoln road.

ANDROSCOGGIN AND LEEDS AND FARMINGTON BRANCHES—  
from Brunswick to Leeds Junction, with branch to Lewiston, 34 miles. From Leeds Junction to Farmington, 36½ miles.

The track of this road between Brunswick and Lewiston, is in excellent repair, and rides well. The bridge over the Androscoggin river, has from time to time been strengthened and repaired, and is safe at the present time, but it must very soon be replaced by a better and more reliable structure.

At Crowley's Junction, two new bridges have been built; one a trestle, 75 feet in length, the other a Queen truss of 34 feet span. From Crowley's Junction to Lewiston the road is in good order, with the exception, perhaps, of the double track truss bridge near the factory in Lewiston, which shows some indications of decay and weakness, requiring renewal very soon. From Crowley's Junction to Leeds Junction the road has been much improved, by placing many new ties in the track, and repairing the culverts and open water-ways.

A new abutment has been built at Sabattisville, and the old truss portions of the bridge replaced by a good trestle, which should be continued throughout the entire length of the bridge.

Between Leeds Junction and Farmington, the bridges have been much improved, and extensive repairs have been made on nearly all of them, particularly at Shuy, Meadow brook, East Wilton, Lowell, Hemlock, and Temple stream trestles; and the long pile bridge at Farmington has been greatly strengthened by the addition of new bands of piling between each sett of the old ones, thus reducing the spans to 9 feet each in the clear.

Two entirely new passenger depots, one freight-house, one water-station, and a house for switchmen, have been built, and four depots partially rebuilt, and a considerable amount of ballast and ties have been placed under the track; and, although a large amount of iron rails is required to put the track in good order, the road has ceased to present that tumble-down and dilapidated appearance which characterized it a few years ago, and is being rapidly renewed in every respect.

BELFAST AND MOOSEHEAD LAKE RAILROAD, from Belfast to Burnham—33½ miles.

This road is leased to the Maine Central, and operated by them.

The iron upon this road is good; a large number of new ties have been placed in the track, and a small amount of ballast under it. Some of the embankments have been raised and widened, and the ditches in the excavations cleared out.

The filling at the long pile bridge at Unity Pond has been extended, and the slope of the embankment properly secured.

A new under-truss bridge has been built (as suggested by your Commissioners last year) at the Johnston brook, between Brooks and Belfast.

The long pile bridge at Belfast was injured by the action of the ice last winter, but has been secured by partial filling with stone. This bridge will require considerable new timber the coming season, unless the company conclude to fill a portion of it with earth and stone.

The pile bridge over the Marsh river, near Brooks, and the road bridge at Parsons' Valley road, both need new stringers, and the embankment over the bog at Brooks should be raised and widened as suggested in our report of last year.

With the exceptions mentioned the road stands well and is in good condition.

Charles B. Hazeltine is President, and Asa Faunce, Treasurer, both of Belfast.

DEXTER AND NEWPORT RAILROAD, from Dexter to Newport—14 miles.

This road is also under a lease to the Maine Central and operated by them. The track and road-bed of this road are in excellent condition, and since our last report the bridges at Corinna and Dexter streams have been removed and substantial Howe truss bridges erected in place of them.

The bridge at Corinna is of 42 ft. and that at Dexter 44 feet span. The bridge at Nason stream, of about the same span as the others, was rebuilt last fall.

Charles Shaw of Dexter is President. George Hamilton of Dexter is Treasurer.

The total length of new bridges built on the Maine Central and its branches during the year is 899 feet, and many others have received extensive repairs. One thousand one hundred tons of new iron and 500 tons of steel rails have been laid in the track, and 8,000 old rails have been repaired and relaid—13,091 feet, equal to 2 48-100 miles of side and spur track has been built.

Ninety thousand new ties have been placed in the track and 5,000 yards of ballast put upon the road-bed; 20 miles of new fence has been built.

Lights have been placed on all the switches on the main line between Portland and Bangor, and at important points on the branches. In addition to the two white bull's-eye lights usually carried on the rear end of the train, a large, green light is now displayed as a greater precaution against following trains.

The depot at Bangor has been greatly improved, and is brilliantly lighted throughout.

The important requirements on this road for the coming year in the way of improvements, will be as follows: On the line by the way of Augusta, new iron at different points along the line. A new bridge at the Abagadasset stream between Bowdoinham and Richmond. The filling at Two-mile brook to be completed. A new bridge or culvert at Drummond's brook, and repairing or rebuilding of the truss and pile bridge near Clinton.

On the Belfast branch it will be necessary to complete the filling at Unity pond; new stringers are needed at Parson's Valley road, and at the pile bridge near Brooks. The embankment on the bog at Brooks should be raised, and the bridge at Belfast must be renewed to some extent.

On the line via Lewiston to Waterville the bridge over the Little Androscoggin should be rebuilt before the spring opens; this bridge is old, and will not be safe for the passage of trains over it if the ice or freshet should take away the temporary trestles which now in a great measure support the truss. The wooden deck bridge over the main Androscoggin at Lewiston



is a large mass of timber, not well put together in its first construction, and some of its timbers are at the present time not entirely sound; although we consider it safe for the present, it should be renewed without much longer delay.

The bridge over the Kennebec at Skowhegan should be rebuilt at an early day.

On the Androscoggin branch, between Brunswick and Lewiston, the bridge over the Androscoggin river must soon be renewed, and should receive constant and watchful attention until this is done.

Between Crowley's and Leeds Junction the rebuilding of the Sabattisville bridge should be continued to completion, and many of the smaller culverts and water-ways renewed.

Between Leeds Junction and Farmington there should be an entirely new structure at Benjamin's brook, and the second crossing of the same repaired.

The trestle at Snelling's brook should give place to a solid earth embankment. Considerable new iron is needed on this section of the road.

In naming the above items of needed repairs, we do not wish to be understood as reflecting in the slightest degree upon the management of the road, for that has, for the last two or three years, been liberal and progressive in the fullest degree, and no expense or labor has been spared in bringing the road and rolling stock up to its present high standard of completeness and safety.

Every succeeding year brings its routine of necessary repairs and replacements, and the before mentioned items of repairs, etc., are but the natural results of time and wear.

The arrangement of trains has been such during the past year, as to give entire accommodation and satisfaction to the traveling public, and all those having business connections with the road, and they have been run with great regularity and freedom from detention, or accident to passengers, and we think that the present system of rules, regulations and signals now in force upon this road, introduced by the present able and practical Superintendent, and approved by the

practical experience of the efficient and well known President of the Corporation, has contributed mainly to bring about this favorable result of the operations for the past year. The tabulated statement of the business of this road, amount of rolling stock, etc., will be found as annexed to this report to be quite full.

Officers of the Maine Central Railroad Company: Hon. Abner Coburn, President, Skowhegan; Payson Tucker, Superintendent, Portland; J. S. Cushing, Treasurer, Portland; John W. Philbrick, Master Mechanic, Waterville; Fred E. Boothby, General Ticket Agent, Portland.

*Portland & Ogdensburg Railroad*—51 miles in this State.

Directors—Samuel J. Anderson, Portland, James P. Baxter, Portland; Joel Eastman, Conway, N. H.; H. N. Jose, W. F. Milliken, J. S. Ricker, R. M. Richardson, W. W. Thomas, Jr., Samuel Waterhouse, all of Portland.

We are glad to report a great improvement in the condition of this road during the past year. The pile bridges at Fore river, the Basin, and Stroudwater, have been somewhat strengthened and repaired, and some needed repairs made on others at different points along the line. The track has been much improved by the addition of ballast, ties, and a small amount of new iron. A large number of the old, partially worn, and laminated rails have been taken out, cut off, or repaired and relaid in the track; 40,911 new ties, and 266½ tons of new iron have been laid in the track between Portland and Conway. Although these amounts are not up to the requirements as reported last year, still the track is in safe condition, and rides smoothly, and preparations are being made for more improvements the coming season. The Vermont division of the Portland & Ogdensburg road, was completed through to Swanton, on Lake Champlain, in August last, and the Lamoille & Burlington railroad made a junction with the Portland & Ogdensburg at Cambridge, Vt., so that trains can now be run without change from Portland to Swanton and Burlington, on Lake Champlain. These con-

nections, must greatly increase the business of the road, and we learn that the receipts for the past season, do show encouraging results, and a largely increased traffic over preceeding years. Certainly, it is to be hoped, that the advantages of through connections, and the unsurpassed scenery along this road, may induce business men and pleasure seekers, to avail themselves of the advantages this route affords, and that the traffic may so increase that the company may to some extent, be relieved from their embarrassments, and be able to complete the road according to the original design, and realizing the anticipations of its projectors. The road is well managed, and the trains run with regularity and safety. No accident has occurred by which passengers have been injured. More iron and ties will be needed in the spring, and some of the bridges will require further repairs, and it would greatly improve the road if more ballast could be put under the track, in the vicinity of Fryeburg, and at several other places along the line. The managers of this road have had many obstacles to overcome, and trials to endure, and we very much doubt if there are many gentlemen in the community, who would have exhibited as much determination, and ability, in meeting and contending with these troubles, as the President, Directors and Superintendent of this road have shown themselves to possess.

Samuel J. Anderson, Esq., is President; Jonas Hamilton, Superintendent; John F. Anderson, Chief Engineer; J. M. Dana, Treasurer; Charles H. Foye, Clerk, all of Portland.

*Atlantic and St. Lawrence Division of the Grand Trunk Railway*, from Portland, Me., to Island Pond, Vt., 149½ miles—82 miles in this State.

Directors—John B. Brown, Charles E. Barrett, H. J. Libbey, Samuel E. Spring, F. R. Barrett, F. H. Swan, all of Portland; Alex. T. Galt, Charles J. Bridges, both of Montreal, Canada.

Perhaps it is unnecessary to say any more in reference to this road, than to repeat our statement of last year, that it is

in "superior condition in all respects;" and but very few roads in the country will bear comparison with the Grand Trunk in the surface and alignment of its track, the permanent character and construction of its bridges, both masonry and superstructure; its width of road-bed, and drainage, and its perfect system of signals, for the protection and guidance of trains, at all stations, railroad crossings and switches; and it seems to be the aim of the management, to introduce and apply all improvements that will tend to promote the safety and convenience of travelers, and the employees of the road. There have been put into and under the track within the limits of the State, during the past year, 26,000 new ties, about five miles of steel rails, and eight and one-half miles of ballast, and we are assured by Mr. Hannaford, the accomplished Chief Engineer of the road, that enough steel rails have been purchased, and are now in the course of delivery to complete the track in this State, and the whole system in the Atlantic District. This will make a complete steel rail line, from Portland, Maine to Detroit, Michigan, and the work will be proceeded with as fast as the weather will permit.

The company have rebuilt at Portland, one of the Great Eastern Wharves, that was first erected in 1860, and are about arranging this winter to rebuild the other of these wharves. All the company's wharves in Portland are in good condition.

The company have now on the ground, four iron girder bridges; one to replace the wooden bridge at Worthley's brook, of  $36\frac{1}{2}$  feet span; one to replace Oxford bridge, of  $36\frac{1}{2}$  feet span; one for Swifts' creek, near South Paris,  $43\frac{1}{2}$  feet span, and one for Bryants Pond of  $26\frac{1}{2}$  feet span, and we are assured that the intention is, to replace with iron, all wooden structures requiring renewal. The route of the Grand Trunk Railway, traverses a country rich in beautiful and majestic scenery, possessing rare attractions for the lover of nature, and the tourist. While the fine condition of the road, embracing as it does all the characteristics of a first-class, well managed railway, and its extensive connections with the great

Western and Canadian system of railways, makes it a very convenient, safe and desirable route to all portions of the West and North-west. The same remarks will apply as to the condition and management of the Lewiston & Auburn branch, which is leased to the Grand Trunk Railway and operated by them.

Officers of the Grand Trunk Railway, are: Hon. Joseph Hickson, General Manager; E. P. Hannaford, Chief Engineer; W. J. Spicer, Superintendent, all of Montreal. Chas. E. Barrett is Treasurer, and F. R. Barrett is Clerk, of the St. Lawrence Division; both of Portland.

*Boston and Maine Railroad*, from Portland to Boston, 116 miles—44 miles of main line and  $2\frac{1}{2}$  miles of branch in Maine.

Directors—Nathaniel G. White, Lawrence, Mass.; George C. Lord, Boston, Mass.; Amos Paul, Newmarket, New Hampshire; Nathaniel J. Bradley, Boston, Mass.; William S. Stevens, Dover, N. H.; James R. Nichols, Haverhill, Mass.; John F. Osgood, Boston, Mass.; Samuel E. Spring, Portland, Me.; N. W. Farwell, Lewiston, Me.

This road still maintains its reputation as a well managed, first-class railroad. The track is in excellent condition, and the bridges, most of which are of iron, are well kept up. The abutment at the east end of the pile bridge at Fore river in Portland, shows some evidence of settling and bulging, and it may be necessary to rebuild it soon.

The long wooden lattice bridge at Salmon Falls is in remarkably fine condition for a structure that has for so many years done good service. The bridge is now nearly thirty years old, and its timbers are as sound, and joints as close, apparently, as on the day of its erection.

During the past season about 1,800 feet of pile bridge over Scarboro' marsh has been filled in, and it is proposed to fill at least half a mile of another pile bridge very soon. The branch from Salmon Falls down to the old South Berwick junction of the Boston and Maine and Portland, Saco and

Portsmouth roads is not much used, and we doubt the necessity for keeping up this track. The station buildings along the line are convenient and well kept up, and all the appointments of the road are good. A very complete exhibit of the financial condition and amount of business of this road will be found in the tabulated statement annexed to this report.

Nathaniel G. White of Lawrence is President. A. Blanchard of Boston, Treasurer. James T. Furber, Boston, General Superintendent; Chauncey P. Judd, Clerk; A. R. Turner, Auditor, Boston; S. H. Stevens, General Agent, Portland.

*Portland and Rochester Railroad*, from Portland, Me., to Rochester, N. H., 52 miles—49½ miles in Maine.

Directors—George P. Wescott, President, Portland; Frederick Robie, Gorham; H. J. Libby, Portland; W. G. Ray, New York City; Joseph S. Ricker, Deering; A. R. Shurtleff, Geo. E. B. Jackson, Charles McCarthy, William R. Wood, all of Portland; E. G. Wallace, Rochester, N. H.

We are happy to report, that the Portland and Rochester road is sharing in the general improvement of the railroads of this State; and that the changes for the better have been marked, and very important.

During the past year the pile bridge over Deering pond, Portland, has been thoroughly overhauled and repaired, and is in better condition at the present time than it has been for many years previous.

A new iron bridge from Phoenixville works, between five and six hundred feet in length, has taken the place of the old wooden truss over the Saco river at Buxton, and this point has ceased to be an occasion of doubtful and anxious examination.

Ten thousand new ties, and one hundred tons of new iron rails and fishings for the same, have been put into the track, and two miles of the old rails have had new fish-plates. Seven tons of new spikes have been used in securing the rails to the ties. About half a mile of new side track has been laid, and one mile of fence built, and the ditches in many of the exca-

vations have been cleared out. More iron and ties will be required next year, and the ballasting should receive attention.

That portion of the Shaker Pond outlet bridge which it is designed to leave as a permanent opening, is good, but that portion to be filled is much decayed, and the filling should proceed at once.

The bridge at Centre Waterboro' needs new stringers, and the stone abutments at Cook's brook are very poor, and *must be rebuilt*.

Many of the cattle passes and culverts are poor and should be relaid, particularly one near the crossing of the Portland and Ogdensburg Railroad in Westbrook.

This road is an important link in the new through line from Portland to New York, connecting at Rochester, N. H., with the Nashua and Rochester Railroad, and at Nashua with the Nashua and Worcester, and by continuous connections through to the city of New York. The trains have been run safely and promptly, without accident to passengers or employees; and we trust that through the well directed efforts of the experienced and energetic President and Superintendent, the road will continue to improve both as to its condition and business.

George P. Westcott, President, Portland. Frederick Robie, Vice President, Gorham. Wm. H. Conant, Treasurer and Clerk, Portland. James M. Lunt, Superintendent, Portland. J. W. Peters, General Ticket Agent, Portland.

*Portland, Saco and Portsmouth Railroad*, from Portland, Me., to Portsmouth, N. H., 52 miles—51½ in Maine.

Directors of the P. S. & P.—S. Lothrop Thorndike, Alfred P. Rockwell, Boston, Mass.; Samuel C. Lawrence, Medford, Mass.; George P. King, Boston, Mass.; John B. Brown, George E. B. Jackson, Portland; W. H. Y. Hackett, Portsmouth, N. H.

The Portland, Saco and Portsmouth railroad was opened for travel in the year 1842, and from that time to the present

has proved a safe and reliable road. The road-bed is wide, well ballasted, ditched, and drained, and the bridges, open water-ways and culverts are in good order, with the exception of the north end of the arch at the Mousam river in Kennebunk, which is somewhat crushed and broken, but in which there has been no perceptible change for the last few years, and, although, as was remarked in our report of last year, the defective portion of the arch might fall without interfering with the safe movement of trains over the embankment it sustains, yet it is *important* that it should be rebuilt, or made entirely secure to remove all doubts of its safety.

New piles have been put in at the draw-landings of the pile bridge at Portland. A new top has been placed on the bridge over Great Works river in South Berwick, 123 feet in length; and all the other bridges have received necessary repairs.

The bridge over the Piscataquis, at Portsmouth, is in better condition than ever before; and we have always noticed that great care and attention is exercised in keeping this important bridge in order, a force being constantly employed in this sole duty. Two overhead bridge abutments, and five culverts have been rebuilt, and bridge guards erected at all overhead bridges for the protection of the train men.

At Portland, a large addition has been made to the side tracks in the yard, and the yard enlarged and greatly improved; also, 150 feet of coal wharf built, and a channel dredged to admit vessels, so that coal can be landed near the engine house.

Since the date of our last report, there has been laid in the track 1,100½ tons of steel rails, equal to 11 miles and 4,967 feet of track. The total length of steel track on this road is now 14 miles; 18,091 new ties have been put into the track, greatly improving it, and five miles of new fence have been built, and a large amount repaired along the line.

Of course, more iron or steel rails, and additional ties will be required on this road, as on others, the coming season; and among other things a new abutment should be built at



the Old Orchard road, under pass ; and the excavations made by order of the County Commissioners of York County, near Goose fair road, for an under-bridge, (but since abandoned), should be immediately replaced and the trestle removed.

The road has been operated safely, and we believe to the entire satisfaction of the public, during the past year ; and from the foregoing statements it will be seen, that notwithstanding a competing line has been built, with great advantage of location, through the cities of Saco, Biddeford, and the town of Kennebunk, materially affecting the local business of this road, yet the managers of the P. S. & P. railroad, have maintained the long established and well merited reputation of their road, as a safe and reliable route for travel.

The road is leased to the Eastern Railroad Company, and operated by them. Gen. A. P. Rockwell, of Boston, President of the Eastern Railroad, is also Manager of this road.

Portsmouth, Great Falls & Conway Railroad, from "Brock's Crossing," in South Berwick, to Conway, N. H., 72 miles—4½ in Maine.

This road is also under the management of the Eastern Railroad Company ; and, although the track is not in so good condition as the main line of road, still, it is safe for the service required of it ; but we would suggest, that the track in this State should be ballasted, raised, and new ties put into it.

Directors of the Eastern R. R.—Alfred P. Rockwell, Boston, Mass. ; George S. Morrison, New York ; Geo. P. King, Boston ; Geo. E. B. Jackson, Portland ; Charles H. Dalton, Boston ; George Ripley, Boston ; Geo. W. Gill, Worcester, Mass. ; James W. Johnson, Enfield, N. H. ; John Cummings, Boston, Mass.

*Somerset Railroad*, from West Waterville to Anson—25 miles.

Directors—John Ayer, West Waterville ; Edward Rowe, Norridgewock ; Nathan Weston, Madison ; W. H. Brown, Samuel Bunker, North Anson ; William Atkinson, Embden ; Nicholas Smith, Bingham ; John Carney, Carritunk ; F. W.

Hill, Exeter ; Benjamin Flint, California ; and R. B. Dunn, Waterville.

This road is in good condition, and has been well kept up, and carefully managed ; and as the road-bed was well formed, ballasted and drained in the first place, the track has maintained its alignment and surface to a remarkable degree, and is now in excellent order. The road passes through the beautifully located and historic old town of Norridgewock, and following up the banks of the Kennebec river, amidst varied and delightful scenery, of river, falls and fertile intervalles, with views of the Sandy river, valley, and the distant mountains ; past Old Point, celebrated in the early history of the country as the scene of the Indian massacre, and the utter extinction of the famous Norridgewock tribe, and the death of the Romish priest, Father Rasle, whose monument may be seen near the road in passing. The line then crosses to the west bank of the Kennebec river, at Madison, and terminates at Anson, one of the finest agricultural towns in the State.

During the past year the bridge at Madison has been entirely covered, both roof and truss.

The returns of the Treasurer, in another part of this report, will show the business of the road, amount of rolling stock, &c.

John Ayer is President, West Waterville. A. R. Small, Treasurer, West Waterville.

*St. Croix and Penobscot Railroad*, from Calais to Princeton—22 miles.

This road runs from Calais to Princeton *via* Baring and Milltown, and is mostly used for the transportation of lumber, although passenger cars are attached to some of the trains, and some few passengers are carried over the road. The road is not in so good condition as we should like to see it, the iron being a good deal worn, and many of the ties rotten. The bridges are safe at the present time, and some of them have been strengthened and repaired, in accordance with our suggestions made to the Superintendent in the spring. Efforts are making to extend the road from Prince-

ton to a connection with the European and North American Railroad at Passadumkeag, and a survey of the proposed route is now in progress. It is to be hoped that this project will succeed, as it will undoubtedly prove of great benefit to the cities of Calais, on the American side, and St. Stephens, on the New Brunswick side of the St. Croix river, and add value and business to the road, by giving it through connections with other railroads.

The death of Mr. William W. Sawyer of Calais, Superintendent of this railroad, occurred in November, from an injury received upon the road the past spring. We feel called upon to notice this death as a public loss.

The loss to his Company of a valued and respected associate, the prominent Director in operating the road, must be very great. It was a loss of one whose heart was in his road; of a leading mind, fertile in resource, whose ingenuity and mechanical knowledge never failed in overcoming the necessities and embarrassments growing out of insufficient means and business to warrant the usual outlays. He was confidently relied upon as the ever alert, prudent, firm and positive Superintendent.

But we regard Mr. Sawyer's death as a loss to the general railroad service and to the common weal, because of his zeal and inventive genius, united with and controlled by an eminently practical turn of mind, and because he was also a practical Christian leader in the sphere of his influence, whose example and counsel tended to awaken and develop moral qualities, equally with a scrupulously exact performance of personal duty.

Directors—George M. Porter, St. Stephens, New Brunswick; E. A. Barnard, H. T. Eaton, H. N. Hill, W. W. Sawyer, Calais. George M. Porter, St. Stephens, N. B., President. Samuel Black, Treasurer, Calais. Frank Nelson, Clerk, Calais.

*Whitneyville and Machiasport Railroad.*

This road was constructed to carry lumber from the saw-mills at Whitneyville to Machiasport, and built by the mill owners; and an act of incorporation was necessary, for the reason that the line crossed several highways. It is not a passenger road, and we do not visit it. Cost of road \$100,000.

Cornelius Sullivan is Treasurer.

RETURNS OF RAILROAD CORPORATIONS.

| NAME OF ROAD.                   | CAPITAL STOCK.                       |  |                                       |   |   |                                  |                                     |                             |                               |
|---------------------------------|--------------------------------------|--|---------------------------------------|---|---|----------------------------------|-------------------------------------|-----------------------------|-------------------------------|
|                                 | Capital Stock authorized by charter. | Capital Stock authorized by vote of the Company. | Capital Stock issued, amount paid in. | Paid in on shares not issued. Number of shares. | Total amount paid in as per books of the Company. | Amount issued but not full paid. | Amount per share still due thereon. | Par value of shares issued. | Total number of Stockholders. |
| Aroostook River.....            | -                                    | -  | -                                     | -   | -   | -                                | -                                   | -                           | -                             |
| Atlantic and St. Lawrence.....  | \$5,000,000 00                       | -  | \$5,000,000 00                        | -   | -   | -                                | -                                   | -                           | 1,145                         |
| Bangor and Piscataquis.....     | 1,000,000 00                         | -  | 356,900 00                            | \$248 50  | \$357,148 50                                      | -                                | -                                   | \$50 00                     | 201                           |
| Boston and Maine.....           | 7,000,000 00                         | \$7,000,000 00                                   | 6,921,274 52                          | Nothing.  | 6,921,274 52                                      | None.                            | None.                               | 100 00                      | 4,163                         |
| Bucksport and Bangor.....       | 100,000 00                           | 300,000 00                                       | 275,400 00                            | 1,138 98  | 276,538 98  | -                                | -                                   | 100 00                      | 115                           |
| to 1,000,000 00                 |                                      |  |                                       |   |   |                                  |                                     |                             |                               |
| European and North American..   | -                                    | -  | -                                     | -   | -   | -                                | -                                   | -                           | -                             |
| Houlton Branch.....             | -                                    | -  | -                                     | -   | -   | -                                | -                                   | -                           | -                             |
| Knox and Lincoln.....           | 2,000,000 00                         | -  | 364,580 00                            | -   | -   | -                                | -                                   | 100 00                      | 252                           |
| Maine Central.....              | 5,000,000 00                         | -  | 3,588,400 00                          | 31,700 00                                       | 3,620,100 00                                      | -                                | -                                   | 100 00                      | 645                           |
| Portland (Horse).....           | -                                    | -  | 157,600 00                            | -   | 157,600 00  | -                                | -                                   | 100 00                      | 115                           |
| Portland and Ogdensburg.....    | 2,000,000 00                         | 2,000,000 00                                     | 1,056,000 00                          | 46,985 55                                       | 1,052,085 55                                      | \$1000 00                        | \$50 00                             | 100 00                      | 245                           |
| Portland and Rochester.....     | 1,000,000 00                         | -  | -                                     | 636,011 86                                      | -   | -                                | -                                   | 100 00                      | 6,345                         |
| Portland, Saco and Portsmouth.. | 1,500,000 00                         | 1,500,000 00                                     | 1,500,000 00                          | -   | 1,500,000 00                                      | -                                | -                                   | 100 00                      | 1,422                         |
| St. Croix and Penobscot.....    | 2,000,000 00                         | 100,000 00                                       | 100,000 00                            | -   | 100,000 00  | -                                | -                                   | 100 00                      | 63                            |
| Somerset.....                   | 2,500,000 00                         | 600,000 00                                       | 315,739 43                            | -   | -   | -                                | -                                   | -                           | 120                           |
| Whitneyville and Machiasport..  | -                                    | -  | -                                     | -   | -   | -                                | -                                   | -                           | 6                             |

RETURNS OF RAILROAD CORPORATIONS—Continued.

| NAME OF ROAD.                   | CAPITAL STOCK.                |                                       | DEBT.        |                   |                                    |              |                   |                                    |              |
|---------------------------------|-------------------------------|---------------------------------------|--------------|-------------------|------------------------------------|--------------|-------------------|------------------------------------|--------------|
|                                 | No. of Stockholders in Maine. | Amount of Stock held in other States. | Bonds due.   | Rate of Interest. | Interest paid on same during year. | Bonds due.   | Rate of Interest. | Interest paid on same during year. | Bonds due.   |
| Aroostook River .....           | -                             | -                                     | -            | -                 | -                                  | -            | -                 | -                                  | -            |
| Atlantic and St. Lawrence.....  | 104                           | -                                     | -            | -                 | -                                  | -            | -                 | -                                  | -            |
| Bangor and Piscataquis .....    | 196                           | 5 shares.                             | \$600,000 00 | 6 per cent.       | -                                  | \$322,000 00 | 7 per cent.       | -                                  | \$200,000 00 |
| Boston and Maine.....           | 236                           | \$6,673,000 00                        | 1,500,000 00 | 7 per cent.       | \$104,160 00                       | 2,000,000 00 | 7 per cent.       | \$131,722 50                       | -            |
| Bucksport and Bangor .....      | 110                           | 50,800 00                             | 400,000 00   | 7 per cent.       | -                                  | -            | -                 | -                                  | -            |
| European and North American..   | -                             | -                                     | -            | -                 | -                                  | -            | -                 | -                                  | -            |
| Houlton Branch.....             | -                             | -                                     | -            | -                 | -                                  | -            | -                 | -                                  | -            |
| Knox and Lincoln.....           | 239                           | 3,900 00                              | -            | City and          | Town bonds.                        | 2,395,000 00 | -                 | -                                  | -            |
| Maine Central.....              | 511                           | 2,404,800 00                          | 1,826,459 12 | 6 per cent.       | 109,686 81                         | 2,321,900 00 | 6 per cent.       | 132,982 00                         | 4,379,300 00 |
| Portland (Horse).....           | 107                           | 9,000 00                              | -            | -                 | -                                  | -            | -                 | -                                  | -            |
| Portland and Ogdensburg.....    | 237                           | 24,900 00                             | 800,000 00   | 6 per cent.       | 9,098 57                           | 1,591,600 00 | 6 per cent.       | -                                  | -            |
| Portland and Rochester.....     | 141                           | 126,400 00                            | 700,000 00   | 6 per cent.       | -                                  | 350,000 00   | 7 per cent.       | -                                  | 450,000 00   |
| Portland, Saco and Portsmouth.. | 91                            | 1,331 00                              | -            | -                 | -                                  | -            | -                 | -                                  | -            |
| St. Croix and Penobscot.....    | 25                            | 67,300 00                             | 95,200 00    | 6 per cent.       | 5,712 00                           | 17,500 00    | 6 per cent.       | 1,050 00                           | -            |
| Somerset .....                  | 120                           | -                                     | 450,000 00   | 7 per cent.       | -                                  | -            | -                 | -                                  | -            |
| Whitneyville and Machiasport..  | 2                             | 4                                     | -            | -                 | -                                  | -            | -                 | -                                  | -            |

RETURNS OF RAILROAD CORPORATIONS—Continued.

| NAME OF ROAD.                   | DEBT.             |                                    |                               |                                    |                              |                |                                |                         |  |
|---------------------------------|-------------------|------------------------------------|-------------------------------|------------------------------------|------------------------------|----------------|--------------------------------|-------------------------|--|
|                                 | Rate of Interest. | Interest paid on same during year. | Certificates of Indebtedness. | Interest paid on same during year. | Total amount of Funded Debt. | Unfunded Debt. | Total amount of Unfunded Debt. | Total Gross Liabilities | Am't of cash, materials and supplies on hand, including Sinking Fund in hands of Trustees, and such securities as represent Cash Assets. |
| Aroostook River .....           | -                 | -                                  | -                             | -                                  | -                            | -              | -                              | -                       | -  |
| Atlantic and St. Lawrence.....  | -                 | -                                  | -                             | -                                  | -                            | -              | -                              | -                       | -  |
| Bangor and Piscataquis .....    | 7 per cent.       | \$9,500 00                         | -                             | -                                  | \$1,122,000 00               | \$112,471 13   | 112,471 13                     | 1,234,471 13            | \$16,318 62  |
| Boston and Maine .....          | -                 | -                                  | -                             | -                                  | 3,500,000 00                 | -              | 78,242 25                      | 3,578,242 25            | 386,997 78   |
| Bucksport and Bangor .....      | -                 | -                                  | -                             | -                                  | 400,000 00                   | 79,545 34      | -                              | -                       | 4,521 47   |
| European and North American..   | -                 | -                                  | -                             | -                                  | -                            | -              | -                              | -                       | -  |
| Houlton Branch .....            | -                 | -                                  | -                             | -                                  | -                            | -              | -                              | -                       | -  |
| Knox and Lincoln .....          | -                 | -                                  | -                             | -                                  | -                            | -              | -                              | 2,759,580 00            | -  |
| Maine Central .....             | er cent.          | 214,235 00                         | -                             | -                                  | 8,527,659 12                 | 601,206 92     | -                              | 9,128,866 04            | 691,528 54   |
| Portland (Horse) .....          | -                 | -                                  | -                             | -                                  | -                            | -              | -                              | -                       | 9,143 55   |
| Portland and Ogdensburg.....    | -                 | -                                  | -                             | -                                  | 2,391,600 00                 | -              | 365,796 11                     | 2,757,396 11            | 108,809 40   |
| Portland and Rochester .....    | 6 per cent.       | -                                  | -                             | -                                  | 1,500,000 00                 | -              | -                              | -                       | 78,118 77  |
| Portland, Saco and Portsmouth.. | -                 | -                                  | *\$125,000                    | -                                  | -                            | -              | -                              | -                       | -  |
| St. Croix and Penobscot .....   | -                 | -                                  | 94,000 00                     | \$6,090 00                         | 206,700 00                   | 5,400 00       | 5,400 00                       | 212,100 00              | 43,754 03  |
| Somerset .....                  | -                 | -                                  | -                             | -                                  | 363,500 00                   | 79,412 37      | 79,412 37                      | 442,912 37              | 1,054 89   |
| Whitneyville and Machiasport..  | -                 | -                                  | -                             | -                                  | -                            | -              | -                              | -                       | -  |

\* Notes, guaranteed by Eastern Railroad Company.

RETURNS OF RAILROAD CORPORATIONS—Continued.

| NAME OF ROAD.                   | DEBT.                           |  |   | COST OF ROAD AND EQUIPMENT. |              |                                     |                                   |  |
|---------------------------------|---------------------------------|--|---|-----------------------------|--------------|-------------------------------------|-----------------------------------|--|
|                                 | Total Net Debt—<br>Liabilities. | Amount of Bonds or<br>Stock of other compa-<br>nies guaranteed, Prin-<br>cipal or Interest, or<br>on which Interest is<br>paid by Company. | Amount of claims<br>against Company<br>which have not been<br>entered on books. | Grading and<br>Masonry.     | Bridging.    | Superstructure,<br>including Rails. | Land, Land Damages<br>and Fences. | Passenger and Freight<br>Stations, Wood and<br>Water Stations. |
| Aroostook River .....           | -                               | -  | -   | -                           | -            | -                                   | -                                 | -  |
| Atlantic and St. Lawrence.....  | -                               | -  | -   | -                           | -            | -                                   | -                                 | -  |
| Bangor and Piscataquis .....    | \$1,218,152 51                  | -  | -   | -                           | -            | -                                   | -                                 | -  |
| Boston and Maine .....          | 3,191,244 47                    | Nothing.   | Nothing.  | \$2,680,564 65              | \$936,599 40 | \$1,897,807 33                      | \$2,481,440 02                    | \$772,724 26   |
| Bucksport and Bangor .....      | 79,545 34                       | -  | -   | 255,074 00                  | 44,644 43    | 157,632 50                          | 62,875 86                         | } This is in-<br>cluded in<br>next item.                       |
| European and North American..   | -                               | -  | -   | -                           | -            | -                                   | -                                 |  |
| Houlton Branch .....            | -                               | -  | -   | -                           | -            | -                                   | -                                 | 25,000 00  |
| Knox and Lincoln .....          | -                               | -  | \$318,897 06  | 1,128,032 54                | 273,500 00   | 464,600 00                          | 116,500 00                        | -  |
| Maine Central .....             | 8,437,337 50                    | -  | -   | -                           | -            | -                                   | -                                 | -  |
| Portland (Horse) .....          | -                               | -  | -   | -                           | -            | -                                   | -                                 | -  |
| Portland and Ogdensburg.....    | 2,648,586 71                    | -  | -   | 1,321,829 11                | 289,109 82   | 1,083,158 06                        | 112,480 20                        | 68,633 09  |
| Portland and Rochester.....     | -                               | -  | -   | -                           | -            | -                                   | -                                 | -  |
| Portland, Saco and Portsmouth.. | -                               | -  | -   | -                           | -            | -                                   | -                                 | -  |
| St. Croix and Penobscot .....   | 168,345 97                      | -  | -   | Incl'd in No. 3             | 8,051 05     | 114,283 26                          | 13,119 91                         | 7,643 85   |
| Somerset.....                   | 441,857 48                      | -  | -   | -                           | -            | -                                   | -                                 | -  |
| Whitneyville and Machiasport .. | -                               | -  | -   | *100,000 00                 | -            | -                                   | -                                 | -  |

\* Which includes the whole cost of construction and equipment.



RETURNS OF RAILROAD CORPORATIONS—Continued.

| NAME OF ROAD.                   | COST OF ROAD AND EQUIPMENT.               |   |   |   |                        |          |                              |              |            |               |         |
|---------------------------------|---|---|---|---|------------------------|----------|------------------------------|--------------|------------|---------------|---------|
|                                 | Engine-houses, Car-sheds and turn-tables. | Machine shops, including machinery and tools. | Interest paid during construction, dis-count, &c. | Engineering, agencies, salaries, and other ex-penses, during con-struction. | Branch. Original cost. |          | Total cost of con-struction. | Locomotives. |            | Snow ploughs. |         |
|                                 |   |   |   |   | No.                    | Cost. \$ |                              | No.          | Cost.      | No.           | Cost.   |
| Aroostook River.....            | -   | -   | -   | -   | -                      | -        | -                            | -            | -          | -             | -       |
| Atlantic and St. Lawrence.....  | -   | -   | -   | -   | -                      | -        | \$8,484,000 00               | 51           | -          | -             | -       |
| Bangor and Piscataquis.....     | -   | -   | -   | -   | -                      | -        | 1,348,836 81                 | 4            | -          | -             | 1       |
| Boston and Maine.....           | \$164,713 98                              | 133,283 50                                    | \$82,028 44                                       | 365,474 39  | -                      | -        | 9,514,635 97                 | 77           | 382,000 00 | 11            | \$7,000 |
| Bucksport and Bangor.....       | 10,995 32                                 | -   | 86,130 79   | 12,708 13   | -                      | -        | 697,185 68                   | -            | -          | -             | -       |
| European and North American..   | -   | -   | -   | -   | -                      | -        | -                            | 12           | 56,500 00  | 2             | 1,600   |
| Houlton Branch.....             | -   | -   | -   | -   | -                      | -        | -                            | -            | -          | -             | -       |
| Knox and Lincoln.....           | 10,000 00                                 | 20,000 00                                     | 496,400 00  | 45,500 00   | -                      | -        | 2,579,532 54                 | 5            | -          | 1             | -       |
| Maine Central.....              | -   | -   | -   | -   | -                      | -        | 10,006,432 04                | 59           | -          | 16            | -       |
| Portland (Horse).....           | -   | -   | -   | -   | -                      | -        | 175,000 00                   | -            | -          | -             | -       |
| Portland and Ogdensburg.....    | } Included in preceding.                  | 7,312 01                                      | 344,135 64  | 185,584 30  | Telegraph.             | 4,367 99 | 3,416,610 22                 | 8            | 90,059 41  | 3             | -       |
| Portland and Rochester.....     |   |   |   |   |                        |          | *1,942,390 98                | 5            | -          | 2             | -       |
| Portland, Saco and Portsmouth.. | -   | -   | -   | -   | -                      | -        | 1,734,869 56                 | 19           | -          | 4             | -       |
| St. Croix and Penobscot.....    | Incl'd in 5 & 7                           | 13,961 36                                     | 4,053 32  | 10,822 73   | } Lewys' Island R.R    | 140,000. | \$11,935 48                  | 4            | -          | 1             | -       |
| Somerset.....                   |   |   |   |   |                        |          | 737,447 56                   | 2            | Leased.    | -             | -       |
| Whitneyville and Machiasport..  | -   | -   | -   | -   | -                      | -        | -                            | 2            | -          | -             | -       |

\* Including equipment.

RETURNS OF RAILROAD CORPORATIONS—Continued.

| NAME OF ROAD.                   | EQUIPMENT.   |          |                |            |                                   |           |                         |           | PROPERTY NOT INCLUDED IN FOREGOING. |                          |                      |           |                   |
|---------------------------------|--------------|----------|----------------|------------|-----------------------------------|-----------|-------------------------|-----------|-------------------------------------|--------------------------|----------------------|-----------|-------------------|
|                                 | Parlor Cars. |          | Sleeping Cars. |            | Passenger, mail and baggage cars. |           | Freight and other cars. |           | Total for Equipment.                | Lands.                   | Stocks of R. R., &c. | Bonds.    | Other Securities. |
|                                 | No.          | Cost.    | No.            | Cost.      | No.                               | Cost.     | No.                     | Cost.     |                                     |                          |                      |           |                   |
| Aroostook River.....            | -            | -        | -              | -          | -                                 | -         | -                       | -         | -                                   | -                        | -                    | -         | -                 |
| Atlantic and St. Lawrence.....  | -            | -        | -              | -          | 44                                | -         | -                       | -         | -                                   | -                        | -                    | -         | -                 |
| Bangor and Piscataquis.....     | -            | -        | -              | -          | 5                                 | -         | 64                      | -         | \$110,200 07                        | -                        | -                    | -         | -                 |
| Boston and Maine.....           | 5            | \$34,000 | -              | -          | 163                               | \$358,275 | 1620                    | \$460,955 | 1,242,230 00                        | -                        | 263,144 48           | \$428,167 | \$27,430 00       |
| Bucksport and Bangor.....       | -            | -        | -              | -          | -                                 | -         | -                       | -         | -                                   | -                        | -                    | -         | -                 |
| European and North American..   | -            | -        | -              | -          | 21                                | 41,000    | 245                     | 76,300    | 175,400 00                          | -                        | -                    | -         | -                 |
| Houlton Branch.....             | -            | -        | -              | -          | -                                 | -         | -                       | -         | -                                   | -                        | -                    | -         | -                 |
| Knox and Lincoln.....           | -            | -        | -              | -          | 12                                | -         | 63                      | -         | 125,300 00                          | -                        | -                    | -         | -                 |
| Maine Central.....              | -            | -        | -              | -          | 82                                | -         | 1177                    | -         | 1,658,540 74                        | -                        | 5,000 00             | 1,000     | 15,195 03         |
| Portland (Horse).....           | -            | -        | -              | -          | 18                                | 23,000    | -                       | -         | -                                   | \$20,000                 | -                    | -         | -                 |
| Portland and Ogdensburg.....    | -            | -        | -              | -          | 21                                | -         | 164                     | -         | 280,359 95                          | -                        | -                    | -         | -                 |
| Portland and Rochester.....     | -            | -        | -              | -          | 10                                | -         | 133                     | 38,420    | 1,942,390 98                        | -                        | -                    | -         | -                 |
| Portland, Saco and Portsmouth.. | -            | -        | -              | -          | 4                                 | -         | 203                     | -         | -                                   | -                        | -                    | -         | -                 |
| St. Croix and Penobscot.....    | -            | -        | -              | -          | 6                                 | -         | 203                     | 22,035    | 52,064 52                           | -                        | -                    | -         | -                 |
| Somerset.....                   | -            | -        | -              | -          | 1                                 | 2,500     | 7                       | 4,215     | 6,715 00                            | -                        | -                    | -         | -                 |
| Whitneyville and Machiasport..  | -            | -        | -              | -          | -                                 | -         | 46                      | -         | -                                   | -                        | -                    | -         | -                 |
|                                 | To gether *  |          | cost           | 190,300 54 | 21                                | -         | 164                     | -         | 280,359 95                          | -                        | -                    | -         | -                 |
|                                 |              |          |                |            | 10                                | -         | 133                     | 38,420    | 1,942,390 98                        | including construction.] |                      |           | -                 |
|                                 |              |          |                |            | 4                                 | -         | 203                     | -         | -                                   |                          |                      |           |                   |
|                                 |              |          |                |            | 6                                 | -         | 203                     | 22,035    | 52,064 52                           |                          |                      |           |                   |
|                                 |              |          |                |            | 1                                 | 2,500     | 7                       | 4,215     | 6,715 00                            |                          |                      |           |                   |
|                                 |              |          |                |            | -                                 | -         | 46                      | -         | -                                   |                          |                      |           |                   |

\* Snow Ploughs, Passenger, Baggage, Mail and Freight Cars.

RETURNS OF RAILROAD CORPORATIONS—Continued.

| NAME OF ROAD.                    | PROPERTY ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS. |                                      |                           |                               |  |                    |   |                       |   |
|----------------------------------|--|--------------------------------------|---------------------------|-------------------------------|--|--------------------|---|-----------------------|---|
|                                  | Steamboat property.                                      | Investments in transportation lines. | Other property purchased. | Total for property purchased. | Whole amount of permanent investments. | Property in Maine. | Am't of supplies and materials on hand. | Cash and cash assets. | Total property and assets of the Company. |
| Aroostook River .....            | -  | -                                    | -                         | -                             | -                                      | -                  | -                                       | -                     | -   |
| Atlantic and St. Lawrence .....  | -  | -                                    | -                         | -                             | -                                      | -                  | -                                       | -                     | -   |
| Bangor and Piscataquis .....     | -  | -                                    | -                         | -                             | \$1,459,036 88                         | -                  | -                                       | \$16,318 62           | \$1,475,355 50                            |
| Boston and Maine .....           | \$70,060 24  | -                                    | -                         | \$788,801 72                  | 11,545,667 69                          | -                  | \$178,317 39                            | 208,680 39            | 11,932,665 47                             |
| Bucksport and Bangor .....       | -  | -                                    | -                         | -                             | -                                      | -                  | -                                       | 3,259 60              | -   |
| European and North American ..   | -  | -                                    | -                         | -                             | -                                      | -                  | -                                       | -                     | -   |
| Houlton Branch .....             | -  | -                                    | -                         | -                             | -                                      | -                  | -                                       | -                     | -   |
| Knox and Lincoln .....           | -  | -                                    | -                         | -                             | -                                      | -                  | 8,198 81                                | 3,956 78              | -   |
| Maine Central .....              | -  | \$62,351 18                          | \$768,333 33              | 851,879 54                    | 12,516,852 32                          | -                  | 193,181 34                              | 498,347 20            | 13,208,380 86                             |
| Portland (Horse) .....           | -  | -                                    | -                         | -                             | -                                      | -                  | -                                       | 9,143 55              | -   |
| Portland and Ogdensburg .....    | -  | -                                    | -                         | -                             | -                                      | \$2,385,142 05     | 6,091 65                                | 102,717 75            | 2,493,951 45                              |
| Portland and Rochester .....     | -  | -                                    | 40,190 10                 | -                             | -                                      | -                  | -                                       | -                     | -   |
| Portland, Saco and Portsmouth .. | 20,000 00  | -                                    | -                         | 20,000 00                     | 1,754,869 56                           | -                  | -                                       | 47,759 79             | 1,802,629 35                              |
| St. Croix and Penobscot .....    | -  | -                                    | -                         | -                             | 364,000 00                             | -                  | 2,672 15                                | 15,339 51             | 382,011 66                                |
| Somerset .....                   | -  | -                                    | -                         | -                             | 750,877 56                             | -                  | 567 44                                  | 487 45                | 751,932 45                                |
| Whitneyville and Machiasport ..  | -  | -                                    | -                         | -                             | -                                      | -                  | -                                       | -                     | -   |

RETURNS OF RAILROAD CORPORATIONS—Continued.

| NAME OF ROAD.                   | EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR. |                      |           |                                  |                                |           |                                       |                |  |
|---------------------------------|---|----------------------|-----------|----------------------------------|--------------------------------|-----------|---------------------------------------|----------------|--|
|                                 | Amount of Sinking and Contingent Funds and their purpose. | Grading and masonry. | Bridging. | Superstructure, including rails. | Land, land damages and fences. | Stations. | Engine houses, sheds and turn-tables. | Machine shops. | Engineering, agencies, salaries, and other expenses during construction. |
| Aroostook River .....           | -   | -                    | -         | -                                | -                              | -         | -                                     | -              | -  |
| Atlantic and St. Lawrence.....  | -   | -                    | -         | -                                | -                              | -         | -                                     | -              | -  |
| Bangor and Piscataquis .....    | -   | -                    | -         | -                                | -                              | -         | -                                     | -              | -  |
| Boston and Maine .....          | -   | \$1,063 50           | -         | -                                | \$10,133 44                    | -         | -                                     | -              | -  |
| Bucksport and Bangor .....      | -   | 4,405 09             | -         | -                                | -                              | -         | -                                     | -              | -  |
| European and North American..   | -   | -                    | -         | -                                | -                              | -         | -                                     | -              | -  |
| Houlton Branch .....            | -   | -                    | -         | -                                | -                              | -         | -                                     | -              | -  |
| Knox and Lincoln .....          | -   | -                    | -         | -                                | -                              | -         | -                                     | -              | -  |
| Maine Central.....              | -   | -                    | -         | -                                | -                              | -         | -                                     | -              | -  |
| Portland (Horse) .....          | -   | -                    | -         | -                                | -                              | -         | -                                     | -              | -  |
| Portland and Ogdensburg .....   | -   | -                    | -         | -                                | 200 00                         | -         | -                                     | -              | \$408 23   |
| Portland and Rochester .....    | \$71,015 55   | -                    | -         | -                                | 5,503 08                       | -         | -                                     | -              | -  |
| Portland, Saco and Portsmouth.. | -   | -                    | -         | -                                | -                              | -         | -                                     | -              | -  |
| St. Croix and Penobscot .....   | 32,525 46   | -                    | -         | -                                | -                              | -         | -                                     | -              | -  |
| Somerset .....                  | -   | -                    | \$600 44  | -                                | \$1,328 93                     | \$383 43  | -                                     | -              | -  |
| Whitneyville and Machiasport..  | -   | -                    | -         | -                                | -                              | -         | -                                     | -              | -  |

RETURNS OF RAILROAD CORPORATIONS—Continued.

| NAME OF ROAD.                   | Locomotives. |           | EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR. |              |                |                                   |                         |                    |  |   |
|---------------------------------|--------------|-----------|---|--------------|----------------|-----------------------------------|-------------------------|--------------------|--|---|
|                                 | No.          | Cost.     | Snow ploughs.   | Parlor cars. | Sleeping cars. | Passenger, mail and baggage cars. | Freight and other cars. | Purchase of roads. | Subscriptions or loans to other roads. | Any other expenditures charged to property account. |
|                                 |              |           |   |              |                |                                   |                         |                    |  |   |
| Aroostook River .....           | -            | -         | -   | -            | -              | -                                 | -                       | -                  | -                                      | -   |
| Atlantic and St. Lawrence.....  | -            | -         | -   | -            | -              | -                                 | -                       | -                  | -                                      | -   |
| Bangor and Piscataquis .....    | -            | -         | -   | -            | -              | -                                 | -                       | -                  | -                                      | -   |
| Boston and Maine .....          | 4            | 27,000 00 | -   | -            | -              | -                                 | -                       | -                  | -                                      | \$9,208 32  |
| Bucksport and Bangor .....      | -            | -         | -   | -            | -              | -                                 | -                       | -                  | -                                      | -   |
| European and North American..   | -            | -         | -   | -            | -              | -                                 | -                       | -                  | -                                      | -   |
| Houlton Branch .....            | -            | -         | -   | -            | -              | -                                 | -                       | -                  | -                                      | -   |
| Knox and Lincoln .....          | -            | -         | -   | -            | -              | -                                 | -                       | -                  | -                                      | -   |
| Maine Central .....             | -            | -         | -   | -            | -              | -                                 | -                       | -                  | -                                      | 15,195 03   |
| Portland (Horse) .....          | -            | -         | -   | -            | -              | -                                 | -                       | -                  | -                                      | -   |
| Portland and Ogdensburg.....    | -            | -         | -   | -            | -              | -                                 | -                       | -                  | -                                      | -   |
| Portland and Rochester .....    | -            | -         | -   | -            | -              | -                                 | -                       | -                  | -                                      | -   |
| Portland, Saco and Portsmouth.. | -            | -         | -   | -            | -              | -                                 | -                       | -                  | -                                      | -   |
| St. Croix and Penobscot .....   | -            | -         | -   | -            | -              | -                                 | -                       | -                  | -                                      | -   |
| Somerset .....                  | -            | -         | -   | -            | -              | -                                 | -                       | -                  | -                                      | -   |
| Whitneyville and Machisport...  | -            | -         | -   | -            | -              | -                                 | -                       | -                  | -                                      | -   |

RETURNS OF RAILROAD CORPORATIONS—Continued.

| NAME OF ROAD.                    | EXPENDITURES CHARGED TO PROPERTY ACCOUNT. |   |  | REVENUE FOR THE YEAR.          |  |   |  |   |
|----------------------------------|---|---|--|--------------------------------|--|---|--|---|
|                                  | Total charged to property account.        | Property sold and credited to property account during year. | Net addition to property account for the year. | Derived from local passengers. | Derived from passengers from and to other roads. | Derived from other roads as tolls or for use of passenger cars. | Derived from other sources, belonging to passenger department. | Derived from express and extra baggage. |
| Aroostook River .....            | -   | -   | -  | -                              | -  | -   | -  | -                                       |
| Atlantic and St. Lawrence .....  | -   | -   | -  | \$191,411 00                   | -  | -   | -  | -                                       |
| Bangor and Piscataquis .....     | -   | -   | -  | 4,655 29                       | \$10,161 21                                      | -   | -  | \$1,129 17                              |
| Boston and Maine .....           | \$47,405 26                               | \$200 00  | \$47,205 26                                    | 1,066,527 07                   | 188,691 76                                       | -   | -  | 58,948 74                               |
| Bucksport and Bangor .....       | -   | -   | -  | -                              | -  | -   | -  | -                                       |
| European and North American ..   | -   | -   | -  | 55,677 69                      | 77,421 62  | -   | -  | 6,282 43                                |
| Houlton Branch .....             | -   | -   | -  | -                              | -  | -   | -  | -                                       |
| Knox and Lincoln .....           | -   | -   | -  | 27,262 59                      | 51,168 66  | -   | \$995 82   | 4,158 14                                |
| Maine Central .....              | 15,195 03                                 | 20,975 16   | dec. 5,780 03                                  | 354,210 95                     | 346,527 99                                       | -   | -  | 40,157 32                               |
| Portland (Horse) .....           | -   | -   | -  | 47,748 38                      | -  | -   | -  | -                                       |
| Portland and Ogdensburg .....    | -   | -   | -  | -                              | 87,242 11  | -   | 666 66   | 3,447 15                                |
| Portland and Rochester .....     | -   | -   | -  | 52,865 73                      | including all of these.                          | -   | -  | 2,000 01                                |
| Portland, Saco and Portsmouth .. | -   | -   | -  | -                              | -  | -   | -  | -                                       |
| St. Croix and Penobscot .....    | -   | -   | -  | 3,202 11                       | -  | -   | -  | -                                       |
| Somerset .....                   | -   | -   | -  | 3,773 24                       | 2,829 93   | -   | -  | 640 08                                  |
| Whitneyville and Machiasport ..  | -   | -   | -  | -                              | -  | -   | -  | -                                       |

RETURNS OF RAILROAD CORPORATIONS—Continued.

| NAME OF ROAD.                   | REVENUE FOR THE YEAR. |   |                             |   |  |   |                                       |   |                                |
|---------------------------------|-----------------------|---|-----------------------------|---|--|---|---------------------------------------|---|--------------------------------|
|                                 | Derived from mails.   | Total earnings from Passenger department. | Derived from local freight. | Derived from freight from and to other roads. | Derived from other roads as tolls, or for use of freight cars. | Derived from other sources belonging to Freight department. | Total earnings of Freight department. | Derived from rents for use of road, and equipments when leased. | Total transportation earnings. |
| Aroostook River.....            | -                     | -   | -                           | -   | -  | -   | \$ -                                  | -   | -                              |
| Atlantic and St. Lawrence.....  | \$22,770 00           | -   | -                           | -   | -  | -   | 660,303 00                            | -   | \$891,375 00                   |
| Bangor and Piscataquis.....     | 2,626 24              | \$18,571 91                               | \$2,112 11                  | \$36,031 15                                   | \$619 21   | -   | 38,762 47                             | -   | 57,334 38                      |
| Boston and Maine.....           | 22,455 82             | 1,336,623 39                              | 535,424 55                  | 301,154 61                                    | -  | -   | 836,579 16                            | \$19,386 11   | 2,192,588 66                   |
| Bucksport and Bangor.....       | -                     | -   | -                           | -   | -  | -   | -                                     | 6,292 68  | -                              |
| European and North American..   | 21,048 54             | 160,430 28                                | 113,486 49                  | 83,995 36                                     | -  | -   | -                                     | 197,481 85  | 357,912 13                     |
| Houlton Branch.....             | -                     | -   | -                           | -   | -  | -   | -                                     | -   | -                              |
| Knox and Lincoln.....           | 5,656 75              | -   | 7,813 93                    | 25,022 26                                     | -  | -   | -                                     | -   | 122,078 15                     |
| Maine Central.....              | 58,550 62             | 799,446 88                                | -                           | 860,029 47                                    | 29,451 37  | -   | 889,480 84                            | -   | 1,688,927 72                   |
| Portland (Horse).....           | -                     | 47,748 38                                 | -                           | -   | -  | -   | -                                     | -   | -                              |
| Portland and Ogdensburg.....    | 7,805 60              | 99,161 52                                 | -                           | -   | -  | -   | 116,871 05                            | -   | 216,032 57                     |
| Portland and Rochester.....     | 3,245 85              | 58,111 59                                 | -                           | -   | -  | -   | 75,700 68                             | -   | 133,812 27                     |
| Portland, Saco and Portsmouth.. | -                     | -   | -                           | -   | -  | -   | -                                     | -   | -                              |
| St. Croix and Penobscot.....    | 2,100 00              | 5,302 11                                  | 33,117 55                   | -   | -  | -   | 33,117 55                             | -   | 38,419 66                      |
| Somerset.....                   | 1,275 49              | 8,518 74                                  | 12,472 29                   | 6,236 14                                      | 610 47   | -   | 19,318 90                             | -   | 27,837 64                      |
| Whitneyville and Machiasport..  | -                     | -   | -                           | -   | -  | -   | -                                     | -   | 6,625 00                       |

RAILROAD COMMISSIONERS' REPORT.

RETURNS OF RAILROAD CORPORATIONS—Continued.

| NAME OF ROAD.                   | REVENUE FOR THE YEAR.               |  |   |  |  | CLASS I—GENERAL TRAFFIC EXPENSES. |   |  |                                 |
|---------------------------------|-------------------------------------|--|---|--|--|-----------------------------------|---|--|---------------------------------|
|                                 | Earnings per mile of road operated. | Per train mile, passenger and freight. | Income derived from rent of property other than road and equipment. | Income derived from all other sources. | Total income derived from all sources. | Taxes, State and local.           | General salaries and expenses, not embraced in classes 3 & 4. | Insurance premiums and losses by fire. | Telegraph expenses.             |
| Aroostook River.....            | -                                   | -                                      | -   | -                                      | -                                      | -                                 | -   | -                                      | -                               |
| Atlantic and St. Lawrence.....  | -                                   | -                                      | -   | -                                      | -                                      | -                                 | -   | -                                      | -                               |
| Bangor and Piscataquis.....     | -                                   | -                                      | \$643 00  | -                                      | \$57,377 38                            | \$265 53                          | \$2,220 48  | \$570 28                               | -                               |
| Boston and Maine.....           | \$10,844 15                         | \$1,333                                | 35,313 12   | \$39,117 65                            | 2,267,019 43                           | 95,672 35                         | 54,790 43   | 12,291 93                              | \$5,148 59                      |
| Bucksport and Bangor.....       | 331 00                              | -                                      | 686 00  | -                                      | -                                      | -                                 | -   | -                                      | -                               |
| European and North American..   | 2,701 22                            | 1.67 7-10                              | 3,679 15  | -                                      | 361,591 28                             | 364 73                            | 15,706 69   | 1,629 98                               | 900 00                          |
| Houlton Branch.....             | -                                   | -                                      | -   | -                                      | -                                      | -                                 | -   | -                                      | -                               |
| Knox and Lincoln.....           | -                                   | -                                      | -   | -                                      | 122,078 15                             | -                                 | 5,373 80  | -                                      | -                               |
| Maine Central.....              | 4,817 93                            | 1.83 6-10                              | 6,037 07  | 885 00                                 | 1,695,849 79                           | 11,470 49                         | 27,122 94   | -                                      | } Tickets and<br>print'g 138.90 |
| Portland (Horse).....           | -                                   | -                                      | 3,251 93  | -                                      | 51,000 31                              | 1,183 50                          | 3,118 62  | 475 09                                 |                                 |
| Portland and Ogdensburg.....    | 2,322 93                            | 1.11                                   | -   | -                                      | 216,032 57                             | *                                 | 1,402 50  | 1,402 50                               | -                               |
| Portland and Rochester.....     | 2,573 31                            | .95½                                   | 84 00   | -                                      | -                                      | 405 62                            | 11,456 26   | 355 50                                 | 120 00                          |
| Portland, Saco and Portsmouth.. | -                                   | -                                      | -   | -                                      | -                                      | -                                 | -   | -                                      | -                               |
| St. Croix and Penobscot.....    | 1,829 51                            | 2.03                                   | 199 50  | 1,841 15                               | 40,460 31                              | 351 81                            | 3,129 67  | 1,410 00                               | -                               |
| Somerset.....                   | -                                   | -                                      | -   | -                                      | -                                      | -                                 | 1,787 39  | 200 00                                 | -                               |
| Whitneyville and Machiasport..  | -                                   | -                                      | -   | -                                      | -                                      | -                                 | -   | -                                      | -                               |

\* Taxes included with insurance.



RETURNS OF RAILROAD CORPORATIONS—Continued.

| NAME OF ROAD.                    | CLASS I—GENERAL TRAFFIC EXPENSES. |   |   | CLASS II—MAINTENANCE OF WAY.                      |                          |                   |            |                     |
|----------------------------------|-----------------------------------|---|---|---|--------------------------|-------------------|------------|---------------------|
|                                  | Total expenses.                   | Proportion belonging to passenger department. | Proportion belonging to freight department. | Repairs of road, exclusive of new rails and ties. | Iron rails laid.         | Steel rails laid. | New ties.  | Repairs of bridges. |
| Aroostook River .....            | -                                 | -   | -   | -   | -                        | -                 | -          | -                   |
| Atlantic and St. Lawrence .....  | -                                 | -   | -   | -   | -                        | -                 | -          | -                   |
| Bangor and Piscataquis .....     | \$3,056 29                        | -   | -   | \$7,351 34  | -                        | -                 | \$1,477 41 | \$432 44            |
| Boston and Maine .....           | 167,903 30                        | \$101,960 90                                  | \$65,942 40                                 | 139,652 97  | \$950 00                 | \$85,711 16       | 20,369 67  | 18,802 41           |
| Bucksport and Bangor .....       | -                                 | -   | -   | -   | -                        | -                 | -          | -                   |
| European and North American ..   | 18,601 40                         | 7,500 19                                      | 11,101 21                                   | 41,898 92   | 7,677 90                 | -                 | 8,173 80   | 10,828 76           |
| Houlton Branch .....             | -                                 | -   | -   | -   | -                        | -                 | -          | -                   |
| Knox and Lincoln .....           | -                                 | -   | -   | 15,027 51   | rails & spikes and ties. | -                 | 6,783 96   | 3,248 19            |
| Maine Central .....              | -                                 | -   | -   | -   | -                        | -                 | -          | 47,599 13           |
| Portland (Horse) .....           | -                                 | -   | -   | 1,954 85  | -                        | -                 | -          | -                   |
| Portland and Ogdensburg .....    | -                                 | -   | -   | 49,799 82   | -                        | -                 | -          | -                   |
| Portland and Rochester .....     | 12,337 38                         | 5,058 33                                      | 7,279 05                                    | 23,283 03   | 1,967 30                 | -                 | 2,475 00   | 1,680 41            |
| Portland, Saco and Portsmouth .. | -                                 | -   | -   | -   | -                        | -                 | -          | -                   |
| St. Croix and Penobscot .....    | 4,891 44                          | 675 05  | 4,216 43                                    | 3,136 98  | -                        | -                 | 437 10     | 859 99              |
| Somerset .....                   | 1,987 39                          | 665 79  | 1,321 60                                    | 5,857 92  | -                        | -                 | 897 08     | -                   |
| Whitneyville and Machiasport ..  | -                                 | -   | -   | -   | -                        | -                 | -          | -                   |

RETURNS OF RAILROAD CORPORATIONS—Continued.

| NAME OF ROAD.                   | CLASS II—MAINTENANCE OF WAY.       |  |                                      |                        |                         |                  |                          |                   |                            |
|---------------------------------|------------------------------------|--|--------------------------------------|------------------------|-------------------------|------------------|--------------------------|-------------------|----------------------------|
|                                 | Repairs of buildings and fixtures. | Repair and additions to machine shops and machinery. | Repairs of road crossings and signs. | Removing snow and ice. | Repairs of locomotives. | New locomotives. | Repairs of snow ploughs. | New snow ploughs. | Fuel for engines and cars. |
| Aroostook River .....           | -                                  | -  | -                                    | -                      | -                       | -                | -                        | -                 | -                          |
| Atlantic and St. Lawrence ..... | -                                  | -  | -                                    | -                      | -                       | -                | -                        | -                 | -                          |
| Bangor and Piscataquis .....    | \$63 22                            | \$272 19   | \$60 00                              | -                      | \$1,683 36              | -                | \$61 15                  | -                 | \$4,883 58                 |
| Boston and Maine .....          | 41,248 40                          | 7,348 04   | 12,103 21                            | \$6,142 42             | 77,491 76               | -                | 75 43                    | -                 | 219,842 62                 |
| Bucksport and Bangor .....      | -                                  | -  | -                                    | -                      | -                       | -                | -                        | -                 | -                          |
| European and North American..   | 4,057 77                           | 1,071 52   | 2,168 24                             | -                      | 6,099 49                | -                | 2,820 83                 | -                 | 23,417 57                  |
| Houlton Branch .....            | -                                  | -  | -                                    | -                      | -                       | -                | -                        | -                 | -                          |
| Knox and Lincoln .....          | 284 32                             | -  | 19 65                                | -                      | 2,454 93                | -                | -                        | -                 | 11,177 69                  |
| Maine Central .....             | 33,053 67                          | -  | -                                    | -                      | 50,719 34               | \$14,500 00      | 1,464 97                 | \$1,125 00        | 164,358 70                 |
| Portland (Horse) .....          | -                                  | -  | -                                    | -                      | -                       | -                | -                        | -                 | -                          |
| Portland and Ogdensburg .....   | 17,174 02                          | 704 68   | -                                    | -                      | 6,241 64                | -                | -                        | -                 | 27,787 50                  |
| Portland and Rochester .....    | 1,446 48                           | -  | 318 43                               | 812 28                 | 6,464 71                | -                | -                        | -                 | 24,065 16                  |
| Portland, Saco and Portsmouth.. | -                                  | -  | -                                    | -                      | -                       | -                | -                        | -                 | -                          |
| St. Croix and Penobscot .....   | 207 22                             | 111 39   | 179 44                               | 104 76                 | 2,239 90                | -                | 47 40                    | -                 | 981 26                     |
| Somerset .....                  | 2,966 54                           | inclusive  | of                                   | all                    | these.                  | -                | -                        | -                 | 2,346 00                   |
| Whitneyville and Machiasport..  | -                                  | -  | -                                    | -                      | -                       | -                | -                        | -                 | -                          |

RETURNS OF RAILROAD CORPORATIONS—Continued.

| NAME OF ROAD.                   | OPERATING. CLASS II—MAINTENANCE OF WAY. |                              |                |   |             |                                     |   |  |
|---------------------------------|---|------------------------------|----------------|---|-------------|-------------------------------------|---|--|
|                                 | Water and Water-stations.               | Fuel for stations and shops. | Oil and waste. | Switchmen, watchmen, flag and signal men. | Total.      | Proportion to passenger department. | Proportion of same to freight department. | Expended for other than ordinary expenses. |
| Aroostook River.....            | -                                       | -                            | -              | -   | -           | -                                   | -   | -  |
| Atlantic and St. Lawrence.....  | -                                       | -                            | -              | -   | -           | -                                   | -   | -  |
| Bangor and Piscataquis.....     | -                                       | -                            | \$355 75       | -   | \$16,640 44 | -                                   | -   | -  |
| Boston and Maine.....           | \$13,124 98                             | \$8,654 70                   | 23,406 14      | \$89,476 42                               | 764,400 33  | \$464,189 74                        | \$300,210 59                              | -  |
| Bucksport and Bangor.....       | -                                       | -                            | -              | -   | -           | -                                   | -   | -  |
| European and North American..   | 2,478 30                                | 3,856 67                     | 3,285 64       | 4,668 67                                  | 122,504 08  | 59,721 58                           | 62,782 50                                 | -  |
| Houlton Branch.....             | -                                       | -                            | -              | -   | -           | -                                   | -   | -  |
| Knox and Lincoln.....           | 55 80                                   | 112 00                       | 790 18         | 1,573 00                                  | -           | -                                   | -   | -  |
| Maine Central.....              | -                                       | 3,540 08                     | -              | -   | -           | -                                   | -   | -  |
| Portland (Horse).....           | -                                       | -                            | -              | -   | -           | -                                   | -   | -  |
| Portland and Ogdensburg.....    | -                                       | -                            | -              | -   | -           | -                                   | -   | -  |
| Portland and Rochester.....     | 500 00                                  | 894 24                       | -              | 2,333 00                                  | 66,240 04   | 35,451 81                           | 30,788 23                                 | -  |
| Portland, Saco and Portsmouth.. | -                                       | -                            | -              | -   | -           | -                                   | -   | -  |
| St. Croix and Penobscot.....    | 48 00                                   | 165 00                       | 332 55         | 504 34                                    | 9,355 33    | 1,291 09                            | 8,064 24                                  | -  |
| Somerset.....                   | -                                       | 150 00                       | 204 00         | 432 00                                    | 12,853 54   | 4,284 51                            | 8,569 03                                  | -  |
| Whitneyville and Machiasport..  | -                                       | -                            | -              | -   | -           | -                                   | -   | -  |

RAILROAD COMMISSIONERS' REPORT.

RETURNS OF RAILROAD CORPORATIONS—Continued.

| NAME OF ROAD.                   | OPERATING. CLASS III—PASSENGER TRAFFIC EXPENSES. |  |                                    |   |   |   |  | Total.     |
|---------------------------------|--|--|------------------------------------|---|---|---|--|------------|
|                                 | Repairs of passenger, mail, and baggage cars.    | New passenger, mail, and baggage cars. | Damages and gratuities, passenger. | Salaries, wages, and incidentals of passenger trains. | Salaries, wages, and incidentals of passenger stations. | Am't paid other corporations or individuals, for use of passenger cars and repairs of same. | Amount paid other roads for balance of passenger cars. |            |
| Aroostook River.....            | -  | -                                      | -                                  | -   | -   | -   | -  | -          |
| Atlantic and St. Lawrence.....  | -  | -                                      | -                                  | -   | -   | -   | -  | -          |
| Bangor and Piscataquis.....     | \$392 41   | \$2,034 64                             | -                                  | \$5,175 63  | -   | -   | -  | \$7,602 68 |
| Boston and Maine.....           | 41,213 85  | 5,359 10                               | \$4,634 46                         | 133,600 05  | \$97,875 56   | -   | -  | 282,683 02 |
| Bucksport and Bangor.....       | -  | -                                      | -                                  | -   | -   | -   | -  | -          |
| European and North American..   | 9,516 64   | -                                      | 207 50                             | 15,482 55   | 9,710 03  | -   | -  | 34,916 72  |
| Houlton Branch.....             | -  | -                                      | -                                  | -   | -   | -   | -  | -          |
| Knox and Lincoln.....           | 1,163 15   | -                                      | -                                  | 5,983 70  | 6,423 02  | -   | -  | -          |
| Maine Central.....              | 29,491 01  | -                                      | -                                  | -   | -   | -   | -  | 29,491 01  |
| Portland (Horse).....           | 1,375 74   | -                                      | -                                  | 9,760 00  | -   | -   | -  | 11,135 74  |
| Portland and Ogdensburg*.....   | -  | -                                      | -                                  | 6,164 31  | -   | \$640 24  | -  | -          |
| Portland and Rochester.....     | 1,203 20   | -                                      | -                                  | 6,579 55  | 4,458 08  | -   | -  | 15,240 83  |
| Portland, Saco and Portsmouth.. | -  | -                                      | -                                  | -   | -   | -   | -  | -          |
| St. Croix and Penobscot.....    | 196 21   | -                                      | -                                  | 341 12  | 144 90  | -   | -  | 682 23     |
| Somerset.....                   | -  | -                                      | -                                  | 1,247 87  | 1,326 00  | -   | -  | 2,573 87   |
| Whitneyville and Machiasport... | -  | -                                      | -                                  | -   | -   | -   | -  | -          |

\* From October 1, 1877, the division is being made in accordance with the form prescribed in the present Report.

RETURNS OF RAILROAD CORPORATIONS—Continued.

| NAME OF ROAD.                   | OPERATING. CLASS IV—FREIGHT TRAFFIC EXPENSES. |                    |                                 |  |  |   |   |            |  |
|---------------------------------|---|--------------------|---------------------------------|--|--|---|---|------------|--|
|                                 | Repair of freight cars.                       | New freight cars.. | Damages and gratuities—freight. | Salaries, wages and incidentals of freight trains. | Salaries, wages and incidentals of freight stations. | Paid corporations or individuals for use of freight cars. | Amount paid other roads for balance of mileage of freight cars. | Total.     | Total expenses of operating road not included in Classes I, II, III, IV. |
| Aroostook River .....           | -   | -                  | -                               | -  | -  | -   | -   | -          | -  |
| Atlantic and St. Lawrence ..... | -   | -                  | -                               | -  | -  | -   | -   | -          | -  |
| Bangor and Piscataquis .....    | \$1,585 37                                    | -                  | \$15 65                         | -  | \$3,599 16   | -   | -   | \$5,200 18 | \$32,499 59  |
| Boston and Maine .....          | 37,364 06                                     | -                  | 7,700 39                        | \$108,441 53                                       | 127,589 75   | \$8,572 94  | \$14,199 65   | 303,868 32 | 1,518,854 97   |
| Bucksport and Bangor .....      | -   | -                  | -                               | -  | -  | -   | -   | -          | -  |
| European and North American..   | 9,961 00                                      | -                  | 188 10                          | 16,274 56  | 14,406 72  | -   | 651 28  | 41,481 56  | 217,503 86   |
| Houlton Branch .....            | -   | -                  | -                               | -  | -  | -   | -   | -          | -  |
| Knox and Lincoln .....          | 1,197 37                                      | -                  | 242 22                          | 2,991 85   | -  | -   | -   | -          | -  |
| Maine Central .....             | 33,915 95                                     | -                  | 8,336 42                        | -  | -  | -   | -   | -          | 1,022,443 50   |
| Portland (Horse) .....          | -   | -                  | -                               | -  | -  | -   | -   | -          | -  |
| Portland and Ogdensburg .....   | -   | -                  | -                               | 9,458 09   | -  | -   | -   | 42,370 58  | -  |
| Portland and Rochester .....    | 4,769 66                                      | -                  | 133 32                          | 6,660 98   | 6,438 09   | -   | -   | 18,002 05  | 111,820 30   |
| Portland, Saco and Portsmouth.. | -   | -                  | -                               | -  | -  | -   | -   | -          | -  |
| St. Croix and Penobscot .....   | 1,540 39                                      | -                  | 5 85                            | 2,244 24   | 1,995 56   | -   | -   | 5,786 04   | 20,715 08  |
| Somerset .....                  | -   | -                  | -                               | 1,247 87   | 1,326 00   | -   | 545 10  | 3,118 97   | -  |
| Whitneyville and Machiasport .. | -   | -                  | -                               | -  | -  | -   | -   | -          | -  |

RETURNS OF RAILROAD CORPORATIONS—Continued.

| NAME OF ROAD.                   | CLASS IV—NET INCOME, DIVIDENDS, &C. |  |  |                 |                   |   |  |  |   |
|---------------------------------|-------------------------------------|--|--|-----------------|-------------------|---|--|--|---|
|                                 | Per train mile.                     | Percentage of expenses to total transportation earnings. | Amount paid other companies as rent for use of road. | Total expenses. | Total net income. | Percentage of same to capital stock and net debt. | Percentage of same to total property and assets. | Interest accrued during the year on funded debt. | Interest accrued during the year on other debt. |
| Aroostook River .....           | -                                   | -  | -  | -               | -                 | -   | -  | -  | -   |
| Atlantic and St. Lawrence ..... | -                                   | -  | -  | -               | -                 | -   | -  | -  | -   |
| Bangor and Piscataquis .....    | -                                   | -  | -  | \$32,499 59     | \$24,877 79       | -   | -  | \$58,540 00                                      | -   |
| Boston and Maine .....          | 93.2.                               | 69.27  | 87,200 00  | 1,606,054 97    | 660,964 46        | 6,48.56   | 5.54   | 238,035 00                                       | \$7,767 73                                      |
| Bucksport and Bangor .....      | -                                   | -  | -  | -               | -                 | -   | -  | -  | -   |
| European and North American..   | 100 98-100                          | 57 42-100  | -  | 217,503 86      | 144,087 42        | -   | -  | 61,140 00  | 8,190 00  |
| Houlton Branch .....            | -                                   | -  | -  | -               | -                 | -   | -  | -  | -   |
| Knox and Lincoln.....           | -                                   | -  | 5,798 64   | 70,700 98       | 51,377 17         | -   | -  | -  | -   |
| Maine Central .....             | 1.11 1-10                           | 60½  | 54,000 00  | 1,076,443 50    | 619,406 29        | 5 14-100  | 4 69-100   | 524,988 90                                       | 44,854 32                                       |
| Portland (Horse) .....          | -                                   | -  | -  | 42,370 58       | 8,629 73          | -   | -  | -  | -   |
| Portland and Ogdensburg.....    | -                                   | -  | -  | -               | -                 | -   | -  | -  | -   |
| Portland and Rochester .....    | 79.804                              | 83.512   | -  | -               | 22,075 97         | -   | -  | -  | -   |
| Portland, Saco and Portsmouth.. | -                                   | -  | -  | -               | 90,000 00         | .06   | -  | -  | -   |
| St. Croix and Penobscot .....   | 1.09                                | 54   | -  | 20,715 08       | 19,745 23         | 7.35  | 5.16   | 6,762 00   | 6,736 48  |
| Somerset .....                  | -                                   | -  | -  | 20,533 77       | -                 | -   | -  | -  | -   |
| Whitneyville and Machiasport..  | -                                   | -  | -  | -               | -                 | -   | -  | -  | -   |

RETURNS OF RAILROAD CORPORATIONS—Continued.

| NAME OF ROAD.                   | NET INCOME, DIVIDENDS, &C. |                                 |                                   |                                      |  |                | RECEIPTS, &C.                               |  |                           |
|---------------------------------|----------------------------|---------------------------------|-----------------------------------|--------------------------------------|--|----------------|---|--|---------------------------|
|                                 | Dividends declared.        | Date of last dividend declared. | Balance for the year, or surplus. | Surplus at commencement of the year. | Revised surplus at commencement of the year. | Total surplus. | Paid to sinking funds in hands of trustees. | Total earnings of passenger department | Per passenger train mile. |
| Aroostook River .....           | -                          | -                               | -                                 | -                                    | -  | -              | -   | -                                      | -                         |
| Atlantic and St. Lawrence.....  | 2 of 3 pr. ct.             | July 1st, Jan. 1st.             | -                                 | -                                    | -  | -              | -   | \$191,411 00                           | -                         |
| Bangor and Piscataquis .....    | -                          | -                               | -                                 | -                                    | -  | -              | -   | -                                      | -                         |
| Boston and Maine .....          | \$350,000 00               | April 26, 1877.                 | \$65,161 73                       | \$1,369,449 63                       | \$1,367,986 97                               | 1,433,148 70   | -   | 1,336,623 39                           | 1.350                     |
| Bucksport and Bangor .....      | -                          | -                               | -                                 | -                                    | -  | -              | -   | -                                      | -                         |
| European and North American..   | -                          | -                               | 74,757 33                         | -                                    | -  | -              | -   | 160,430 28                             | 1.52                      |
| Houlton Branch .....            | -                          | -                               | -                                 | -                                    | -  | -              | -   | -                                      | -                         |
| Knox and Lincoln .....          | -                          | -                               | -                                 | -                                    | -  | -              | -   | -                                      | -                         |
| Maine Central .....             | -                          | -                               | 49,563 01                         | -                                    | -  | -              | -   | 799,446 88                             | -                         |
| Portland (Horse) .....          | 7,880 00                   | Jan. 6, '77 for '76.            | -                                 | -                                    | -  | -              | -   | 47,748 38                              | -                         |
| Portland and Ogdensburg.....    | -                          | -                               | -                                 | -                                    | -  | -              | -   | -                                      | -                         |
| Portland and Rochester.....     | -                          | -                               | -                                 | -                                    | -  | -              | -   | 58,111 59                              | -                         |
| Portland, Saco and Portsmouth.. | 90,000 00                  | July, 1877.                     | -                                 | -                                    | -  | -              | -   | -                                      | -                         |
| St. Croix and Penobscot .....   | -                          | 1873.                           | 6,516 60                          | 9,469 61                             | 6,575 46                                     | 13,092 06      | \$6,200                                     | 5,302 11                               | -                         |
| Somerset.....                   | -                          | -                               | -                                 | -                                    | -  | -              | -   | 8,518 74                               | -                         |
| Whitneyville and Machiasport .. | -                          | -                               | -                                 | -                                    | -  | -              | -   | -                                      | -                         |

RETURNS OF RAILROAD CORPORATIONS—Continued.

| NAME OF ROAD.                   | RECEIPTS, EXPENSES, NET EARNINGS, &C., OF PASSENGER DEPARTMENT. |   |                              |                 |                           |               |                            | RECEIPTS, &C., FREIGHT DEP'T.           |                         |
|---------------------------------|---|---|------------------------------|-----------------|---------------------------|---------------|----------------------------|---|-------------------------|
|                                 | Expenses, proportion of General Traffic expenses.               | Expenses, proportion of Maintenance of Way, &c. | Expenses, Passenger Traffic. | Total expenses. | Per passenger train mile. | Net earnings. | Per passenger train miles. | Total earnings from freight department. | Per freight train mile. |
| Aroostook River .....           | -   | -   | -                            | -               | -                         | -             | -                          | -                                       | -                       |
| Atlantic and St. Lawrence.....  | -   | -   | -                            | -               | -                         | -             | -                          | \$660,303 00                            | -                       |
| Bangor and Piscataquis .....    | -   | -   | -                            | -               | -                         | -             | -                          | -                                       | -                       |
| Boston and Maine .....          | \$101,960 90  | \$464,189 74                                    | \$282,683 02                 | \$848,833 66    | 857.                      | \$487,789 73  | 493.                       | 836,579 16                              | 1.307.                  |
| Bucksport and Bangor .....      | -   | -   | -                            | -               | -                         | -             | -                          | -                                       | -                       |
| European and North American..   | 7,500 19  | 59,721 58                                       | 34,916 72                    | 102,138 49      | 97 c.                     | 58,291 79     | 55 c.                      | 197,481 85                              | 1.78 81-100             |
| Houlton Branch .....            | -   | -   | -                            | -               | -                         | -             | -                          | -                                       | -                       |
| Knox and Lincoln .....          | -   | -   | -                            | -               | -                         | -             | -                          | -                                       | -                       |
| Maine Central .....             | -   | -   | -                            | -               | -                         | -             | -                          | 889,480 84                              | 2.20 1-10               |
| Portland (Horse) .....          | -   | -   | -                            | 42,370 58       | -                         | 8,629 73      | -                          | -                                       | -                       |
| Portland and Ogdensburg .....   | -   | -   | -                            | -               | -                         | -             | -                          | -                                       | -                       |
| Portland and Rochester .....    | 5,058 33  | 35,451 81                                       | 15,240 83                    | 55,750 97       | -                         | 2,360 62      | -                          | 75,700 68                               | 116.52                  |
| Portland, Saco and Portsmouth.. | -   | -   | -                            | -               | -                         | -             | -                          | -                                       | -                       |
| St. Croix and Penobscot .....   | 675 05  | 1,291 09  | 682 23                       | 2,648 37        | -                         | 2,653 74      | -                          | 33,117 55                               | -                       |
| Somerset .....                  | 665 79  | 4,284 51  | 2,573 87                     | 7,524 17        | -                         | 994 57        | -                          | 19,318 90                               | -                       |
| Whitneyville and Machiasport..  | -   | -   | -                            | -               | -                         | -             | -                          | -                                       | -                       |



RETURNS OF RAILROAD CORPORATIONS—Continued.

| NAME OF ROAD.                    | RECEIPTS, EXPENSES, NET EARNINGS, &C., OF FREIGHT DEPARTMENT. |   |                            |                |                         |               |                         |
|----------------------------------|---|---|----------------------------|----------------|-------------------------|---------------|-------------------------|
|                                  | Expenses, proportion of General Traffic Expenses              | Expenses, proportion of Maintenance of Ways and Buildings, and movement expenses. | Expenses, Freight Traffic. | Total Expenses | Per Freight Train Mile. | Net Earnings. | Per Freight Train Mile. |
| Aroostook River .....            | -   | -   | -                          | -              | -                       | -             | -                       |
| Atlantic and St. Lawrence .....  | -   | -   | -                          | -              | -                       | -             | -                       |
| Bangor and Piscataquis .....     | -   | -   | -                          | -              | -                       | -             | -                       |
| Boston and Maine .....           | \$65,942 40   | \$300,210 59  | \$303,868 32               | \$670,021 31   | 1.046                   | \$166,557 85  | 261.                    |
| Bucksport and Bangor .....       | -   | -   | -                          | -              | -                       | -             | -                       |
| European and North American ..   | 11,101 21   | 62,782 50   | 41,481 66                  | 115,365 37     | 104 46-100              | 82,116 48     | 74 35-100               |
| Houlton Branch .....             | -   | -   | -                          | -              | -                       | -             | -                       |
| Knox and Lincoln .....           | -   | -   | -                          | -              | -                       | -             | -                       |
| Maine Central .....              | -   | -   | -                          | -              | -                       | -             | -                       |
| Portland (Horse) .....           | -   | -   | -                          | -              | -                       | -             | -                       |
| Portland and Ogdensburg .....    | -   | -   | -                          | -              | -                       | -             | -                       |
| Portland and Rochester .....     | 7,279 05  | 30,788 23   | 18,002 05                  | 56,069 33      | 86.30                   | 19,631 35     | 30.22                   |
| Portland, Saco and Portsmouth .. | -   | -   | -                          | -              | -                       | -             | -                       |
| St. Croix and Penobscot .....    | 4,216 43  | 8,064 24  | 5,786 04                   | 18,066 71      | -                       | 15,050 84     | -                       |
| Somerset .....                   | 1,321 60  | 8,569 03  | 3,118 97                   | 13,009 60      | -                       | 6,309 30      | -                       |
| Whitneyville and Machiasport ..  | -   | -   | -                          | -              | -                       | -             | -                       |

RAILROAD COMMISSIONERS' REPORT.

RETURNS OF RAILROAD CORPORATIONS—Continued.

| NAME OF ROAD.                   | GENERAL BALANCE SHEET—DR. |  |                    |                                 |                                    |                                    |
|---------------------------------|---------------------------|--|--------------------|---------------------------------|------------------------------------|------------------------------------|
|                                 | Cost of Road.             | Cost of Equipment.                     | Other Investments. | Supplies and Materials on Hand. | Sinking Funds in hands of Trustees | Cash, Cash Assets and other Items. |
| Aroostook River.....            | -                         | -                                      | -                  | -                               | -                                  | -                                  |
| Atlantic and St. Lawrence.....  | \$8,484,000 00            | -                                      | -                  | -                               | -                                  | -                                  |
| Bangor and Piscataquis.....     | 1,348,836 81              | \$110,200 07                           | -                  | -                               | -                                  | \$16,319 22                        |
| Boston and Maine.....           | 9,514,635 97              | 1,242,230 00                           | \$788,801 72       | \$178,317 39                    | -                                  | 208,680 39                         |
| Bucksport and Bangor.....       | 697,185 68                | -                                      | -                  | -                               | -                                  | -                                  |
| European and North American..   | -                         | 200,000 00                             | 19,538 71          | 46,865 24                       | -                                  | 27,190 31                          |
| Houlton Branch.....             | -                         | -                                      | -                  | -                               | -                                  | -                                  |
| Knox and Lincoln.....           | 2,579,532 54              | 125,300 00                             | -                  | 8,198 81                        | -                                  | 46,548 65                          |
| Maine Central.....              | 10,006,432 04             | 1,658,540 74                           | 851,879 54         | 193,181 34                      | -                                  | 1,817,963 28                       |
| Portland (Horse).....           | -                         | -                                      | -                  | -                               | -                                  | -                                  |
| Portland and Ogdensburg.....    | 3,416,610 22              | 280,359 95                             | -                  | 6,091 65                        | -                                  | 107,519 84                         |
| Portland and Rochester.....     | 1,942,390 98              | Incl'd in the pre-<br>ceding question. | 40,190 10          | -                               | 48,500 00                          | 169,270 61                         |
| Portland, Saco and Portsmouth.. | 1,734,896 56              |  | 20,000 00          | -                               | -                                  | 47,759 79                          |
| St. Croix and Penobscot.....    | 311,935 48                | 52,064 52                              | -                  | 2,672 15                        | -                                  | 45,254 69                          |
| Somerset.....                   | 737,447 56                | 6,715 00                               | -                  | 567 44                          | -                                  | 29,508 88                          |
| Whitneyville and Machiasport..  | -                         | -                                      | -                  | -                               | -                                  | -                                  |

RETURNS OF RAILROAD CORPORATIONS—Continued.

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| NAME OF ROAD.                   | GENERAL BALANCE SHEET—Cr. |                |              | DESCRIPTION OF ROAD.           |                               |                           |
|---------------------------------|---------------------------|----------------|--------------|--------------------------------|-------------------------------|---------------------------|
|                                 | Capital Stock.            | Funded Debt.   | Other Debts. | Date when the road was opened. | Length of main line in miles. | Length in Maine in miles. |
| Aroostook River.....            | -                         | -              | -            | -                              | -                             | -                         |
| Atlantic and St. Lawrence.....  | \$5,000,000 00            | \$3,484,000 00 | -            | 1848 to 1853                   | 149½                          | -                         |
| Bangor and Piscataquis.....     | 357,148 50                | 1,122,000 00   | \$112,471 13 | 1869 to 1877                   | 62.8                          | -                         |
| Boston and Maine.....           | 6,921,274 52              | -              | 5,011,390 95 | 1836 to 1873                   | 115.50                        | 44                        |
| Bucksport and Bangor.....       | 276,538 98                | 400,600 00     | 79,545 34    | 1874                           | 19.                           | -                         |
| European and North American..   | -                         | -              | 93,794 26    | 1868 to 1871                   | 114.2                         | 114.2                     |
| Houlton Branch.....             | -                         | -              | -            | -                              | -                             | -                         |
| Knox and Lincoln.....           | 364,580 00                | -              | 2,395,000 00 | 1871                           | 49.                           | -                         |
| Maine Central.....              | 3,620,120 00              | 8,527,659 12   | 2,380,217 82 | 1848 to 1871                   | 280.44                        | -                         |
| Portland (Horse).....           | -                         | -              | -            | 1863                           | -                             | -                         |
| Portland and Ogdensburg.....    | 1,052,185 55              | 2,391,600 00   | 366,796 11   | 1870 to 1875                   | 94.                           | 51                        |
| Portland and Rochester.....     | 636,011 86                | 1,500,000 00   | 64,339 83    | 1871                           | 52½                           | 49                        |
| Portland, Saco and Portsmouth.. | 1,500,000 00              | 125,000 00     | 177,656 35   | 1842                           | 51.                           | 51                        |
| St. Croix and Penobscot.....    | 100,000 00                | 252,700 00     | 59,226 84    | 1852 to 1856                   | 21.                           | 16½                       |
| Somerset.....                   | 315,739 43                | 363,500 00     | 94,999 45    | 1874 and 1875                  | 25.                           | -                         |
| Whitneyville and Machiasport..  | -                         | -              | -            | -                              | -                             | -                         |

RETURNS OF RAILROAD CORPORATIONS—Continued.

| NAME OF ROAD.                   | DESCRIPTION OF ROAD.                 |                                       |  |                           |                        |                                     |   |  |                |
|---------------------------------|--------------------------------------|---------------------------------------|--|---------------------------|------------------------|-------------------------------------|---|--|----------------|
|                                 | Length of double track on main line. | Branches owned by Company.            | Total length of branches owned by company. | Length in Maine in miles. | Length in other States | Length of double track on branches. | Total length of road belonging to this company, in miles. | Aggregate length of sidings and other tracks in miles. | Same in Maine. |
| Aroostook River .....           | -                                    | -                                     | -  | -                         | -                      | -                                   | -   | -  | -              |
| Atlantic and St. Lawrence ..... | -                                    | -                                     | -  | 88                        | -                      | -                                   | 149 $\frac{3}{4}$   | 28.  | -              |
| Bangor and Piscataquis .....    | -                                    | {                                     | -  | -                         | -                      | -                                   | 62 $\frac{3}{4}$  | 2.7  | -              |
| Boston and Maine .....          | 37.09                                | Medford..... 2 miles.                 | 11   | 2.50                      | 8.50                   | 1                                   | 126.50  | 69.473   | 14.737         |
| Bucksport and Bangor .....      | -                                    | Methuen..... 3.75 "                   |  |                           |                        |                                     |   |  |                |
| European and North American..   | -                                    | Great Falls..... 2.75 "               |  |                           |                        |                                     |   |  |                |
| Houlton Branch .....            | -                                    | Salmon Falls to South Berwick, 2.50 " |  |                           |                        |                                     |   |  |                |
| Knox and Lincoln .....          | -                                    | -                                     | -  | -                         | -                      | -                                   | 114.2   | 16.84  | 16.84          |
| Maine Central.....              | -                                    | {                                     | 22.96                                      | 22.96                     | -                      | -                                   | 303.4   | 47.15  | 47.15          |
| Portland (Horse).....           | 3-8 mile.                            | Crowley's to Lewiston, 4.77           |  |                           |                        |                                     |   |  |                |
| Portland and Ogdensburg.....    | -                                    | Waterville to Skowhegan, 18.19        | -  | -                         | -                      | -                                   | 6 $\frac{3}{4}$   | -  | -              |
| Portland and Rochester .....    | -                                    | -                                     | -  | -                         | -                      | -                                   | 94.   | 10   | 6              |
| Portland, Saco and Portsmouth.. | -                                    | -                                     | -  | -                         | -                      | -                                   | 52 $\frac{1}{2}$  | 4 $\frac{1}{2}$  | -              |
| St. Croix and Penobscot .....   | -                                    | -                                     | -  | -                         | -                      | -                                   | 51.   | -  | 13.691         |
| Somerset .....                  | -                                    | -                                     | -  | -                         | -                      | -                                   | 21.   | 3.34   | 2.81           |
| Whitneyville and Machiasport..  | -                                    | -                                     | -  | -                         | -                      | -                                   | 25.   | 3550 ft.   | -              |

RETURNS OF RAILROAD CORPORATIONS—Continued.

| NAME OF ROAD.                           | DESCRIPTION OF ROAD.   |                |                                       |  |                               |                                | BRIDGES BUILT WITHIN THE YEAR IN MAINE. |               |            |          |
|---|--|----------------|---------------------------------------|--|-------------------------------|--------------------------------|---|---------------|------------|----------|
|   | Aggregate length of track belonging to Company computed as single track. | Same in Maine. | Total length of steel rails in miles. | Number of spans of bridges of 25 feet and upwards. | Length Iron bridges, in feet. | Length wooden bridges in feet. | Location.                               | Kind.         | Material.  | Length.  |
| Aroostook River . . . . .               | -  | -              | -                                     | -  | -                             | -                              | -                                       | -             | -          | -        |
| Atlantic and St. Lawrence . . . . .     | -  | -              | 114                                   | -  | -                             | -                              | -                                       | -             | -          | -        |
| Bangor and Piscataquis . . . . .        | 65.5   | -              | -                                     | 12   | 1,057                         | -                              | { Alton. }                              | Queen's truss | { Wood.    | { 28     |
| Boston and Maine . . . . .              | 234.063  | 64.577         | 91.65                                 | 65   | 3,369                         | 6,625½                         | { Milo. }                               | " "           | { "        | { 25     |
| Bucksport and Bangor . . . . .          | 1  | -              | -                                     | 6  | -                             | 812                            | -                                       | -             | -          | -        |
| European and North American . . . . .   | 131.04   | 131.04         | -                                     | 31½  | 273                           | 3,103                          | Bancroft Sta.                           | Howe truss.   | Wood.      | 40 feet. |
| Houlton Branch . . . . .                | -  | -              | -                                     | -  | -                             | -                              | -                                       | -             | -          | -        |
| Knox and Lincoln . . . . .              | -  | -              | -                                     | 31   | -                             | 16,934                         | -                                       | -             | -          | -        |
| Maine Central . . . . .                 | 348.20   | 348.20         | 24.21                                 | 124  | 3,946½                        | 13,862½                        | 12                                      | Truss.        | Wood.      | 899      |
| Portland (Horse) . . . . .              | 7 1-8  | -              | -                                     | -  | -                             | -                              | -                                       | -             | -          | -        |
| Portland and Ogdensburg . . . . .       | 104  | 57             | -                                     | 59   | 1,306                         | 9,463                          | -                                       | -             | -          | -        |
| Portland and Rochester . . . . .        | 57   | 53             | -                                     | 16   | 548½                          | -                              | -                                       | -             | -          | -        |
| Portland, Saco and Portsmouth . . . . . | 64.691   | 64.691         | 14                                    | 18   | 610 feet                      | 2,970 feet.                    | Saco river.                             | Pratt truss.  | Iron.      | 548½     |
| St. Croix and Penobscot . . . . .       | 24.34  | 19.06          | -                                     | 4  | -                             | 849 feet.                      | So. Berwick.                            | Pile.         | Hard pine. | 153 ft.  |
| Somerset . . . . .                      | -  | -              | -                                     | 10   | 1,480 ft.                     | -                              | -                                       | -             | -          | -        |
| Whitneyville and Machiasport . . . . .  | -  | -              | -                                     | -  | -                             | -                              | -                                       | -             | -          | -        |

RETURNS OF RAILROAD CORPORATIONS—Continued.

| NAME OF ROAD.                   | DESCRIPTION OF ROAD.                      |                |                 |   |  |  |  |   |   |  |
|---------------------------------|---|----------------|-----------------|---|--|--|--|---|---|--|
|                                 | Number of crossings of highways at grade. | Over railroad. | Under railroad. | Number of highway bridges 18 feet over track. | Number of highway bridges at less than 18 feet over track. | Number of crossings where gates or flagmen are maintained. | Crossings where Electric signals are maintained. | Crossings where neither electric signals, gates or flagmen. | Number of railroad crossings at grades. | Number of railroad crossings over other railroads. |
| Aroostook River.....            | -   | -              | -               | -   | -  | -  | -  | -   | -                                       | -  |
| Atlantic and St. Lawrence.....  | -   | -              | -               | -   | -  | -  | -  | -   | -                                       | -  |
| Bangor and Piscataquis.....     | 49  | 2              | -               | -   | 2  | -  | -  | 49  | -                                       | -  |
| Boston and Maine.....           | 23  | 18             | 15              | 3   | 15   | 3  | -  | 20  | 5                                       | -  |
| Bucksport and Bangor.....       | 26  | 1              | -               | -   | 1  | -  | -  | 27  | -                                       | 1  |
| European and North American..   | 62  | 3              | 1               | -   | 2  | -  | -  | 62  | -                                       | -  |
| Houlton Branch.....             | -   | -              | -               | -   | -  | -  | -  | -   | -                                       | -  |
| Knox and Lincoln.....           | 39  | 8              | 1               | 2   | 6  | -  | -  | -   | -                                       | -  |
| Maine Central.....              | 292                                       | 26             | 10              | 3   | 23   | 20   | -  | 272   | 7                                       | 1  |
| Portland (Horse).....           | -   | -              | -               | -   | -  | -  | -  | -   | -                                       | -  |
| Portland and Ogdensburg.....    | 59  | 3              | 2               | -   | 3  | 1  | -  | -   | 4                                       | -  |
| Portland and Rochester.....     | 76  | 6              | -               | -   | 6  | -  | -  | -   | 4                                       | -  |
| Portland, Saco and Portsmouth.. | 32  | 19             | 2               | -   | 19   | 3  | -  | 29  | 3                                       | -  |
| St. Croix and Penobscot.....    | 7   | 2              | -               | 2   | -  | -  | -  | 7   | -                                       | -  |
| Somerset.....                   | 19  | -              | -               | -   | -  | -  | -  | 19  | -                                       | -  |
| Whitneyville and Machiasport.   | -   | -              | -               | -   | -  | -  | -  | -   | -                                       | -  |

RETURNS OF RAILROAD CORPORATIONS—Continued.

| NAME OF ROAD.                   | No. of crossings under other railroads. | DESCRIPTION OF ROAD.   |                            |                |                  |   |           |    | No. of stations on all roads operated by this company. | No. of stations on all roads owned by this company. |
|---------------------------------|---|--|----------------------------|----------------|------------------|---|-----------|----|--|---|
|                                 |   | Roads belonging to other companies operated by this company. | Total length of such road. | Same in Maine. | In other States. | Total miles of road operated by this company. | In Maine. |    |  |   |
| Aroostook River .....           | -                                       | { Newburyport R. R. .... 26.979 }                            | -                          | -              | -                | -   | -         | -  | -  |   |
| Atlantic and St. Lawrence ..... | -                                       | { Danvers " ..... 9.259 }                                    | -                          | -              | -                | -   | -         | 33 | -  |   |
| Bangor and Piscataquis .....    | -                                       | { Dover & Winn " ..... 29. }                                 | -                          | -              | -                | 62.8  | 62.8      | 16 | 16   |   |
| Boston and Maine .....          | -                                       | { W. Amesbury " ..... 14.5 }                                 | 78.468                     | -              | 78.468           | 202.20  | 46.50     | 85 | 52   |   |
| Bucksport and Bangor .....      | -                                       | { Lowell & Andover " ..... 8.73 }                            | -                          | -              | -                | -   | -         | -  | 6  |   |
| European and North American..   | 1                                       | { ..... 18.5 }   | 18.5                       | 18.5           | -                | 132.70  | 132.70    | 31 | 25   |   |
| Houlton Branch .....            | -                                       | { ..... }  | -                          | -              | -                | -   | -         | -  | -  |   |
| Knox and Lincoln .....          | -                                       | { Dexter and Newport. .... 14 miles. }                       | -                          | -              | -                | 49  | -         | -  | 10   |   |
| Maine Central .....             | -                                       | { Belfast & Moosehead Lake, 33.15 }                          | 47.15                      | 47.15          | -                | 350.55  | 350.55    | 79 | 69   |   |
| Portland (Horse) .....          | -                                       | { ..... }  | -                          | -              | -                | 6 $\frac{3}{4}$                               | -         | 1  | 1  |   |
| Portland and Ogdensburg .....   | -                                       | { ..... }  | -                          | -              | -                | 91  | 51        | 19 | 19   |   |
| Portland and Rochester .....    | -                                       | { ..... }  | -                          | -              | -                | 52 $\frac{1}{2}$                              | 49        | 16 | 15   |   |
| Portland, Saco and Portsmouth.. | -                                       | { ..... }  | -                          | -              | -                | -   | -         | 16 | 16   |   |
| St. Croix and Penobscot .....   | -                                       | { ..... }  | -                          | -              | -                | 21  | 16.25     | 7  | 7  |   |
| Somerset .....                  | -                                       | { ..... }  | -                          | -              | -                | 25  | -         | 4  | 3  |   |
| Whitneyville and Machiasport..  | -                                       | { ..... }  | -                          | -              | -                | -   | -         | -  | -  |   |

RETURNS OF RAILROAD CORPORATIONS—Continued.

| NAME OF ROAD.                   | DESCRIPTION OF ROAD. |  |                                      |  |  |  | ROLLING STOCK.         |              |                    |              |   |
|---------------------------------|----------------------|--|--------------------------------------|--|--|--|------------------------|--------------|--------------------|--------------|---|
|                                 | Stations in Maine.   | Miles of Telegraph on line of road operated by this company. | Miles of Telegraph owned by this Co. | Number of telegraph offices in company's stations. | Number of telegraph stations operated by this company. | No. telegraph stations operated jointly by railroad and telegraph company. | Number of Locomotives. |              | Number of Tenders. |              | Average joint weight of engines and tenders |
|                                 |                      |  |                                      |  |  |  | Aver. weight, in tons. | Max. weight. | Aver. weight.      | Max. weight. |   |
| Aroostook River.....            | -                    | -  | -                                    | -  | -  | -  | -                      | -            | -                  | -            | -   |
| Atlantic and St. Lawrence.....  | -                    | -  | -                                    | -  | -  | -  | 51                     | -            | -                  | -            | -   |
| Bangor and Piscataquis.....     | 16                   | -  | -                                    | -  | -  | -  | -                      | -            | -                  | -            | [ tons.                                     |
| Boston and Maine.....           | 10                   | 195  | 29                                   | 40   | 23   | 15   | 77 of 28.18 ts.        | 35 tons.     | 77 of 15.98 t'ns   | 20.75 tons.  | 48.23                                       |
| Bucksport and Bangor.....       | -                    | -  | -                                    | -  | -  | -  | -                      | -            | -                  | -            | -   |
| European and North American..   | 25                   | 114  | -                                    | 12   | 8  | 4  | 12 of 29 tons.         | 63,000 lbs.  | 12 of 17 tons.     | 37,400 lbs.  | 93,700 lb                                   |
| Houlton Branch.....             | -                    | -  | -                                    | -  | -  | -  | -                      | -            | -                  | -            | -   |
| Knox and Lincoln.....           | -                    | -  | -                                    | -  | -  | -  | 5 of 25 tons.          | -            | 5 of 15 tons.      | -            | 40 tons                                     |
| Maine Central.....              | 69                   | 216  | 0                                    | 47   | 17   | 38   | 59 of 28½ tons.        | 70,350       | 57 of 19½ tons.    | 47,150       | 95,025 lb                                   |
| Portland (Horse).....           | -                    | -  | -                                    | -  | -  | -  | -                      | -            | -                  | -            | -   |
| Portland and Ogdensburg.....    | 11                   | -  | -                                    | -  | -  | -  | -                      | -            | -                  | -            | -   |
| Portland and Rochester.....     | 13                   | 52½  | -                                    | 8  | -  | 14   | 5 of 26½ tons.         | 32           | 14                 | 14           | 41  |
| Portland, Saco and Portsmouth.. | 16                   | -  | -                                    | 13   | 13   | -  | -                      | -            | -                  | -            | -   |
| St. Croix and Penobscot.....    | 7                    | -  | -                                    | -  | -  | -  | 4 of 26½ tons.         | -            | 4 of 4½ tons.      | -            | 16½   |
| Somerset.....                   | -                    | -  | -                                    | 1  | -  | -  | 2                      | -            | -                  | -            | 26½   |
| Whitneyville and Machiasport..  | -                    | -  | -                                    | -  | -  | -  | 2                      | -            | -                  | -            | -   |



RETURNS OF RAILROAD CORPORATIONS—Continued.

| NAME OF ROAD.                    | ROLLING STOCK.  |  |                                      |  |                                 |  |  |  |   |   |                               |                     |  |  |
|----------------------------------|---|--|--------------------------------------|--|---------------------------------|--|--|--|---|---|-------------------------------|---------------------|--|--|
|                                  | Length of heaviest engine & tender between forward & rear wheel-centres, in feet. | Length of heaviest engine and tender over all. | No. of Snow ploughs, average weight. | No. of Passenger cars, average weight. | Passenger cars, maximum weight. | Mail and baggage cars, average weight. | No. of 8-wheel box freight cars, average weight. | No. of 4-wheel box freight cars, average weight. | No. of 8-wheel platform cars, average weight. | No. of 4-wheel platform cars, average weight. | Other cars, coal, gravel, &c. | Total market value. | Total freight cars, including coal, &c., on a basis of 8 wheels. | No. locomotives equipped with train brake. |
| Aroostook River .....            | -   | -  | -                                    | -                                      | -                               | -                                      | -  | -  | -   | -   | -                             | -                   | -  | -  |
| Atlantic and St. Lawrence .....  | -   | -  | -                                    | -                                      | -                               | -                                      | -  | -  | -   | -   | -                             | -                   | -  | -  |
| Bangor and Piscataquis .....     | -   | -  | -                                    | -                                      | -                               | -                                      | -  | -  | -   | -   | -                             | -                   | -  | -  |
| Boston and Maine .....           | 42.6  | 50   | 11 of 10 t                           | 168 of 15                              | 18 tons                         | 13 tons                                | 376 of 9 tn                                      | 85 of 4½ t                                       | 512 of 7 t                                    | 433 of 3½ t                                   | \$1,242,230                   | 1,254               | 39   |  |
| Bucksport and Bangor .....       | -   | -  | -                                    | -                                      | -                               | -                                      | -  | -  | -   | -   | -                             | -                   | -  | -  |
| European and North American ..   | 42.1  | 49¾  | 2 of 10 t                            | 15 of 16 t                             | 36,200 lb                       | 6 of 14 t                              | 90 of 8¼ tn                                      | -  | 112 of 7 t                                    | 37-3½ t                                       | 175,400                       | 220½                | 4  |  |
| Houlton Branch .....             | -   | -  | -                                    | -                                      | -                               | -                                      | -  | -  | -   | -   | -                             | -                   | -  | -  |
| Knox and Lincoln .....           | 39½ ft.   | 46¾ ft.  | -                                    | 18 tons                                | -                               | 15 tons                                | 9 tons   | -  | 7 tons  | -   | [74                           | 59                  | -  |  |
| Maine Central .....              | 42.1  | 50.8   | 16 of 8½ t                           | 56 of 18¼                              | 46,330 lb                       | 26 of 17½                              | 689 of 8½  | -  | 420 of 7 t                                    | 6080 lb                                       | 1,658,541                     | 1,177               | 22   |  |
| Portland (Horse) .....           | -   | -  | -                                    | 4,000 lbs                              | -                               | -                                      | -  | -  | -   | -   | -                             | -                   | -  |  |
| Portland and Ogdensburg .....    | -   | -  | -                                    | -                                      | -                               | -                                      | -  | -  | -   | -   | -                             | -                   | -  |  |
| Portland and Rochester .....     | 42  | 50.4   | 2 of 5 tn                            | 7 of 16 t                              | 19                              | 3 of 13 t                              | 50 of 9 tns                                      | -  | 57 of 7½ t                                    | -   | 55,120                        | 107                 | 2  |  |
| Portland, Saco and Portsmouth .. | -   | -  | -                                    | -                                      | -                               | -                                      | -  | -  | -   | -   | -                             | -                   | -  |  |
| St. Croix and Penobscot .....    | 35  | 40   | 1 of 3½ t.                           | 4 of 6 t.                              | 7½                              | 2 of 4½ t                              | 2 of 4½ tns                                      | -  | 14 of 3½ t                                    | 32-1¼ t                                       | 58,235 00                     | 165                 | 4  |  |
| Somerset .....                   | -   | -  | -                                    | -                                      | -                               | -                                      | -  | -  | -   | -   | -                             | -                   | -  |  |
| Whitneyville and Machiasport ..  | -   | -  | -                                    | -                                      | -                               | -                                      | -  | 46   | -   | -   | -                             | -                   | -  |  |

RAILROAD COMMISSIONERS' REPORT.

RETURNS OF RAILROAD CORPORATIONS—Continued.

| NAME OF ROAD.                   | ROLLING STOCK.     |  |                    |   | MILEAGE, TRAFFIC, &c.          |  |   |                              |   |
|---------------------------------|--------------------|--|--------------------|---|--------------------------------|--|---|------------------------------|---|
|                                 | Kind of Brake.     | No. of cars equipped with train brake. | Kind of Brake.     | Number of passenger cars with Miller platform and buffer. | Miles run by passenger trains. | Rate of speed of express passenger trains, including stops, per hour in miles. | Rate of speed of accommodation trains, including stops, per hour. | Miles run by freight trains. | Rate of speed of express freight trains, including stops. |
| Aroostook River .....           | -                  | -                                      | -                  | -   | -                              | -  | -   | -                            | -   |
| Atlantic and St. Lawrence ..... | -                  | -                                      | -                  | -   | 203,492                        | -  | 25  | -                            | -   |
| Bangor and Piscataquis .....    | -                  | -                                      | -                  | -   | 17,164                         | 21   | 13  | 30,745                       | -   |
| Boston and Maine .....          | Empire vacuum.     | 148                                    | Empire vacuum.     | 124   | 989,622                        | 30   | 24  | 640,029                      | -   |
| Bucksport and Bangor .....      | -                  | -                                      | -                  | -   | -                              | -  | -   | -                            | -   |
| European and North American..   | Empire vacuum.     | 11                                     | Empire vacuum.     | 10  | 105,072                        | 20½  | 14½   | 110,447                      | -   |
| Houlton Branch .....            | -                  | -                                      | -                  | -   | -                              | -  | -   | -                            | -   |
| Knox and Lincoln .....          | { Vacuum 8.        | -                                      | { Vacuum 14.       | -   | 65,375                         | -  | 20  | 32,235                       | -   |
| Maine Central .....             | { Westinghouse 14. | 51                                     | { Westinghouse 37. | 50  | 515,352                        | 25   | 25  | 404,096                      | 15  |
| Portland (Horse) .....          | -                  | -                                      | -                  | -   | 196,770 1-8                    | -  | 5 miles.  | -                            | -   |
| Portland and Ogdensburg.....    | Empire vacuum.     | -                                      | -                  | -   | 133,377                        | -  | -   | 89,002                       | -   |
| Portland and Rochester .....    | Empire vacuum.     | 3                                      | Empire vacuum.     | 3   | 75,150                         | 26   | 20  | 64,967                       | -   |
| Portland, Saco and Portsmouth.. | -                  | -                                      | -                  | -   | -                              | -  | -   | -                            | -   |
| St. Croix and Penobscot .....   | Sawyer's.          | 7                                      | Hand.              | -   | mixed 16,724                   | -  | 15  | 2,220                        | -   |
| Somerset .....                  | -                  | -                                      | -                  | -   | " 15,725                       | -  | 20  | -                            | -   |
| Whitneyville and Machiasport .. | -                  | -                                      | -                  | -   | -                              | -  | -   | -                            | -   |

RETURNS OF RAILROAD CORPORATIONS—Continued.

| NAME OF ROAD.                    | MILEAGE, TRAFFIC, &C.                                    |                            |                        |                                     |  |  |   |  |                                      |
|----------------------------------|--|----------------------------|------------------------|-------------------------------------|--|--|---|--|--------------------------------------|
|                                  | Rate of speed of accommodation freight trains, per hour. | Miles run by other trains. | Total train miles run. | Total number of passengers carried. | Total passenger mileage, or passengers carried one mile. | Passenger mileage to and from other roads. | No. tons carried, not including gravel. | Total freight mileage, or tons carried 1 mile. | Freight mileage to from other roads. |
| Aroostook River .....            | -  | -                          | -                      | -                                   | -  | -  | -                                       | -  | -                                    |
| Atlantic and St. Lawrence .....  | 13   | 529,038                    | -                      | -                                   | -  | -  | -                                       | -  | -                                    |
| Bangor and Piscataquis .....     | 13   | 1,870                      | 49,779                 | 15,487                              | 430,531  | 289,408                                    | 21,465                                  | 673,569  | 644,331                              |
| Boston and Maine .....           | 12   | 18,108                     | 1,647,759              | 4,442,019                           | 61,779,576   | 10,690,722                                 | 698,881                                 | 36,036,194                                     | 4,449,200                            |
| Bucksport and Bangor .....       | -  | -                          | -                      | -                                   | -  | -  | -                                       | -  | -                                    |
| European and North American ..   | 9 $\frac{3}{4}$  | 40,900                     | 256,419                | 153,129                             | 4,370,905  | 2,629,182                                  | 139,899                                 | 6,430,666                                      | 2,753,150                            |
| Houlton Branch .....             | -  | -                          | -                      | -                                   | -  | -  | -                                       | -  | -                                    |
| Knox and Lincoln .....           | 15   | 5,040                      | 102,650                | 76,579                              | 1,707,595  | 1,046,245                                  | 16,958                                  | 540,204.49                                     | -                                    |
| Maine Central .....              | 15   | 279,023                    | 1,198,471              | 622,392                             | 22,919,067   | 11,373,152                                 | 388,773                                 | -  | -                                    |
| Portland (Horse) .....           | -  | -                          | 196,770 $\frac{3}{4}$  | 862,418                             | -  | -  | -                                       | -  | -                                    |
| Portland and Ogdensburg .....    | -  | 13,356                     | 235,735                | -                                   | -  | -  | -                                       | -  | -                                    |
| Portland and Rochester .....     | 10   | 9,465                      | 149,582                | 118,175                             | 2,077,447  | 1,048,822                                  | 75,999                                  | -  | -                                    |
| Portland, Saco and Portsmouth .. | -  | -                          | -                      | -                                   | -  | -  | -                                       | -  | -                                    |
| St. Croix and Penobscot .....    | -  | 150                        | 19,094                 | 9,597                               | 99,399   | -  | 53,000                                  | -  | -                                    |
| Somerset .....                   | -  | -                          | 15,725                 | 7,831                               | -  | -  | 12,389                                  | -  | -                                    |
| Whitneyville and Machiasport ..  | -  | -                          | -                      | -                                   | -  | -  | -                                       | -  | -                                    |

RAILROAD COMMISSIONERS' REPORT.

RETURNS OF RAILROAD CORPORATIONS—Continued.

| NAME OF ROAD.                   | MILEAGE, TRAFFIC, & C.         |                               |  |   |   |   |  |   |   |
|---------------------------------|--------------------------------|-------------------------------|--|---|---|---|--|---|---|
|                                 | Highest rate of fare per mile. | Lowest rate of fare per mile. | Average rate of fare per mile, local travel. | Average rate of fare per mile, from passengers to and from other roads. | Average rate of fare per mile for season ticket passengers. | Average rate of fare per mile for all passengers. | Highest rate of freight per ton, per mile. | Lowest rate of freight per ton, per mile. | Average rate freight per ton, per mile, on road and operated by this company. |
| Aroostook River.....            | -                              | -                             | -  | -   | -   | -   | -  | -   | -   |
| Atlantic and St. Lawrence.....  | -                              | -                             | -  | -   | -   | -   | -  | -   | -   |
| Bangor and Piscataquis.....     | 5½ cts.                        | 4 cts.                        | 4½ cts.                                      | 3½ cts.   | 2 cts.  | 3½ cts.   | 40   | 2½  | 7½  |
| Boston and Maine.....           | 5                              | 2.5                           | 2.63   | 1.76  | .895  | 2.03  | 60   | 3   | 2.58  |
| Bucksport and Bangor.....       | -                              | -                             | -  | -   | -   | -   | -  | -   | -   |
| European and North American..   | 4 5-10                         | 1. 833-1000                   | 3. 682-1000                                  | 2. 945-1000   | 2. 204-1000   | 3. 45-1000  | 6. 316-1000                                | 1. 316-1000                               | 3. 141-1000   |
| Houlton Branch.....             | -                              | -                             | -  | -   | -   | -   | -  | -   | -   |
| Knox and Lincoln.....           | -                              | -                             | 4 1-9  | 4 7-8   | -   | 4. 59-100   | -  | -   | 6 17-32   |
| Maine Central.....              | 5                              | 2½                            | 3 6-100                                      | 3 4-100   | -   | 3 5-100   | 92   | 1 9-100                                   | 4 30-100  |
| Portland (Horse).....           | -                              | -                             | 2  | -   | -   | -   | -  | -   | -   |
| Portland and Ogdensburg.....    | -                              | -                             | -  | -   | -   | -   | -  | -   | -   |
| Portland and Rochester.....     | 5                              | 2 9-10                        | 3½   | -   | 1 ct.   | 2½  | -  | 16  | 8   |
| Portland, Saco and Portsmouth.. | -                              | -                             | -  | -   | -   | -   | -  | -   | -   |
| St. Croix and Penobscot.....    | 5                              | 2½                            | 3 22-100                                     | -   | -   | 3 22-100  | 14   | 3   | 8   |
| Somerset.....                   | 5                              | 5½                            | -  | -   | -   | -   | -  | -   | -   |
| Whitneyville and Machiasport..  | -                              | -                             | -  | -   | -   | -   | -  | -   | -   |

RETURNS OF RAILROAD CORPORATIONS—Concluded.

| NAME OF ROAD.                   | MILEAGE, TRAFFIC, &c.   |   |   |  |  |   |   |
|---------------------------------|---|---|---|--|--|---|---|
|                                 | Average rate of freight per ton per mile to and from other roads. | Average rate per ton per mile for all freight | Average number of cars in passenger trains, including baggage cars. | Average number of cars in freight trains, baskets of 8 wheels. | Average weight of passenger trains, including locomotive & tender, in working order. | Average weights of freight trains, including locomotive and tender, in working order. | Number of persons regularly employed by company, including officials. |
| Aroostook River .....           | -   | -   | -   | -  | -  | -   | -   |
| Atlantic and St. Lawrence ..... | -   | -   | -   | -  | -  | -   | -   |
| Bangor and Piscataquis .....    | 5½  | 5¾  | 2   | 7  | -  | -   | -   |
| Boston and Maine .....          | 2.1   | 2.31  | 6   | 25   | 130 tons.  | 250 tons.   | 1,494   |
| Bucksport and Bangor .....      | -   | -   | -   | -  | -  | -   | -   |
| European and North American..   | 2 931-1000  | 3 53-1000                                     | 5   | 11   | 260,000 lbs.   | 336,930 lbs.  | 300   |
| Houlton Branch .....            | -   | -   | -   | -  | -  | -   | -   |
| Knox and Lincoln .....          | 5 15-16   | 6 7-100                                       | 3   | 8  | 95 tons.   | 120 tons.   | 67  |
| Maine Central .....             | 3 48-100  | 3 68-100                                      | 3½  | 15   | 108 tons.  | 173 tons.   | 1,000   |
| Portland (Horse) .....          | -   | -   | 1   | -  | -  | -   | 40  |
| Portland and Ogdensburg .....   | -   | -   | -   | -  | -  | -   | -   |
| Portland and Rochester .....    | 2c  | -   | 3   | 20   | 86 tons.   | 205 tons.   | 113   |
| Portland, Saco and Portsmouth.. | -   | -   | -   | -  | -  | -   | -   |
| St. Croix and Penobscot .....   | -   | .08   | 4   | 12   | 32 tons.   | 38 tons.  | 36  |
| Somerset .....                  | -   | -   | -   | -  | -  | -   | 23  |
| Whitneyville and Machiasport .. | -   | -   | -   | -  | -  | -   | -   |

RAILROAD COMMISSIONER'S REPORT.

*Copies of Profit and Loss Account for the year ending September 30, 1877, returned from the following named Railroad Companies.*

| DR.  |                     | BANGOR AND PISCATAQUIS RAILROAD.  |                   | CR. |  |
|--|---------------------|---|-------------------|-----|--|
| Balance expense account .....  | \$32,499 59         | Balance income account .....  | \$57,377 38       |     |  |
| interest .....   | 58,540 00           | Balance .....   | 33,662 21         |     |  |
|  | <u>91,039 59</u>    |   | <u>91,039 59</u>  |     |  |
|  |                     |   |                   |     |  |
| DR.  |                     | BOSTON AND MAINE RAILROAD.  |                   | CR. |  |
| Dividend Nov. 15, 1876 .....   | \$210,000 00        | Surplus Sept. 30, 1876 .....  | \$1,369,449 63    |     |  |
| Bond interest Jan. 1, 1877 .....   | 119,017 50          | Earnings this year .....  | 2,235,718 24      |     |  |
| Expenses this year .....   | 1,606,054 97        | Interest and premium on bonds sold .....  | 31,301 19         |     |  |
| Interest this year .....   | 7,767 73            | Cash received on account of debts charged off as<br>worthless in previous years ..... | 315 30            |     |  |
| Dividend May 15, 1877 .....  | 140,000 00          |   |                   |     |  |
| Bond interest July 1, 1877 .....   | 119,017 50          |   |                   |     |  |
| Sundry items charged off as of no value .....  | 1,777 96            |   |                   |     |  |
| Balance .....  | 1,433,148 70        | Balance .....   | 1,433,148 70      |     |  |
|  | <u>3,636,784 36</u> |   |                   |     |  |
|  |                     |   |                   |     |  |
| Dr.  |                     | EUROPEAN AND NORTH AMERICAN RAILROAD.   |                   | CR. |  |
| Notes paid E. & N. A. R. R. Co., to Lord & Veazie & als<br>on account Harrison Avenue property ... | \$40,250 00         | Materials and wood on hand Oct. 1, 1876, when<br>Trustees came in .....               | \$37,962 13       |     |  |
| City of Bangor, overdue coup'n of July 1, '75  | 10,171 49           | Net income for the year .....   | 74,757 33         |     |  |
| Balance .....  | 61,297 97           |   |                   |     |  |
|  | <u>112,719 46</u>   |   | <u>112,719 46</u> |     |  |

DR.

MAINE CENTRAL RAILROAD.

CR.

|   |            |  |              |
|---|------------|--|--------------|
| Fifty shares Ticonic Water Power stock, .....       | \$5,000 00 | Balance of account Sept. 30, 1876 .....  | \$455,866 01 |
| Old bills paid .....                                | 2,946 91   | Errors Eastern Railroad .....  | 10 64        |
| Old Somerset & Kennebec coupons paid .....          | 300 00     | Bills payable never presented for payment .....  | 578 45       |
| Sundry worthless freight bills .....                | 988 24     | Discount on Maine Central scrip and Portland &<br>Kennebec R. R. stock paid in Maine Central R.<br>R. consolidated 7 per cent. bonds ..... | 131,580 00   |
| Sundry worthless accounts .....                     | 345 51     | Balance of earnings Dec. 31, 1876, after paying<br>operating expenses, interest and rents .....  | 38,486 74    |
| Loss on account of Trustee writ .....               | 14 32      |  |              |
| Rebate on telegraph poles, W. U. T. Co., 1875 ..... | 1,008 00   |  |              |
| Discount on bonds sold .....                        | 14,980 00  |  |              |
| Balance .....                                       | 600,938 86 |  |              |
|   | <hr/>      |  |              |
|   | 626,521 84 | Balance of account Sept. 30, 1877 .....  | 600,938 86   |
|   |            |  | <hr/>        |
|   |            |  | 626,521 84   |

RAILROAD COMMISSIONERS' REPORT.

## ACCIDENTS.

## ON THE ATLANTIC AND ST. LAWRENCE ROAD.

January 20, 1877. As the No. 13 freight train from Montreal, over the Grand Trunk road, was approaching Oxford station, R. W. Jackman, a brakeman, fell between the cars, which passed over his body, completely severing it above the hips, and otherwise horribly mangled it. The train was obliged to go on to Oxford, about a mile distant, to make a crossing with an up freight from Portland. The conductor of the up freight was told that Jackman had fallen from the train, and he accordingly ran along very slowly until the body was found, in the condition described above. The unfortunate man resided in Portland, on Cumberland street. His wife had accompanied him as far as Oxford on the passenger train from Portland that same afternoon, as he joined the freight train at South Paris.

On same day, John E. Willis, deputy sheriff, belonging in Gorham, was run over by the cars at West Milan, and instantly killed. He was walking on the track at the time of the accident.

On same day, a little girl was struck by a passenger train at Montreal, as she attempted to cross the track while the train was backing into the depot, and crushed to death.

March 29, 1877. As the morning train passed Hammond's crossing in Auburn, George Hammond, aged 80, attempted to cross the track, but was taken up by the cow-catcher and carried several rods; he was badly cut, and died shortly after.

In all there were seventeen persons more or less injured on this road during the past year; eleven of whom were employees of the company.

## ON THE BANGOR AND PISCATAQUIS ROAD.

January 12, 1877. George H. Norton of Oldtown, was injured by falling from a passenger train as it was passing through the village of Oldtown, and died on the following day. The coroner's jury reported that "the injury was caused by said Norton's accidentally falling under and being run over by the wheels of the car of one of the trains of the Bangor and Piscataquis Railroad Company, and that no blame attached to said company, or to any of its officers or servants."

## ON THE BOSTON AND MAINE ROAD.

Passenger train leaving Portland for Kennebunk, at 5.30 P. M., October 27, 1876, was thrown from the track by a broken draw-bar that fell on the track. George Hobbs had his jaw broken; Geo. West, Capt. A. Leavitt, Mrs. S. E. Tibbetts and Sarah A. Miller, were all slightly injured.



December 23, 1876. Charles Hall and Wm. Crook, brakemen, injured shackling cars at Wells, Me.

April 10, 1877. J. H. Simpson (deaf) walking on track near Saco station, was struck by a passenger train and instantly killed.

May 2, 1877. Alfred V. Roberts, employee at Portland, was struck by a bridge while riding on top of a freight car. His right arm was so much injured that it was necessary to amputate it.

July 2, 1877. A boy attempted to pass in front of a moving passenger train at Saco station; he was struck by the engine and had a leg broken.

July 23, 1877. Miss A. Rivers, walking on the track near Saco station, was struck by a passenger train and slightly injured.

#### ON THE MAINE CENTRAL ROAD.

April 14, 1877. Jack McCarty of North Leeds was run over by a passenger train near North Jay; one arm was crushed, and he was badly cut about the head. He was taken to Wilton. His arm was amputated, but he died soon after.

May 23, 1877. Walter Winn, a brakeman on a special freight train, was struck in the back of his head by an iron bridge near Gray, cutting a gash in his head and breaking his neck, killing him instantly. He had just climbed to the top of a car, and was walking toward the rear of the train when struck. Winn was 23 years of age and unmarried. He belonged in Burnham. Coroner Gould was summoned, and held an inquest at Gray. The jury's verdict is as follows:

"The deceased came to his death by being struck by a bridge in Gray, on the Maine Central Railroad, by carelessly standing on the top of a moving car, and the jury find that the railroad is in no way censurable for his death, but charge the fault wholly to himself."

January 21, 1877. Herbert H. Young, yardman at Bangor station, fell under the shifting engine and was killed. The coroner's jury rendered a verdict of "death by unfortunate accident, and the Maine Central Company and its employees are blameless."

#### ON THE PORTLAND AND ROCHESTER ROAD.

May 2, 1877. Weston Willard, 17 years of age, not in the employ of the company, while freight train was switching at Springvale, caught his foot in the track and was killed, by the cars passing over him. He lived but twenty minutes after.

July 7, 1877. Amos Jellerson was found on the track near Waterboro' Centre, run over by freight train. A coroner was called, and deemed an investigation unnecessary. The man was intoxicated when last seen.

#### ON THE PORTLAND AND OGDENSBURG ROAD.

January 8, 1877. Luther N. Tucker was struck by a snow plough while walking on the track near east branch of the Saco, in Bartlett, N. H., and killed.

April 5, 1877. Thos. Daley was struck by train in the yard at Portland, and received injuries from which he died.

August —, 1877. A special train ran into a team at Westbrook, killing the horse and fatally injuring the driver.

#### ON THE PORTLAND, SACO AND PORTSMOUTH ROAD.

John R. Dimmick, switchman, in attempting to get upon the engine after it had started, fell, and was pushed along the frozen ground and badly injured.

Edwin Littlefield, at Wells, in attempting to get upon the freight train, fell and broke his leg.

Lizzie Stinson, a child, was struck by an engine moving in the Portland yard, and killed.

S. M. Stuart was struck by an engine moving on the B. & M. R. R. wharf, and slightly injured.

Edwin Tomlins, in attempting to cross in front of a train approaching Kittery, was instantly killed.

#### ON THE ST. CROIX AND PENOBSCOT ROAD.

July 4, 1877. Henry Noble, lying on the track asleep, was run over, cutting off both legs; he died next day.

## CONCLUSION.

The new form of return, recommended by the Boston Convention of Railroad Commissioners, and adopted by the last Legislature of Maine, was issued rather late in the season to the several railroad corporations of the State.

The result appears in the tabulated statements herewith submitted. It is to be regretted that the method of keeping their accounts, heretofore practiced by most of our railroad companies, does not admit of their making such detailed returns as are now expected of them.

But it is understood to be the purpose of all these, to modify their practice respectively, so as to enable them to comply more exactly with the requirements of the statute. And we feel ourselves authorized to express a firm persuasion, that another year's exhibit will meet the legislative demands very much more satisfactorily.

By an act of the last Legislature, (Chapter 192) it is required that "Every railroad corporation shall erect and maintain suitable bridge guards, at every bridge or other structure, any portion of which crosses the railroad less than eighteen feet above the track; such guards to be approved by the railroad commissioners, and to be erected and adjusted to their satisfaction," etc.

This act has been complied with to the letter by all the railroad corporations in the State, and such guards have been erected on either side of every bridge or projection that is less than eighteen feet above their tracks. But there are one or two over-head bridges in the State a little higher and just outside the statute limit, where these guards have been omitted, which are, in our opinion, dangerous to train-men until supplied with similar warnings. We would, therefore, respectfully suggest, that the act referred to, be so amended as to include all structures of twenty feet or less above railroad tracks.

And repeating a suggestion made last year, we respectfully submit whether it would not be advisable to demand of our railroad companies, the establishment of "safety switches," in some form, at all points in their main line where switches are required away from stations, at which the trains stop regularly. That much greater danger is to be apprehended from these remote switches through which trains run at speed and which are out of the way of constant inspection, is obvious to a thoughtful consideration, and has been exemplified in several instances that might be mentioned. It is gratifying to observe a more general employment of the safety switch, and that it is steadily growing in favor as an important aid to the security of railroad operation.

A. W. WILDES,  
JOHN F. ANDERSON, } *Railroad*  
CHAS. J. TALBOT, } *Commissioners.*

AUGUSTA, Dec. 31, 1877.