

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

1879.

VOLUME II.

AUGUSTA:

SPRAGUE & SON, PRINTERS TO THE STATE.

1880.

REPORT

OF THE

RAILROAD COMMISSIONERS

OF THE

STATE OF MAINE,

FOR THE YEAR

1878.

AUGUSTA:

SPRAGUE, OWEN & NASH, PRINTERS TO THE STATE.

1879.



REPORT.

To the Governor of Maine :

The Railroad Commissioners respectfully submit their Annual Report.

We have faithfully performed the official duties prescribed by statute; and our careful inspection of the passenger railroads in Maine enables us to render a very gratifying account of them. They are all in a safe and quite satisfactory condition. Those of the principal lines of travel are excellent.

We are constrained to repeat, without any of its qualifying expressions, the statement made in the opening of the report of last year, that as a whole the railroad system of this State is in better condition than ever before, and the main lines of travel no way inferior to any in New England. We feel justified in thus challenging public attention to the most rigid scrutiny and precise comparison involved in this statement. We have no cause to feel ashamed of any of our railroads, and we have ample reason for a very considerable degree of State pride in the completeness of those upon our main through route, the constant punctuality and safety of their operation, and the gratifying comfort that is here conferred upon every passenger in the perhaps too luxuriously appointed cars.

In last year's report we adverted to the fact that the railroads of the State had all been brought to the prevailing and so called standard gauge of the country, except the Aroostook River and the Portland and Oxford Central Railroads. We now report that the latter has passed during the year into the possession of a new company, and that with a renewed road-bed and surface, new superstructure throughout, including

bridges and new rolling stock and equipment, it is in the full tide of successful operation, upon a track laid to the gauge of 4 feet 8½ inches; and that, instead of continuing its decay, as a dead pledge, it has been awakened into new and vigorous life, and under the new name of the Rumford Falls and Buckfield Railroad, become a satisfaction and joy to the people along its whole line.

Copies of the statutes prescribing the duties of this Board contain information often asked for by citizens of the State, as well as by those of other States who are making investigations and deliberating upon the proper functions of similar organizations, that have been found by experience so essential to the safety and convenience of the public. With a view to imparting the information sought, and the hope of benefits to accrue from exchanges, together with the great convenience of having these laws in a connected and portable form, readily accessible to all, have induced their insertion in this report, which procedure it is believed will meet your approval. In most cases where amendments have subsequently been made, they have been incorporated into the statutes as herein published.

From the Revised Statutes of 1871—Title IV., Chap. 51.

Sec. 2. A railroad corporation, for the location, construction and convenient use of its road, for necessary tracks, side tracks, depots, wood sheds, repair shops, and car, engine and freight houses, may purchase or take and hold, as for public uses, land and all materials in and upon it; but the land so taken shall not exceed four rods in width for the main track of the road unless necessary for excavation, embankment or materials; but shall not take, without consent of the owners, meeting houses, dwelling houses, or public or private burying grounds. The guardian of a person incapable of giving valid conveyance, whose land is taken, may settle and give a valid release for damages; and persons having any interest in such land have the rights and remedies of owners to the extent of their interest.

Sec. 3. If the parties do not agree as to the necessity and extent of the real estate to be taken for said side tracks and buildings, the corporation may make written application to the railroad commissioners, describing the estate, and naming the persons interested; the commissioners shall thereupon appoint a time for the hearing near the premises, require notice to be given to the persons interested as they direct, fourteen days at least

before said time; and shall then view the premises, hear the parties and determine how much, if any, of such real estate is necessary for the reasonable accommodation of the traffic and appropriate business of the corporation. If they find that any of it is so necessary, they shall furnish the corporation with a certificate containing a definite description thereof; and when it is filed with the clerk of the court in the county where the land lies, it shall be deemed and treated as taken.

RAILROAD COMMISSIONERS.

Sec. 71. The governor, with advice of council, shall appoint three railroad commissioners, who shall act as a board and hold their offices three years; two of them shall be experienced in the construction and management of railroads, and one of them shall be an engineer. * * *

Sec. 72. A majority of the board, annually, between the first of April and October, and at any other time on application, or without when they think necessary, shall carefully examine the tracks, rolling stock, bridges, viaducts and culverts of all railroads; shall give a certificate thereof to the clerk of the corporation, therein stating the condition of the road and rolling stock, and shall annually, in December, make a report to the governor of their official doings, with such facts as they deem of public interest, or he requires; and all persons managing railroads shall give the board such information as they from time to time request.

Sec. 73. The corporation shall file such certificate in the office of the secretary of state before the first day of December, and pay the commissioners for the examination, or forfeit one thousand dollars, to be recovered in an action of the case, half to the state and half to the person suing therefor; and if the president and directors of a railroad while it is guilty of such neglect, allow a passenger train to run over it, they shall be personally liable for any damages occasioned by a defect in said road, or rolling stock, but this will not relieve the corporation.

Sec. 74. If the board at any examination find the track, culverts, bridges or rolling stock in use so out of repair as to be unsafe for travelers, they shall immediately notify the managers of said road of its condition, and the time in which the repairs shall be made; and may require them to reduce the speed of all trains until repairs are made.

Sec. 75. If they do not comply with such requirements, the commissioners shall petition the supreme judicial court in any county where the railroad extends, setting forth their examination, the condition of the road, the notice and requirement and refusal to comply; and shall notify the attorney general or the county attorney of the county where the petition is filed, of the filing thereof, one of whom shall appear and take charge of the proceedings in court. The court shall order a notice thereon and appoint a hearing; and after a hearing, may order such things to be done by the managers of the road as they deem necessary to secure the safety of travelers; and unless such managers will execute a bond to the state, with sufficient sureties, for such sum as the court deems necessary to make the repairs. conditioned that they will, within the time fixed

by the court, make the repairs or otherwise satisfy the court that they will be so made, the court shall issue an injunction on said corporation, and its managers, prohibiting the running of any passenger trains over the portion of the road found to be unsafe, until the order has been complied with or revoked.

Sec. 76. When the managers of a railroad authorized to cross or connect with another road, are unable to agree therewith, as to transportation of passengers and freight over their roads, and other matters, they may apply to the commissioners in writing, and either of them may endorse an order of notice thereon to all interested, fixing a time and place for hearing; and the applicant shall cause such order to be complied with. At such hearing, any corporation or person claiming to be interested, may be made a party and be heard thereon, though not named in the application; and said commissioners have the authority of courts at law to summon witnesses, compel their attendance and testimony, and depositions may be taken and used as in suits at law. When the hearing is closed, they shall determine and award the rates for transporting passengers, freight or cars over the road of each or over any road on which either is a common carrier by contract or otherwise, and all other matters in controversy between the two roads arising from such connecting, or crossing, or the times of doing so; and may require either party to give security to the other for the payment of balances resulting from their mutual business, on such terms as they deem equitable; and may determine that their award may be suspended, after its acceptance, at the election of the party injured by the non-performance of the condition thereof by the other.

Sec. 77. The award shall be returned to the Supreme Judicial Court in the county where the hearing was had, and accepted, or for good cause, rejected or recommitted. Exceptions to any ruling of the court in such proceedings may be taken and allowed within the rules of the court, except in recommitting the report, and when so allowed, a certified copy thereof and of all papers used at the hearing, shall be forthwith sent by the clerk of the court to the chief justice thereof; and the parties shall be heard thereon by the Law Court in the district where the hearing was had; but if such court does not sit within thirty days after the papers are received by the chief justice, he shall, at the request of either party, detail a majority of the justices to hear the case at the time and place ordered by him; send the order to the clerk of the court where the matter is pending, and he shall enter it on the docket under the case, and that shall be sufficient notice to the parties; and the case shall then and there be heard the same as if at a regular law term. When the award is accepted and judgment rendered thereon, it shall be binding on all parties notified, whether they appeared or not, until a new award is made on another application; and the court has full power to make the award effectual by process for contempt or otherwise as in equity cases; and if the corporation or managers of any such road, after they are notified of the acceptance of such award, fail to comply with it, the directors, superintendent or other agents running such road shall be subject to a fine of not less than ten nor more

than fifty dollars for each day of such failure, to be recovered by indictment in the county where it occurs.

Sec. 78. When a serious accident occurs on a railroad and any person is thereby injured, the commissioners shall immediately proceed to the place, examine into the cause thereof, may send for persons and papers, and make a full statement of the cause and results of the accident in their annual report, and any other manner they think the public good requires.

CHAPTER 204—LAWS OF 1871.

An Act giving additional powers to the railroad commissioners.

Sec. 1. The railroad commissioners, upon petition of responsible parties representing that the public convenience and necessity require the erection and maintenance of a depot for freight and passengers, or a passenger station, on the line of any railroad, after fourteen days' notice by copy of said petition upon such corporations, and by publishing said petition, with the order of said commissioners thereon, in such public newspaper as shall be designated in said order two weeks successively, the last publication to be prior to the time fixed for said hearing, shall hear the parties and determine whether the prayer of the petitioners shall be granted; and if such prayer is granted, shall determine at what place or places a depot or station shall be erected, or maintained if erected, and whether for passengers or for passengers and freight.

Sec. 2. It shall be the duty of said commissioners to designate the site, and what kind of buildings shall be erected and maintained, as the case may seem to demand, and the time in which said corporation shall comply with the order.

Sec. 3. If said railroad corporation refuse or neglect to comply with the order of said commissioners within the time prescribed therein, said commissioners shall enforce a compliance as provided in section seventy-five of chapter fifty-one of the revised statutes of eighteen hundred and seventy-one, in relation to making repairs of railroads.

Sec. 4. In all cases heard before the commissioners under the provisions of this act, the expenses and costs attending the same, including the compensation of the commissioners, shall be paid by the railroad corporation against whom the complaint is made, if the prayer of the petitioners is granted, and in case the prayer of the petitioners is denied, such costs and compensation shall be paid by the petitioners. If the party or parties against whom costs are adjudged as aforesaid shall refuse or neglect to pay the same within thirty days after such adjudication, upon complaint for such costs made by said commissioners to any one of the justices of the supreme judicial court, such justice may cause execution to issue therefor.

CHAPTER 197—LAWS OF 1871.

An Act amendatory of chapter fifty-one of the Revised Statutes, relating to railroads.

Section three of chapter fifty-one of the revised statutes of eighteen hundred and seventy-one, is hereby amended, by inserting after the word

“time,” in the seventh line of said section, the following: “*Provided however,* that when land is held by a tenant for life, and the reversion is contingent as to the persons in whom it may vest, on the termination of the life estate, such fact shall be stated in the application, and the commissioners shall, in addition to the notice to the tenant for life, give notice by publication to all others interested, in such manner as they shall deem proper.”

CHAPTER 218—LAWS OF 1874.

An Act amendatory of and additional to chapter fifty-one of the Revised Statutes, concerning railroads.

*[Sec. 1. Section thirty of chapter fifty-one of the revised statutes is amended so as to read as follows:

Sec. 30. Every railroad corporation shall make an annual report to the railroad commissioners on or before December first, of its operations for each year ending September thirtieth, to be verified by the oath of its treasurer. It is to state: first, the length of the road in operation, the length of single track, the length of double track, the length of sidings and of spur tracks, the time when laid, the length laid with steel rails, the weight of rail per yard, the length laid with fished joints, and of what sort, the length laid in chair joints, and the length laid with Whitman's improved cross-ties; second, the capital stock, and the amount called and paid in; third, the whole cost of the road, showing the amount expended in the purchase of lands, for grading, for masonry, for bridging, for iron, for expenses of engineering, for passenger cars, for freight and other cars, for locomotives, and for the total expense of equipment; fourth, the amount and nature of its indebtedness and its dues; fifth, the whole cost of operating; sixth, number of passenger trains during the year; seventh, number of freight trains during the year; eighth, number of mixed trains during the year; ninth, average number of passengers per train; tenth, average number of tons of freight per train; eleventh, the number of through and way passengers and rates of fare; twelfth, average receipts per passenger per mile; thirteenth, average receipts per ton of freight per mile; fourteenth, the number of through and way passengers and the rates of fare; fifteenth, the amount of receipts from passengers and freight originating along the line of the road; sixteenth, the amount of receipts from passengers and freight brought to the road by other railroads; seventeenth, the amount received for the transportation of passengers, of property, of the mails, and from other sources; eighteenth, the number of depots, engine houses, engines and cars of their several sort; nineteenth, the number of miles run by passenger, freight, mixed and other trains respectively, and the average rate of and speed of each; twentieth, the whole number of stockholders and the number who reside in this state; twenty-first, the amount of each dividend and when made; twenty-second, the amount charged for depreciation of road and other property; twenty-third, the number of persons injured in life or limb, the cause of injury, and whether passengers or persons employed; twenty-fourth, whether any such accident arose from carelessness or negligence of any person in the employ of the corporation, and whether such person is retained in its service; twenty-fifth, the number of employees of every sort, and the average pay of each of the following grades: conductors, baggage masters, station agents, switch-men, engine-drivers, firemen, brakemen, foremen of track sections. If any railroad company neglect to make such report, it forfeits one thousand dollars; and it shall be the duty of the attorney general to prosecute for the recovery of the same upon complaint thereof made to him, and the same shall be published in the annual report of the railroad commissioners.]

* This section is superseded by chapter 207 of the laws of 1877.

Sec. 2. When in the opinion of the railroad commissioners the passage of passenger trains over any portion of any railroad by passenger trains would be attended with imminent danger, they may notify the president or superintendent of such road of such unsafe condition of said portion of said road, and order the immediate stopping of all passenger trains about to run over the same. In case said order is not obeyed said commissioners shall at once apply to some judge of the supreme judicial court, who may, upon satisfactory proof of the necessity for such order, and without notice to said company, issue an injunction prohibiting the running of passenger trains over said road until further order of the court.

CHAPTER 207—LAWS OF 1877.

An Act to obtain uniform Returns from Railroad Corporations.

Section thirty of chapter fifty-one of the revised statutes, as amended by "An Act amendatory of and additional to chapter fifty-one of the revised statutes, concerning railroads," approved March three, eighteen hundred and seventy-four, is hereby amended, by striking out section one of said amendatory act. chapter two hundred and eighteen of acts of eighteen hundred and seventy-four, and substituting, in its stead, the following:

Sec. 30. The railroad commissioners shall prescribe a form of returns uniform for all the railroads in the state, and designed to produce uniformity in the annual railroad returns of all the railroads in New England, in substance the same as that exhibited in an appendix to their report made to the governor, December thirty, eighteen hundred and seventy-six. Every railroad corporation shall make an annual return to the railroad commissioners on or before December one, of its operations for each year ending September thirty, to be verified by the oath of its treasurer, and said return shall conform as nearly as practicable to the blank forms to be prescribed and furnished by the railroad commissioners. If any railroad corporation shall willfully neglect to make such return, it shall forfeit one hundred dollars to the use of the state.'

CHAPTER 120—LAWS OF 1876.

An Act to authorize the Formation of Railroad Corporations.

Sec. 1. Any number of persons not less than ten, a majority of whom shall be citizens of this state, may form a company for the purpose of constructing, maintaining and operating a railroad for public use in the conveyance of persons and property within this state, and for that purpose may make and sign articles of association in which shall be stated the name of the company the gauge of the road, the places from which and to which the road is to be constructed, maintained and operated. the length of such road, as near as may be, and the name of each town and county in this state through which or into which it is to be made; the

amount of the capital stock of the company, which shall not be less than six thousand dollars for every mile of road proposed to be constructed of the gauge of four feet eight and a half inches, nor less than three thousand dollars per mile for any narrower gauge, and the number of shares of which said capital stock shall consist, and the names and places of residence of at least five persons, a majority of whom shall be citizens of this state, who shall act as directors of the proposed company, and shall manage its affairs until others are chosen in their places. Each subscriber to such articles of association shall subscribe thereto his name, place of residence, and the number of shares of stock he agrees to take in said company.

Sec. 2. Said articles of association shall not be filed and recorded in the manner provided in section three of this act, until the capital stock named in section one has been subscribed thereto, in good faith, by responsible parties, and five per cent. paid thereon in cash to the directors named in said articles of association, nor until there is endorsed thereon or annexed thereto, an affidavit made by a majority of the directors named in said articles, that the amount of stock required by this section has been in good faith subscribed, and five per cent. paid thereon in cash as aforesaid, and that it is intended in good faith to construct, maintain and operate the road mentioned in such articles of association, which affidavit shall be recorded with the articles of association as aforesaid.

Sec. 3. Whenever it shall be shown to the satisfaction of the board of railroad commissioners that all the provisions of sections one and two of this act have been complied with, said board shall endorse upon the articles of association a certificate of such fact, and the approval of the board in writing. The secretary of state shall, upon the payment of the sum of twenty dollars to the use of the state, cause the same with the endorsement thereon to be recorded, and shall issue a certificate in the following form:

STATE OF MAINE.

Be it known that, whereas, [here the names of the subscribers to the articles of association to be subscribed] have associated themselves together with the intention of forming a corporation under the name of [here the name of the corporation shall be inserted] for the purpose of building and operating a railroad between [here insert the description of the road contained in the articles of association] and have complied with the statutes of this state in such cases made and provided. Now, therefore, I, [here the name of the secretary to be inserted] secretary of the State of Maine, do hereby certify that said [names of subscribers] their associates and successors, are legally organized and established as an existing corporation under the name of [name of corporation] with the powers, rights and privileges, and subject to the limitations, duties and restrictions, which by law appertain thereto. Witness my official signature hereunto subscribed, and the seal of the State of Maine hereunto affixed, this —— day of ——, in the year of our Lord [day, month and year inserted.] The secretary of state shall sign the same and cause the

seal of the state to be thereto affixed, and such certificate shall be conclusive evidence of the organization and establishment of such corporation at the date of such certificate. The secretary shall also cause a record of such certificate to be made, and a copy of such record duly certified may with like effect as the original certificate be given in evidence to prove the existence of such a corporation.

Sec. 4. The first meeting for the purpose of organizing such corporation, shall be called by a notice, signed by five or more of the subscribers to such articles of association, stating the time, purpose and place of such meeting, a copy of which notice shall, seven days at least before the day appointed for such meeting, be given to each subscriber, or left at his usual place of business or place of residence, or deposited in the post office, post paid, and addressed to him at his usual place of business or residence; and whoever gives such notice, shall make affidavit of his doings, which shall be recorded in the records of the company.

Sec. 5. In case the capital stock of any company formed under this act is found to be insufficient for constructing and operating its road, such company may increase its capital stock from time to time, to any amount, for the purposes aforesaid. Such increase must be sanctioned by a vote, in person or by proxy, of two-thirds in amount of all the stockholders of the company, at a meeting of said stockholders, called by the directors of the company for that purpose.

Sec. 6. Every corporation organized under this act, before commencing the construction of its road, shall present to the board of railroad commissioners a petition for approval of location, accompanied with a map of the proposed route on an appropriate scale, and with a profile of the line on a vertical scale of ten to one compared with the horizontal scale, and with a report and estimate prepared by a skilful engineer from actual survey. The board of railroad commissioners shall, on presentation of such petition, appoint a day for a hearing thereon, and the petitioners shall give such notice thereof as said board shall deem reasonable and proper, in order that all persons interested may have an opportunity to appear and object thereto. If the board of railroad commissioners, after hearing the petition, shall approve the proposed location, and that the public convenience requires the construction of such road, the corporation may proceed with the construction of their road; *provided*, they shall first file with the clerk of the court of county commissioners of each county through which the road passes, a plan of the location of the road, defining its courses, distances and boundaries, and another copy of the same with the board of railroad commissioners; but the location so filed shall not vary, except to avoid expense of construction, from the route first presented to said board of commissioners, unless said variation shall be approved by them. And said location, together with any variation that may be made therein, shall be filed within two years from the time when the articles of association are filed in the office of secretary of state.

Provided further, that no railroad shall be made across tide waters where vessels can navigate, nor shall any railroad be built, under this act, run-

ning in the same general direction of any other railroad already built, or in process of construction, within ten miles of such other railroad, without special permission of the legislature therefor first obtained.

Sec. 7. If any corporation formed under this act shall not, within three years after its articles of association are filed and recorded in the office of the secretary of state, begin the construction of its road, and expend thereon ten per cent. of the amount of its capital, its corporate existence and power shall cease.

Sec. 8. Every corporation organized under this act shall within one year after any part of their road has been constructed and opened for operation, cause to be made a map and profile thereof, and of the land taken or obtained for the use thereof, and file the same in the office of the secretary of state; and also like maps of the parts thereof located in different counties, and file the same in the offices for recording deeds in the county in which such parts of road shall be. Every such map shall be drawn on a scale and on paper to be designated by the board of railroad commissioners, and certified and signed by the president and engineer of the corporation.

Sec. 9. Said corporation shall have the right to establish and collect such tolls for the transportation of persons and freight over its road as the directors shall deem fair and reasonable, and have a lien on its freight therefor, but, upon what shall, at any time, be deemed by the railroad commissioners a sufficient complaint, by interested and responsible parties, that the tolls are unreasonably high, they may revise and establish them, after due notice and hearing, for a time not exceeding one year. And the commissioners, before directing said hearing, shall give opportunity to the company complained of to reply to the charge made against it.

Sec. 10. The compensation to the railroad commissioners shall be ten hundred dollars each per annum, inclusive of all expenses, to be paid by the state, in quarterly payments.

CHAPTER 192—LAWS OF 1877, AS AMENDED IN 1878.

An Act providing for Bridge Guards on Railroads.

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 twenty feet above the track; such guards to be approved by the railroad commissioners, and to be erected and adjusted to their satisfaction. Any corporation within this State which refuses or neglects to comply with the provisions of this act, shall, for each month of continuance in such neglect or refusal, forfeit the sum of fifty dollars; and whoever shall willfully destroy or break any such bridge guard shall forfeit a sum not exceeding one hundred dollars and be liable to imprisonment not exceeding thirty days.

CHAPTER 43—LAWS OF 1878.

An Act to amend chapter two hundred and fourteen of the Public Laws of the year one thousand eight hundred and seventy-four, entitled "An Act relating to ways across Railroads."

Chapter two hundred and fourteen of the public laws of the year one thousand eight hundred and seventy-four, is hereby amended so as to read as follows:

Sec. 1. Townways and highways may be laid out across, over or under any railroad track, in the manner provided by law for laying out such ways; and when such way crosses such track at grade, the expense of building and maintaining so much of such way as is within the limits of such railroad, shall be borne by the railroad company whose track is so crossed; and when such way is laid out under or over such track, and not at grade, the expense of building and maintaining so much thereof as is within the limits of such railroad, shall be borne by such railroad company, or by the city or town in which such way is located, or be apportioned between such railroad company and such city or town, as may be determined by the railroad commissioners, upon petition, and after notice and hearing of the parties. Either party aggrieved by their decision thereon may appeal therefrom to the supreme judicial court, at any time after such decision has been made, in writing, and before the next term of said court within and for the county in which such way is located, at which term such appeal may be entered and prosecuted by the party appealing. If the party appealing fails to appear at that term to prosecute the appeal, the decision of the railroad commissioners shall be final and conclusive. If the appeal is then entered, not afterwards, the court may appoint a committee of three disinterested persons, not residents of the county in which such way is located, who shall be sworn, and if one of them dies, refuses to act, or becomes interested, the court may appoint another in his place; and they shall give such notice as the court has ordered, view the way in question, hear the parties, and make their report at that or the next term of the court after their appointment, whether the decision of the railroad commissioners should be in whole or in part affirmed or reversed, which being accepted, and judgment thereon entered, shall be final and conclusive in the case. Costs may be taxed and allowed to either party, at the discretion of the court.

Sec. 2. In case of such ways already so laid out, over or under any railroad track, and not at grade, the expense of building and maintaining so much of such way as is within the limits of such railroad, shall be borne as provided in section one of this act, the question to be determined upon application of any railroad company whose track is so crossed, made within sixty days after notice, in writing, hereafter served on such railroad company by the municipal officers of any city or town in which such way is located, requesting such railroad company to build and maintain so much of such way as is within the limits of their road.

Sec. 3. All provisions of any act inconsistent with this act are hereby repealed.

RAILROADS IN MAINE.		Whole length main line op.
	Miles.	
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	—	1,388.5
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. N. Brunswick & Canada (see Houlton Br.)	—	122
17. Newport & Dexter (see Maine Central)	14	14
18. Portland & Kennebec (see Me. Cent.)	63	63
19. Portland & Ogdensburg	51	200
20. Rumford Falls & Buckfield	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 & Machias	7.5	7.5
Total number of miles		1,006.83 3,091.13

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—from State line to Caribou, 15 miles.

The Aroostook River Railroad was built by the united efforts of the enterprising citizens of Fort Fairfield and Lyndon, who, after waiting and watching a long time for aid and capital from the cities, towns and railway interests of the western portion of the State, whose interests it was supposed would induce them to render important aid in penetrating the richest portion of our State with a line of railway. But disappointed in securing an outlet for the products and increasing business of their county in the natural direction and upon our own soil, they adopted a connection with a foreign line of road as the only means of securing the benefits of railway facilities for the constantly increasing traffic of the Aroostook valley.

The Aroostook River Railroad connects with the New Brunswick Railway (narrow gauge) about three miles below Fort Fairfield, and is leased by that company. The New Brunswick Railway extends from Gibson, on the St. Johns river, opposite Fredericton, to the State line as above named, with branches to Woodstock and Grand Falls. At Woodstock the line connects with the New Brunswick and Canada Railway, running to Houlton, St. Stephens and St. Andrews, and forming a junction at McAdam Junction with the European and North American Railway, giving continuous railway communication with St. Johns in New Brunswick, and with the whole system of railroads in the United States. The prospect for the construction of a more direct line of railway within the limits of this State, commencing at a point near Danforth, on the European and North American Railway, and running to Houlton, is being agitated, which it is hoped will be successful; and it is understood that if this line is built the New Brunswick road will be extended from Woodstock to Houlton, making a connection at the last named point, which will certainly be for the interest of all concerned.

The Aroostook River Railway was built at a very low cost, and is in good condition at the present time.

L. R. King, Esq., of Caribou, is President, and Thomas Hoben, Esq., of Gibson, Superintendent.

New Brunswick and Canada Railway—122 miles in all.

This line of railway extends from Woodstock in New Brunswick to St. Stephens, with a branch to Houlton eight miles in length, three of which are within the limits of this State. There is also a branch from Watt Junction to St. Andrews, thus giving two terminal points on tide water. The business is largely made up by the transportation of lumber from various points along the line to the shipping ports of St. Stephens and St. Andrews. Since the change of gauge, and the connection with the New Brunswick Railway at Woodstock has been made, the traffic over this line has largely increased, and it will undoubtedly continue to do so, as the great resources of the St. Johns valley and the upper Aroostook are developed. That portion of the line within the limits of this State is in good, safe condition. An additional side track and other improvements for the convenience of business has been made at Houlton during the past year.

F. H. Todd, Esq., of St. Stephens, is President. Henry Osborn, Esq., St. Stephens, Manager. John Stuart, Esq., St. Stephens, Superintendent.

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

Your Commissioners have examined this road twice during the past year, once in the spring and again in the fall. As was remarked in our report of last year, the road is not in so good condition as it should be; but the traffic is light, and the trains are run very slowly and carefully, and we consider it safe at present for the weight of trains passing over it, and the speed at which they are run. The track is not good, as the rails, or many of them are badly worn, and the ties some-

what decayed, although some improvement has been made in these respects since the date of our last report. We found at our first inspection last spring, that several of the bridges required important repairs, and were pleased to find at our last visit, this fall, that our requirements and suggestions in regard to repairs had been complied with. Owing to the great decline of the lumbering interests, the business of this road has largely fallen off, and as the transportation of lumber constitutes the principal traffic of the road, the receipts must necessarily be very small, until the revival of that interest shall again increase its revenues.

The project for connecting this road with the European and North American Railway, referred to in our report of last year, has failed of accomplishment, and doubtless this, with many other similar projects in our State, must wait the advent of more prosperous times and increased business demands.

Directors—George M. Porter, Henry F. Eaton, St. Stephens, N. B.; Edward F. Barnard, E. C. Gates, L. G. Downes, Calais, Me.

George M. Porter, Esq., St. Stephens, New Brunswick, is President. Samuel Black, Esq., Calais, Treasurer. Wallace Haycock, Calais, Superintendent.

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

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

The energy and good judgment displayed by the Trustees and Superintendent of this road, from the commencement of their administration of its affairs, has characterized their management the present year, and through their efforts and the judicious expenditure of the limited means at their command, many permanent and needed improvements have been made, and we believe the road is in better and safer condition this fall than at any time since its construction was said to be completed. Several new bridges have been built in the place

of those considered defective, and in many instances earth and saw-dust embankments have been substituted for pile bridges. New timbers have been put on to cattle passes, culverts and open water ways, and defective bridges strengthened or rebuilt. The drainage of the road has been greatly improved, and a large amount of ballast, new rails and ties been placed upon the road-bed, as the following detailed statement will show :

In Bangor the cribbing on the High Head extension has been filled—880 feet—is in fair condition, but will require stone "rip-rap" to protect it against the spring ice freshets. This work will be completed this season. The main line, from the Maine Central station to the Bucksport and Bangor junction, has been raised, is now well ballasted and permanently improved. The passenger and freight platforms have been rebuilt. The city point wharves extensively repaired. The bridge near Mt. Hope, known as the "Red bridge," has been rebuilt, 30 feet span, Howe truss, hard pine chords, juniper braces.

At west end of the Orono bridge some 30 feet of trestling was left last season ; this has been filled. At the east end of same bridge 118 feet of the trestling has been filled. The remaining 87 feet (left open for sluice-ways from the mills) has been renewed. Extra floor timbers have been laid the entire length of the Orono bridge.

A new over-head bridge has been built at Greatworks, about one mile west of the station—juniper timber—bridge 160 feet long. New stringers to replace defective ones, and extra floor timbers have been laid in Oldtown, Milford and Sunkhaze bridges, with such other minor repairs as to make them in good condition.

At Costigan, iron truss bridge, new juniper floor timbers and hard pine stringers have been laid.

The iron bridge at Olamon has been thoroughly overhauled, the flooring renewed with juniper and hard pine.

The Lincoln bridge, Howe truss, 100 feet span, also the bridge at Tomah, Howe truss, 40 feet span, have been rebuilt ; hard pine chords, juniper braces.

New hard pine stringers and caps have been laid on the two pile bridges between Vanceboro and Lambert lake.

Extensive repairs have been made on the trestling at Stillwater mills. The trestling at the Orono mills renewed.

The iron bridges have all been repaired, the wooden ones whitewashed as a protection against fire and to preserve the wood. Most of the station platforms have been renewed or repaired, and are all in good condition. The masonry at all defective culverts has been overhauled and repaired. New hard pine stringers laid on 44 culverts and cattle guards; $6\frac{2}{3}$ miles of cedar bunk fence has been built, also one-half mile of board fence; 34,300 yards of ballast has been put under the track, mostly between Vanceboro and Winn; 690 tons of new rails laid with new fishings and bolts complete, and 63,897 new cedar and juniper ties—the latter almost wholly about switches and curves. Tops have been built on 26 flat cars, and the rolling stock generally repaired and improved, and is all in good condition.

New sidings have been built to the Milford and Forest mills, the former 1,700 feet in length, with seven shorter tracks to the mills and piling places; the latter 1,750 feet in length, with two shorter branches.

Trains have been run with regularity, and no accident has occurred resulting in injury to passengers or employees.

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

Bucksport and Bangor Railroad—18 8-10 miles.

Directors—S. T. Hinks, S. P. Hall, E. B. Gardner, W. H. Genn, Ambrose White, H. D. Hadlock, S. A. Cobb.

Hon. S. T. Hincks, President. Parker Spofford, Treasurer, both of Bucksport.

This road is in about the same general condition as stated in our report of last year, with the exception that in compliance with the direction of your Commissioners, given at our examination last spring, many new timbers have been placed on the open culverts, cattle guards, and bridges. The bridge over the Penobscot at Bangor has been strengthened at one or two points. We consider the whole road in fair condition.

It is leased by the European and North American Railway, and managed by the officers of that company.

Somerset Railroad, West Waterville to Anson—25 miles.

Directors—Edward Rowe, Nathan Weston, John Ayer, William Atkinson, William H. Brown, Nicholas Smith, John Carney, R. B. Dunn, F. W. Hill, Benj. Flint, W. W. Pease.

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

No marked change has occurred upon this road during the past season. The track rides well, the iron is in good order, but many new ties will be required very soon.

The bridges over the Kennebec at Norridgewock and Madison are in good condition. The truss bridge over Hale's stream, and the trestling at the northerly end of the truss bridge over the Kennebec river, both at Norridgewock, must be renewed or extensively repaired very soon. The road-bed is for the most part well drained and ballasted. Trains have been run the past year with great safety and regularity.

The road is managed by the President, John Ayer, Esq., of West Waterville.

Rumford Falls and Buckfield Railroad, Mechanic Falls to Canton—27½ miles.

This road, formerly known as the Portland and Oxford Central, upon which, by the petition of your Commissioners, an injunction was issued by the Supreme Judicial Court some years since, on account of its unsafe condition, has during the past season passed into the hands of a new company, of which the Hon. I. Washburn, Jr., is President, and S. C. Andrews, Esq., of Portland, Treasurer. The road, when these gentlemen purchased it, was in a dilapidated state, the bridges and stations decayed and unsafe, the ties entirely rotten, and the masonry along the whole line in a tumble-down condition. The rolling stock was almost worthless, and none of it fit for use.

The road-bed between Mechanic Falls and Sumner, was originally well graded, and this portion of the road and the iron rails, were not materially injured by time and neglect. The road-bed between Sumner and Canton was never properly formed or constructed, until the past summer. Since the road passed under the control of the present owners, a very marked and radical change has taken place, and the road is now in good condition. The road-bed has been completed between Sumner and Canton, and the other portions between Mechanic Falls and Sumner raised, widened, ballasted and ditched, the masonry repaired or rebuilt where necessary, and all the bridges rebuilt. The station buildings have all been reconstructed or repaired, and new water stations, turntables and side tracks have been built, and road-signs erected at public road crossings. The track has been relaid with new ties the entire distance, and a large amount of the old iron exchanged for heavier rails. The rolling stock is entirely new, suitable and first-class in every respect.

It is believed that the resuscitation of this line of road will prove a great benefit to the towns through which it passes, inducing the investment of capital in the establishment of manufactures, and in furnishing cheap transportation for the products of the soil.

The past history of the road may be stated with few words, as follows: Entire disregard for the interest and accommodation of the people along the line, mismanagement, total unreliability and unsafety. But the well known names of the gentlemen now owning and operating the road, are a sufficient guarantee that the line will be managed for the best interests of all concerned, and that permanency of arrangement, safety, regularity and promptness in running the trains, will now characterize the operations of the road, inspiring confidence in its future success, which by neglect of these principles it has failed to secure in the past.

S. T. Corser, Esq., is Superintendent.

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

Directors—John Lynch, H. J. Libby, George P. Westcott, A. K. Shurtleff, Charles McCarthy, William R. Wood, Portland, Me.; Frederick Robie, John A. Waterman, Gorham, Me.; W. G. Ray, New York city; J. S. Ricker, Deering, Me.; E. G. Wallace, Rochester, N. H.

Hon. George P. Wescott, President, Portland. Hon. Frederick Robie, Vice President, Gorham. W. H. Conant, Treasurer, Portland. James M. Lunt, Superintendent, Portland.

This road has shared in the general spirit of improvement which has characterized the railroads of our State during the past two or three years, and we take pleasure in noting its bettered condition and increasing importance, as one of the through lines from Portland to the great commercial centres, Boston and New York.

The old depot at the foot of Myrtle Street in Portland, has been abandoned, and an arrangement entered into with the Grand Trunk Railway, by which the trains of this road arrive at and depart from their station. This arrangement we think must prove a benefit to both companies, and a great convenience to patrons of the roads. The new station at the foot of Preble Street, secures to the patrons of the Portland and Rochester Railroad, a very convenient and central depot, possessing greater advantages of location, than those claimed for the old station, at Myrtle Street.

A new car-house and carpenter's shop have been built at the foot of Hanover Street, giving increased and long needed facilities for repairing cars, &c. Three hundred feet in length of the trestle at Quaker pond in Alfred has been filled, and in compliance with the requirements of your Commissioners, an arch culvert has been built at Cook's brook in Hollis, in place of the old open culvert, the walls of which, in our opinion, had become unsafe.

The station at Gorham has been extensively repaired, and is now comfortable and convenient. The Cumberland Mills

station has been discontinued, and a joint depot established at the junction of this road with the Portland and Ogdensburg Railroad.

Compared with former years a largely increased number of ties, and a greater amount of iron rails have been placed on the track this season than any other preceding year. The road-bed has been well ditched and drained, and the alignment and surface of the track is good. The road presents a generally improved appearance. Many improvements of minor importance have been made, and still more remains to be accomplished, but taking into consideration the embarrassments under which the road is laboring, we think that much has been accomplished in the right direction.

The truss bridge over the Mousam river at Springvale, will shortly need renewal or extensive repairs, as the timber of which the bridge is constructed is of small dimensions, not possessing a margin of strength sufficient to counteract the effect of exposure to the weather and consequent decay, which is beginning to affect it unfavorably. Most of the other bridges upon the line are in good order. The trains have been run with great regularity and promptness, and no accident has occurred the past season.

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

Directors—George E. B. Jackson, John B. Brown, Wm. G. Davis, Portland; Abner Coburn, Skowhegan; Darius Alden, Augusta; Arthur Sewall, Bath, Me.; Wm. B. Bacon, George P. King, Willard P. Phillips, Alfred P. Rockwell, Boston, Mass.; George S. Morison, New York.

George E. B. Jackson, Esq., President, Portland; J. S. Cushing, Treasurer, Portland; Payson Tucker, Superintendent, Portland; John W. Philbrick, Master Mechanic, Waterville; Fred E. Boothby, General Ticket Agent, Portland.

This road has been maintained in excellent condition this year and many additions and improvements have been made. Many more are contemplated the coming season, and although

the gross receipts of the road are much less than those of former years, still no effort or expense has been neglected or spared to keep the road and rolling stock in first-class condition; and its very successful working during the entire year without accident to the trains, or injury to passengers or employees, by any neglect of the company or its officers, furnishes abundant proof of the ability, faithful performance of duty, and care evinced by the officers and employees of the company. Owing to the unprecedented depression in every branch of business, it has been absolutely necessary to adopt rules of the strictest economy consistent with safety in the management of our railroads, and we believe that in most instances the minimum of expenditure, and of force employed, has been reached, so that while the returns show a large falling off in gross earnings, the net receipts in some instances are somewhat increased. Constant watchfulness, and the judicious expenditure of money in making necessary repairs at the proper time, has much to do with the successful working of our railroads; and the reverse of this increases risk, invites accident, causes increased wear and tear to the track, road-bed and rolling stock, finally resulting in disaster, loss of confidence and greater outlay. We believe that the first named policy characterizes the management of the Maine Central road.

On the line *via* Augusta, the following repairs and renewals have been made:

Over-head bridge at "Deep-cut," 36 feet span, rebuilt. A new iron bridge at Cathance stream, 102 feet span, in place of one built a few years ago, which has proved too light for the service required of it. A new Howe truss at Abagadasset stream, near Harwood's station. New stringer bridge at Gardiner, 26 feet span. A new granite culvert built at Drummond's brook, Winslow, and embankment made over it, in place of old trestle. The filling of Two Mile brook trestle, near Augusta, has been completed.

A new passenger station has been built at Woodford's

Corner; coal shed 100 feet in length at Augusta, and new freight houses at Falmouth, Harwood's road, and Riverside.

Between Waterville and Bangor, at Clinton, a new Howe truss bridge, of 45 feet span, with pile and trestle approaches, 80 feet in length, has been built; and five stringer bridges, varying from 18 to 21 feet in length, have been renewed. The station buildings at Newport have been remodeled, and thoroughly repaired.

On the line *via* Lewiston, a new iron truss bridge of 158 feet span, over the Little Androscoggin river. A contract has been entered into for an iron bridge to be put up in place of the wooden spans in the long bridge over the Androscoggin river at Lewiston. We believe the material is delivered, and waiting the freezing of the river, to be put in position. We hope that this work will be accomplished very soon.

A new over-head bridge, of 78 feet span, has been built at Waterville. On that portion of the line between Waterville and Skowhegan, no marked changes or improvements have been made. The track, road-bed, and the bridge over the Kennebec river at Skowhegan, remain in about the same condition as stated in our report of last year.

DEXTER AND NEWPORT BRANCH—14 miles.

Charles Shaw, Esq., President, Dexter; George Hamilton, Treasurer, Dexter.

This road is in the same good order as stated in our report of last year. The project of extending this line to Dover and Foxcroft was seriously agitated last spring, and surveys of the proposed route were made, but nothing further has been accomplished, and the result of the scheme is very doubtful.

BELFAST AND MOOSEHEAD LAKE RAILROAD, from Belfast to Burnham—33½ miles. Leased and operated by the Maine Central Railroad company. Charles B. Hazeltine, President, Belfast. Asa Faunce, Treasurer, Belfast.

This road also remains in about the same general condition as reported by your Commissioners last season. The filling

at Unity pond pile bridge has been somewhat increased, a new truss bridge built near the station at Knox, and the pile bridge across Marsh river, in Brooks, repaired, and it is proposed to rebuild the Howe truss bridge at City Point, the present winter. As suggested in our report of last year, it would greatly improve the road if the embankment across the bog below Brooks, could be raised some five or six feet, relieving the heavy grade at that point. The pile bridge at Belfast has been repaired, and is now in fair condition.

The Branch from Brunswick to Bath, 9 miles, is in a good state of repair, and the only new structure built this year is a stringer bridge at Bath, of 26 feet span.

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

The wooden bridge over the Androscoggin river at Brunswick, has been somewhat strengthened, and negotiations are in progress with the town of Brunswick for the purchase of its interest and right of way over this bridge, and we hope that this important arrangement will soon be consummated, as the bridge can be materially improved and strengthened with vertical and lateral braces, when the space now devoted to public travel can be utilized for the above purpose. It is in safe condition at the present time.

Eighty feet of trestle bridge has been built near Crowley's Junction, and a new iron girder, 55 feet span, put on at the Bates canal in Lewiston. The trestle at Sabattisville has been entirely renewed, 600 lineal feet having been built this year. The bridge at Leeds Junction has been rebuilt, and other structures of minor importance repaired and made safe.

The road-bed and track between Brunswick and Lewiston is in remarkably good order, and that portion between Crowley's and Leeds Junction, very much improved as compared with its condition in past years.

Between Leeds Junction and Farmington a great advance has been made in the right direction. A new trestle 75 feet in length has been built at North Leeds, and at Snelling's brook a substantial culvert has been built, and an embankment made over it, in place of the high trestle bridge. The trestle bridges at Shuy brook in Livermore, and that at East Wilton, have been repaired and strengthened, and a good granite culvert built, and an embankment made over it at Hemlock stream. At Temple stream, West Farmington, one span of Howe truss, 85 feet in length, and 30 feet of trestle, have been built, and 350 feet of trestle filled with earth and made solid embankment. At the long bridge over the Sandy river, in Farmington, five spans of Queen truss bridge, each 32 feet in length, have been erected.

The road-bed and station buildings along the line are in good condition. A considerable amount of new iron rails will soon be needed for the track.

Six hundred tons of steel, 1,000 tons of iron rails, 81,500 ties, have been put into the track, and 15,000 yards of ballast placed upon the road-bed of the Maine Central and its branches the past year.

Between twenty and thirty improved safety gates have been erected at public roads and streets, at the different cities and towns along the line. Additional rules and signals for safety of trains have been adopted and put in force, and every precaution taken that experience and care for the lives and convenience of the patrons of the road could suggest. The trains have been run with great regularity and promptness, and we believe the road has been operated to the entire satisfaction of the public. The rolling stock of this road is in fine condition.

We make the following extract from a note appended to the official return of the Maine Central Railroad Company. The balance of the letter enumerated details of expenditure that had been embodied in our report before the communication was received :

“In July last, the Directors employed an accomplished engineer, skilled particularly in bridge construction, to make a thorough inspection and report upon the bridges of this road. This gentleman, Frederick H. Smith, Esq., of Baltimore, examined these structures carefully and made a detailed report, describing particularly and specifically the character and condition of each of our bridges, and showing where special care and attention was needed on our part to make the bridges not only in every respect safe for the present passage of trains, but also making suggestions as to the most economical and best mode of making them permanent and beyond all question secure for years to come, so that we may be saved an annual outlay upon them.

His report was an exceedingly valuable one, and we have, in accordance with his suggestions, already completed some important improvements, and have others in progress, which must add materially to the permanent value and security of the road. * * *

We have thought it proper to add this note to our report of bridges built during the year, as that list only refers to work done prior to September 30th, and does not include other work then in progress, or show what the Company is really doing in the direction of permanence and security in this department of their road.”

Portland and Ogdensburg Railroad, Portland to Lunenburg, N. H.—51 miles in this State.

Directors—Samuel J. Anderson, H. N. Jose, W. F. Milliken, J. S. Ricker, James F. Baxter, Francis Fessenden, R. M. Richardson, W. W. Thomas, Jr., Samuel Waterhouse, Portland, Me.; J. Eastman, Conway, N. H.

Samuel J. Anderson, Esq., President, Portland; Jonas Hamilton, Superintendent, Portland; J. W. Dana, Treasurer, Portland; Charles H. Foye, Clerk, Portland; J. F. Anderson, Chief Engineer, Portland.

This road is gaining in importance every year. The large and constantly increasing summer travel to the White Mountains, for which this line is the main avenue, must always contribute to its support, and constitute an important and unfailing item to its revenues. The location of the road, through a portion of the country almost unsurpassed for the beauty and grandeur of its magnificent and ever-attractive scenery, makes it one of the most desirable, and, in fact, indispensable routes of travel for tourists and pleasure seekers in all New England, or perhaps it might be said with truth,

in the whole United States ; and we are not wanting in faith, that sometime in the near future, the anticipations of the friends and projectors of the road may be realized, and the Portland and Ogdensburg become one of the great outlets for the traffic of portions of New Hampshire and Vermont, and the still more important business and productions of the great West. But time and returning prosperity can alone develop its value to the whole State, and particularly to the city of Portland, by the liberality of which and the united effort of her citizens the road has been built and thus far sustained.

The road-bed and track are in good order, and among the items of repairs the following have been made : Basin and Stroudwater pile bridges, near Portland ; new platforms at Cumberland Mills and South Windham ; an arch culvert at Dole's brook, in place of the trestle, which was becoming weak. A new wharf at Sebago Lake, 250 feet in length. Repairs on platforms from White Rock station to Bartlett, and 200 feet of platform at the Crawford station. New station buildings at the Livermore junction with the Sawyer's river railroad. Over-head bridge at Crawford house, and Farm-bridge near White Rock. Truss girder and pile bridge at Mill-brook, Conway ; new tank house at West Baldwin.

About 48,000 cross-ties have been put into, and 20,000 cubic yards of gravel under the track. A good gravel-pit, containing 8 acres, has been purchased, and a track 940 feet in length built to it, near East branch of the Saco, in Bartlett. New sidings have been laid at Fryeburg, and above Conway centre.

Other repairs and renewals of bridges will be required the coming season, and we hope to see the road in first-class condition at an early day. Some of the repairs and additions mentioned in the foregoing statement, are beyond the limits of our State, but as the road is largely or entirely owned by the citizens of this State, we deem it proper to state them for the benefit of all interested, and to show what is being accomplished by the management.

The rolling stock is in fair state of repair, and the trains have been run safely and promptly.

Whitneyville and Machiasport Railroad.

As has been stated in former reports, this road was constructed for the transportation of lumber from the mills at Whitneyville to Machiasport. It is not used for passengers, and for this reason it is not examined by us.

Cornelius Sullivan is Treasurer.

Atlantic and St. Lawrence Division of the Grand Trunk Railway, from Portland to Island Pond 149½ miles—82½ miles in Maine, 52 miles in New Hampshire, and 15 miles in Vermont.

Directors—John B. Brown, Charles E. Barrett, H. J. Libby, Samuel E. Spring, Franklin R. Barrett, Francis K. Swan, Philip H. Brown, Portland, Me.; Joseph Hickson, Sir A. T. Galt, Montreal, P. Q.

The most careless and thoughtless observer who should have passed over this railroad eight years ago, and not again until within the past year, could not fail of being astonished at the notable change that had been wrought in this great international thoroughfare, while his more thoughtful and critical companion, if his attention had been confined to the road-bed and track exclusively, would be ready to affirm his positive conviction that he had been passed over an utterly different and not at all the same road. And comparing its then sorry plight with its present high estate, the change is truly amazing to us who have seen its progress. Then it was a fearful reproach to the State and to every town on its line, through each of which its track was strewn with fragments of shattered trains. The newspapers branded it, and all who could avoided it as they would the road to ruin. But now it may be named deservedly as an object of national pride. It is completely renovated, is really better than it ever was at its very best; is every way more substantial, and thoroughly remodelled to a far higher standard of excellence than was contemplated in the original design of its construction.

John B. Brown is President; Franklin R. Barrett is Clerk, and Charles S. Barrett, Treasurer, all of Portland, Maine.

Joseph Hickson, Montreal, General Manager; E. P. Hanaford, Chief Engineer; John Lloyd, Assistant Engineer, in charge of the Maine Division.

Boston and Maine, in Maine 44 miles of main line, and 2½ miles of branch.

Directors in Maine, Samuel E. Spring of Portland, and N. W. Farwell of Lewiston; in New Hampshire, W. S. Stevens of Dover, and Amos Paul of Newmarket; in Massachusetts, James R. Nichols of Haverhill, Nathaniel G. White of Lawrence, George C. Lord, Nathaniel J. Bradley and John F. Osgood of Boston.

This is in all respects a railroad of the first order; well managed and maintained. The track is excellent and is kept in exceptionally good order and surface. It is always apparent to the Commissioners, when inspecting this railroad, that all the structures are very carefully watched and assiduously cared for. The strong financial condition of this company, exhibited by the sworn statements in the returns to this Board, warrants a generous expenditure in every department, and without doubt it is found here, as the result of every year's experience, that the truest economy is in keeping all parts of the railroad machine up to the highest point of efficiency. We wish to call attention to the completeness of the return from this corporation.

Nathaniel G. White, President; James T. Furbur, Gen. Superintendent; Amos Blanchard, Treasurer; W. J. C. Kenny, General Freight Agent; Chauncy P. Judd, Clerk. Address of all the above officers at Boston, Mass. S. H. Stevens, General Agent at Portland, Me.

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

Directors — Moses Giddings, A. G. Wakefield, J. S. Wheelwright, N. C. Ayer, Arad Thompson, A. M. Robinson,

M. S. Drummond, F. A. Wilson, John S. Ricker, Newell Blake, T. S. Moore.

This road is managed in a very prudent manner, every economy consistent with safety and efficiency of the train service, being constantly practiced under the watchful eye of its careful and experienced Superintendent. The condition of the road is better than it was at the close of the last season, and better prepared for winter and spring service.

The Superintendent reports that the trains have run with great regularity, and no person has been hurt nor any property destroyed the past year.

Moses Giddings of Bangor, is President; Arthur Brown of Bangor, Superintendent, and H. W. Blood of Bangor, Treasurer.

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

Directors—John T. Berry and Francis Cobb of Rockland; Edmund Wilson, Thomaston; Augustus Welt, Waldoboro'; D. W. Chapman, Damariscotta; Edwin Flye, Newcastle; Henry Ingalls, Wiscasset; Edward Sewall and Edwin Reed, Bath.

John T. Berry, President. Edmund Wilson, Clerk. C. A. Coombs, Bath, Superintendent; L. S. Alexander, Bath, Treasurer; Edward Bolton, Master Mechanic.

This road is in better working order than we have ever before found it. The surface of its grade is uniformly and unequivocally good, which is the more remarkable from the absence of good gravel deposits along the line; what there are have been turned to the most profitable account, and the deficiency has been made good by a thorough system of ditching, faithfully carried into constant practice.

The never failing watchfulness and care of a keen eyed, observant Superintendent, is obvious here wherever one looks, but especially on the track. Every attainable resource is put in requisition to secure the proper maintenance of way in the most economical manner practicable. A very important

step towards permanent improvement of the road was this year taken, in replacing a considerable portion (about 1,100 feet) of the long pile bridge over the flats near Damariscotta mills, by solid embankment. One or two new stations and platforms have been erected the past season.

The future of this road would be one of assured prosperity if, in addition to its regular local business, it could secure the share of summer pleasure travel which it is entitled to from its remarkably pleasant route through the sea coast towns of Maine, between Bath and Rockland, presenting as it does all the way a continued series of picturesque and most attractive views.

Portland, Saco and Portsmouth Railroad, from Portland to Portsmouth, 52 miles—51 miles in Maine.

Officers—Alfred P. Rockwell, President, Boston, Mass.; Charles E. Barrett, Clerk, Portland; N. G. Chapin, Treasurer, Boston, Mass.

That there is a real business like improvement in progress upon this road is quite apparent; an improvement reaching to all parts of the way, and structures, and one which we believe, from the evidences exhibited, is designed on a broader plan and aiming at a higher standard than has been before observable here. Much has been accomplished, and a general air of thrift and thoughtful management obtains from one end to the other.

The ditches have been cleared, and opened thoroughly; several objectionable open culverts have been rebuilt and covered, unnecessary frogs and signals from cross tracks have been taken out, and other tracks and sidings lengthened to compensate.

The broken arch under the heavy embankment near Kennebunk, so long an object of anxiety to all interested in the road, has been thoroughly repaired, and lengthened some fifteen feet, thus giving a very desirable increase to the width of the road-bed at this important point. Several other considerable structures of masonry have been rebuilt; and while

we may express the hope we feel, that still more may undergo the same process of renewal, we would not be understood as intimating a want of safety in them, nor in what we have to say may any one infer that we believe the road in any part has been unsafe. But we have had the feeling for some years, that the management of this great line of travel have been perfectly content to stay their expenditures upon this Maine portion of their trust whenever the question of providing for safety could be answered favorably. But judging from what has been done lately, and from the manner of its execution, we have obtained a feeling of some assurance that this, the oldest existing railroad in our State, is to be brought to a higher level in character and condition.

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

Directors same as the P. S. & P.; this road being like that, operated as a part of the Eastern Railroad.

Of the 4½ miles of this road in Maine, 3¾ miles are from its connection with the P. S. & P. to the Salmon Falls river, in the village of Salmon Falls, where it crosses under the B. & M. branch into New Hampshire, and after continuing on the west side of the river in that State for about 16 miles, recrosses it into Maine, and after running three-quarters of a mile on the east side of that river, again crosses it into New Hampshire, and continues on to North Conway.

The present condition of the Maine portion of this road is very fair, better than it was a few years ago.

John W. Sanborn of Wolfboro' Junction, N. H., is Superintendent.

Since the main portion of this report was written, an unseasonable and disastrous freshet has swept over the country, causing serious damage to all works exposed to its destructive force, particularly mills and railroads. Before this occurrence, we felt that our railroads were in better and

safer condition than ever before, but several of them have suffered severely, and bridge abutments, bridges, culverts and embankments, many of which had withstood the attacks of the elements for thirty years, have now been swept away. The full extent of the damage cannot, in many cases, be determined until the coming summer, when the water will be low, and the foundations can be examined.

This disaster involves the erection of many structures temporary in their character and hastily built, which will require the most rigid and constant care and attention to prevent accident, and we feel that the responsibility resting upon the managers and employees of the different roads, and upon your Commissioners, is greatly increased, and that nothing but the utmost vigilance and constant oversight of these temporary structures, at the wash-outs and streams, will prevent disaster. It is creditable to the officers and employees of the railroads of this State that no accident or serious detention has occurred to the trains by reason of the freshet.

RAILROAD STRIKES.

Notwithstanding the great interest excited by the railroad strikes of 1876-7 has subsided, and the fact that few, if any, of much importance has occurred during the past year, leading many, if not the public generally, to believe that those disturbances grew out of an exceptional state of affairs which is not likely to exist again, and that it is unnecessary to provide in any way against a recurrence of them, the question, in the judgment of this Board, is not to be considered and treated as wholly of the past. Many of the causes which produced or led to the strikes named still exist, and need only the exciting circumstances and favorable opportunity to have them reappear with all their damaging and destructive consequences. Of the strikes referred to, that on the Boston and Maine, in February, 1877, most effected and disturbed the public convenience and business interests of Maine. This was, however, in fact, one of seven in a closely connected series of movements which preceded and culminated in the

memorable labor disturbances and riots of July, 1877. They all took place within the brief period of about seven months, between August 9, 1876, and March 14, 1877. It may be well and certainly is not improper in this connection, to briefly recall their history in the order in which they occurred.

That on the Ohio and Mississippi railroad occurred on the 9th of August, 1876, and was a strike of the freight breakmen at Seymour, Ind., which rapidly extended over the entire line. All movement of freight was stopped, and a vast amount of damage resulted to the merchandise of a perishable nature, and to live stock in course of transit. The strike was caused by an attempted reduction of wages, and was much aggravated in consequence of the financial embarrassments of the company, and the fact that the pay of its hands was then in arrears.

The next in order was that on the Central Railroad of New Jersey, which took place on the 23d of October, and was the first of a series of seven in number in less than five months, which originated with the Brotherhood of Locomotive Engineers. All except the last broke out in the same way, were conducted alike, and were unmistakably parts of a connected plan looking to a definite result. When once decided upon they were executed regardless of public or private inconvenience or loss. The Central New Jersey being a heavy carrier of coal, and one of the great lines running out from New York city, immense public and private inconvenience was caused by this sudden suspension of all movement over its track. Besides this, the strike occurred in the midst of the large Centennial Exposition travel of that season, causing great hardship to those who happened to be on abandoned trains.

On the 15th of November occurred the strike upon the Georgia road; at or about the same time another Brotherhood strike was culminating on the Cairo and St. Louis road. The difficulty on the Georgia road originated in a reduction of the pay of the lower grades of engineers. Notice of an intention to strike was served on the company, November

14th, and on the next day the engines were abandoned exactly where they stood, and all movement on the road ceased.

Next was the strike on the Cairo and St. Louis road, November 16th. This was caused by a reduction of the pay of the men, the company being already in arrears and under great financial embarrassment. The proceedings of the strikers were lawless and riotous in the extreme. Trains were stopped, engines disabled, and the engineers in charge beaten and driven off. Forcible possession was taken of the depot, yards, and machine shop at East St. Louis, the telegraph wires cut, and the property greatly injured where it could not be destroyed.

The strike on the Grand Trunk road commenced on the 29th of December, 1876, and ended January 3, 1877. It was wholly an engineers' strike, and was conducted under the personal direction of the Grand Chief of the Brotherhood. The trouble originated in the discharge by the company of certain of its engineers who were members of the Brotherhood. Every train on that portion of the line west of Montreal, was stopped and the locomotive fires drawn. The road was completely blocked, and the situation was further aggravated by a heavy snow storm. The next day an attempt was made to get the trains in motion in charge of new men, but these were driven away and the engines run off the track, snow plows being put across it. The mob took complete possession of everything.

Next came the Boston and Maine strike in February, 1877, before referred to. It originated with the Brotherhood of Locomotive engineers, and no other employees, except firemen, were implicated in it. Its history and termination are so familiar to the people of this State, it is not necessary to recite the same here. In no essential respect did it differ from the preceding strikes, except in its results.

Next in order was the strike on the Philadelphia and Reading road. This was, also, a Brotherhood strike. It resulted from a non-compliance by the company with a demand made, through a committee of engineers, for a 20 per cent. increase

of pay. This company, like many of the others, was in an embarrassed condition, financially, and could not, if the disposition existed among its officers, accede to the demand. This strike, like that on the Boston and Maine, was a complete failure, although the company and the public suffered for a short time great annoyance and more or less damage to their business.

On the 16th of July, 1877, commenced the great strike that was so extensive and so destructive in its results. It broke out among the freight brakemen on the Baltimore and Ohio road, and soon extended to the Pennsylvania road, culminating in the destructive riots at Pittsburg. From the Pennsylvania road the disturbances spread rapidly over a large extent of country from New York to Texas, but did not extend to any of the New England States.

This strike so terribly riotous and destructive, differed in one respect from those which preceded it. While they were almost uniformly the work of the Brotherhood or Trades-Union, the July disturbances and riots seemed to be a sudden outburst of unorganized rioting. The Brotherhood, as an organization, took no part in the same. That they did not, and that the disturbances failed to extend into the New England States, is no doubt due to the result of the Boston and Maine strike. Had that strike been successful, or had it been deferred until July, and taken place in connection with the riotous demonstrations in other States, there is little doubt that New England would have suffered with the others, and to what extent no one is now wise enough to make even an approximate estimate.

Although the disturbances of July, 1877, as well as the series of strikes that preceded it in rapid succession, are now over, and if not in some measure forgotten, have ceased to excite public interest, this question of so very great importance still remains to be settled, "whether strikes among railroad employees, and the consequent desire in aid of the same to paralyze for the time being all railroad movement, did, after these disturbances ended, become a danger wholly of

the past?" This Board, as has been already stated, are unable to see any grounds for arriving at such a conclusion. The origin and moving influences that carried into effect the strikes which preceded the disturbances of July, 1877, are to be found in the trades-union organizations, while the cause of the July riots were the sudden and violent protest of men who had suffered from the hardships and privations incident to several years of continually increasing business depression, but did not stop to reason over the same. They had no doubt suffered severely, and were still suffering most cruelly, and they rebelled against it, without once asking themselves whether they would help matters by so doing. These disturbances and riots, from whatever cause, all inflicted great loss and inconvenience to the public in general, through injury and obstruction to its railroad system; and why a recurrence of like disturbances should not be considered as among the probabilities of the future, it is not easy to see. It is quite certain that the producing and underlying causes, whether the outgrowth of trade-unionism or traceable to the privations incident to hard times, still exist, and are not likely to disappear. The multiplication and improvement in labor-saving machinery, and the rapid increase of population throughout the country, to say nothing of other influences, have a strong tendency to produce a sharp competition among the working classes and thereby reduce the price of labor. With a dense population, which may reasonably be expected in the near future, and a reduction of wages that is quite certain to follow, why may we not expect strikes, disturbances and riots to multiply rather than disappear?

Strikes concerted to secure a rise of wages are not less common than those to prevent their reduction, and when any class of employees once become infected with the trades-union spirit, the experience of not only this, but other countries, proves that occasions favorable for its manifestation are seldom if ever wanting.

Entertaining these views, and with the history of the past before them, this Board, without hesitation, express the opin-

ion that the statutes of Maine in relation to obstructing railroads should be made more effective. The absence of strikes and disturbances at the present time renders it a favorable moment for calm and deliberate action by the Legislature upon the subject. The old maxim, "In peace prepare for war," may very properly be adopted in dealing with this question. To meet what is believed to be the necessities of the occasion, this Board respectfully recommend the passage of the bill marked A, to be found in this Report. It is substantially a copy of the statute of the State of Connecticut on the subject, and of the bill submitted in the Report of the Railroad Commissioners of Massachusetts for 1877. The passage of this proposed act is not recommended either in the interests of the railroad corporations or their employees, (although no doubt both would be benefitted thereby) but in the interests of the business and travelling public; indeed, of almost every industry in the State. This Board, from their point of view, believe the railroad corporations, with perhaps rare exceptions, are entitled to no particular sympathy, as it is generally through their own short-sighted and often selfish policy that these strikes and disturbances occur.

By adopting some well considered form of the co-operative principle in the management of their roads, a policy which this Board, year after year heretofore, have not failed to advocate, they have the power to ally with themselves and attach to their interests their armies of employees. If they do not choose to exercise that power, the fault is their own, and the consequent injury that falls on them they ought to be made to bear. But unfortunately the ruinous consequences inseparable from any serious obstruction of their business do not fall in the greatest degree on them. The public usually suffer the most. Their rights and interests are the most deeply involved, and these, at least, ought to be considered and protected. In a State like Maine, having more than a thousand miles of railroad traversing every county, and all parts where any amount of business is carried on, it is not easy to estimate the immense loss and inconven-

ience that would result to almost all classes of persons and business from the sudden suspension of travel and transportation by rail, for even a brief period. The public has rights in these roads that no one should be allowed to disregard. The railroad corporations are under obligations of the strongest character to constantly and regularly operate their roads and keep their trains in motion. They have no moral right to cease to do so, in order to protect or promote their own interests, regardless of the public convenience, even in the contingency of a strike. Railroads are not to be considered as exclusively private property, to be run in the interest of the corporations solely, but, on the contrary, are to be treated as public highways, to be operated for the benefit of the public as well as the stockholders. Neither have railroad employees a moral right to abandon trains while in mid-journey, or to molest or in any way interfere with others who have been employed in their stead, to prevent their doing the work which they themselves have omitted or refused to do. They have, however, an undoubted right to leave the service of the corporations, either alone or in a body, at one or at different times, if they do it in an orderly and peaceable manner. With this right there is no disposition or purpose to interfere. But when they resort to disorderly conduct and violence in order to correct some real or imaginary wrong or oppression, and thereby do injury to innocent third parties, as well as to their employees, they should be made to feel the severe penalties of the law, to the end that the public may be protected against recurrence of like offences.

Considering railroad corporations in the character of *quasi* public agents, (and they most certainly should be so considered,) they are entitled to receive all necessary and even special aid and protection by law as such. The bill submitted, should it become a law, will afford such protection. Every reasonable safeguard being supplied, they may justly and properly be required to keep their roads in regular operation under any and all circumstances.

In presenting these facts and considerations, this Board has drawn, to a considerable extent, from an elaborate and exhaustive argument upon the subject by the Railroad Commissioners of Massachusetts, in their Report for 1877, which every citizen who has the opportunity might study with profit.

By reference to chapter 218, section 1, of the laws of 1874, and chapter 207 of the laws of 1877, (enacted as a substitute for the former) it will be observed that either by some oversight, or through the agency or influence of some interested party, the penalty for non-compliance with the requirements of the same, was changed from "one thousand dollars" to "one hundred dollars." In order to secure prompt compliance with the provisions of the law by all the railroad corporations, the former penalty, in the judgment of this Board, should be restored. They accordingly submit a bill to that end, which will be found in this report, marked B.

A.

STATE OF MAINE.

In the year one thousand eight hundred and seventy-nine.

An Act to prevent the obstruction of business on certain public corporations.

Be it enacted, &c.

Sec. 1. Any employee of a railroad corporation who, in pursuance of an agreement or combination by two or more persons to do or procure to be done, any act in contemplation or furtherance of a dispute between such corporation and its employees, shall unlawfully or in violation of his duty or contract, stop or unnecessarily delay or abandon, or in any way injure a locomotive or any car or train of cars on the railroad track of such corporation, or in any way hinder or obstruct the use of any locomotive, car or train of cars on the railway of such corporation, shall, upon conviction, be liable to a fine not exceeding five hundred dollars or imprisonment in the state prison or in the county jail not exceeding one year.

Sec. 2. Whosoever, by any unlawful act, or by any willful omission or neglect, shall obstruct or cause to be obstructed any engine or carriage on any railway, or shall aid or assist therein; or whosoever, having charge of any engine or carriage while upon or in use on any railway of any railroad corporation, shall willfully stop, leave or abandon the same, or render, or aid or assist in rendering the same unfit for or incapable of immediate use, with intent thereby to hinder, delay, or in any manner to

obstruct or injure the management and operation of any railroad, or the business of any corporation operating or owning the same, or of any other corporation or person, or whoever shall aid or assist therein, shall, upon conviction, be liable to a fine not exceeding one thousand dollars, or imprisonment in the state prison or in the county jail not exceeding two years.

Sec. 3. Whoever having any management of, or any control either alone or with others, over any railroad locomotive, car or train while being used for the carriage of persons or property, or at any time is guilty of gross carelessness or neglect on or in relation to the management or control of the same; or shall maliciously stop or delay the same, in violation of the rules and regulations then in force for the operation and running of the same; or abstract therefrom the tools or appliances pertaining thereto, with intent thereby maliciously to delay the same, shall, upon conviction, be liable to a fine not exceeding one thousand dollars or imprisonment in the state prison or in the county jail not exceeding three years.

Sec. 4. Any person who alone, or in pursuance or furtherance of any agreement or combination with others, to do, or procure to be done, any act in contemplation or furtherance of a dispute or controversy between a gas, telegraph or railroad corporation and its employees or workmen, shall wrongfully and without legal authority use violence towards or intimidate any person in any way or by any means, with intent thereby to compel such person against his will to do, or abstain from doing, any act which such person has a legal right to do or abstain from doing; or shall on the premises of such corporation induce or endeavor or attempt to induce such person to leave the employ and service of such corporation by bribery, or in any manner or by any means, with intent thereby to further the objects of such combination or agreement; or shall in any way interfere with such person while in the performance of his duty; or shall threaten or persistently follow such person in a disorderly manner, or injure or threaten to injure his property with said intents, or either of them, shall, upon conviction, be liable to a fine not exceeding three hundred dollars, or imprisonment in the county jail not exceeding three months.

Sec. 5. Any person in the employ of a railroad corporation, who shall, in furtherance of the interests of either party to a dispute between another railroad corporation and its employees, refuse to aid in moving the cars of such other corporation, or trains in whole or in part made up of the cars of such other corporation, over the tracks of the corporation employing him; or refuse to aid in loading or discharging such cars, in violation of his duty as such employee, shall, upon conviction, be liable to a fine not exceeding five hundred dollars or imprisonment in the state prison or in the county jail not exceeding one year.

B.

STATE OF MAINE.

In the year of our Lord one thousand eight hundred and seventy-nine. An Act to amend chapter two hundred and seven of the public laws of the year one thousand eight hundred and seventy-seven, entitled "an act to obtain uniform returns from railroad corporations."

The last clause of chapter two hundred and seven of the public laws of the year one thousand eight hundred and seventy-seven is hereby amended by striking out the word "hundred," and inserting instead thereof the word "thousand," and by adding at the end of said clause the words "to be recovered in an action of the case, or by complaint and indictment, in any court having competent jurisdiction; and it shall be the duty of the Railroad Commissioners to notify the Attorney General of such neglect, who shall prosecute for the recovery of such forfeiture," so that said clause as amended shall read as follows:

"If any railroad corporation shall willfully neglect to make such return, it shall forfeit one thousand dollars to the use of the state, to be recovered in an action of the case, or by complaint and indictment, in any court having competent jurisdiction; and it shall be the duty of the Railroad Commissioners to notify the Attorney General of such neglect, who shall prosecute for the recovery of such forfeiture."

CAPITAL STOCK.

NAME OF ROAD.	Capital Stock authorized by charter.	Capital Stock authorized by vote of the company.	Capital Stock issued, am't paid in.	Paid in on shares not issued. Number of shares.	Total am't paid in as pr. books of the company.	Am't issued but not full paid.	Amount per share still due thereon.	Par value of shares issued.	Total number of Stock-holders.
Aroostook River.....	No return.	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence.....	\$5,484,000 00	\$5,484,000 00	\$5,000,000 00	-	\$5,000,000 00	-	-	{ \$100	1,142
Bangor and Piscataquis.....	1,000,000 00	-	356,900 00	\$248 50	357,148 50	None.	-	{ \$100	201
Boston and Maine.....	7,000,000 00	7,000,000 00	6,921,274 52	-	6,921,274 52	-	-	50 00	4,254
Bucksport and Bangor.....	{ 100,000 00	300,000 00	281,400 00	1,138 98	282,538 98	\$15,000	\$60 00	100 00	116
European and North American..	to 1,000,000 00	-	-	-	-	-	-	-	-
Houlton Branch.....	No return.	-	-	-	-	-	-	-	-
Knox and Lincoln.....	2,000,000 00	-	364,580 00	-	-	-	-	100 00	252
Maine Central.....	5,000,000 00	-	3,589,200 00	30,900 00	3,620,100 00	-	-	100 00	663
Portland (Horse).....	-	-	157,600 00	-	157,600 00	-	-	100 00	113
Portland and Ogdensburg.....	2,000,000 00	2,000,000 00	1,005,100 00	47,085 55	1,052,185 55	1,000 00	500 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	-	-	100 00	1,479
Rumford Falls and Buckfield...	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot.....	2,000,000 00	100,000 00	100,000 00	-	100,000 00	-	-	100 00	62
Somerset.....	2,500,000 00	600,000 00	354,294 01	-	354,294 01	-	-	-	120
Whitneyville and Machiasport..	No return.	-	-	-	-	-	-	-	-

CAPITAL STOCK.

DEBT.

NAME OF ROAD.	CAPITAL STOCK.					DEBT.				
	No. of Stock-holders 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	\$4,977,016 00	\$787,000 00	6 per cent.	\$47,220 00	\$484,000 00	6 per cent.	\$29,040 00	1,499,916 00	
Bangor and Piscataquis	196	750 00	600,000 00	6 per cent.	-	322,000 00	7 per cent.	-	200,000 00	
Boston and Maine.....	244	6,688,700 00	1,500,000 00	7 per cent.	103,565 00	2,000,000 00	7 per cent.	140,857 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	-	-	-	-	-	-	-	
Maine Central.....	524	2,224,300 00	1,824,988 87	6 per cent.	108,792 11	2,224,700 00	6 per cent.	132,702 00	4,655,400 00	
Portland (Horse).....	106	8,400 00	-	-	-	-	-	-	-	
Portland and Ogdensburg.....	237	24,900 00	800,000 00	6 per cent.	35,840 20	431,500 00	6 per cent.	-	1,350,000 00	
Portland and Rochester.....	141	126,400 00	700,000 00	6 per cent.	-	300,000 00	7 per cent.	-	450,000 00	
Portland, Saco and Portsmouth..	99	1,392,200 00	-	-	-	-	-	-	-	
Rumford Falls and Buckfield....	-	-	-	-	-	-	-	-	-	
St. Croix and Penobscot	24	67,300 00	112,700 00	6 per cent.	6,762 00	-	-	-	-	
Somerset.....	120	-	450,000 00	-	-	-	-	-	-	
Whitneyville and Machiasport..	-	-	-	-	-	-	-	-	-	

DEBT.

NAME OF ROAD.	Rate of Interest.	Interest paid 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, &c. inc. Sinking Fund, and such securit's as represent Cash Assets.
Aroostook River	-	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence	6 per cent.	\$89,994 96	{ bnds due \$712,932	\$42,775 92	\$3,484,000 00	-	-	\$3,484,000 00	\$267,628 65
Bangor and Piscataquis	7 per cent.	-	-	-	1,122,000 00	150,518 10	155,773 94	1,277,773 94	16,695 53
Boston and Maine	-	-	-	-	3,500,000 00	-	117,910 69	3,617,910 69	498,329 29
Bucksport and Bangor	-	-	-	-	400,000 00	68,742 59	-	468,742 59	3,852 78
European and North American ..	-	-	-	-	-	-	-	-	-
Houlton Branch	-	-	-	-	-	-	-	-	-
Knox and Lincoln	City and	town bonds	2,395,000	-	-	-	-	-	-
Maine Central	7 per cent.	313,586 00	-	-	8,705,088 87	241,969 17	241,969 17	8,947,058 04	478,759 61
Portland (Horse)	-	-	-	-	-	-	-	-	4,820 63
Portland and Ogdensburg	Exchanged	with city	of Portland.	-	2,581,500 00	-	244,384 50	2,825,884 50	106,942 32
Portland and Rochester	6 per cent.	-	-	-	1,500,000 00	-	-	-	57,470 47
Portland, Saco and Portsmouth ..	-	-	-	-	-	93,750 00	-	-	-
Rumford Falls and Buckfield	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot	-	-	-	-	-	-	145,000 00	257,700 00	95,388 74
Somerset	-	-	-	-	450,000 00	-	78,385 98	528,385 98	18,102 23
Whitneyville and Machiasport ..	-	-	-	-	-	-	-	-	-

COST OF ROAD AND EQUIPMENT.

NAME OF ROAD.	Engine-houses, Car-sheds and turn-tables.	Machine Shops, including machinery and tools.	Interest paid during construction, discount, &c.	Engineering, agencies, salaries, &c., during construction.	Branch.	Original cost.	Total cost of construction.	Locomotives.		Snow ploughs.	
								No.	Cost. \$	No.	Cost.
Aroostook River	-	-	-	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence	-	-	-	-	-	-	-	-	-	-	-
Bangor and Piscataquis	-	-	-	-	-	-	\$1,348,836 81	4	-	2	-
Boston and Maine	\$164,713 98	\$133,283 50	\$82,028 44	\$365,474 39	-	-	9,513,215 54	77	382,000 00	11	\$7,000
Bucksport and Bangor	-	-	86,130 79	12,708 13	-	-	693,755 95	-	-	-	-
European and North American ..	-	-	-	-	-	-	-	-	-	-	-
Houlton Branch	-	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln	10,000 00	20,000 00	496,400 00	45,500 00	-	-	-	5	-	1	-
Maine Central	-	-	-	-	-	-	10,020,482 04	-	-	-	-
Portland (Horse)	-	-	-	-	-	-	-	-	-	-	-
Portland and Ogdensburg	-	7,312 01	440,059 76	185,584 30	Telegraph.	\$4,367 99	3,515,834 34	9	98,059 41	3	-
Portland and Rochester	-	-	-	The follow	ing incl. equip	ment.	2,031,364 86	6	-	2	-
Portland, Saco and Portsmouth ..	-	Road signs	= 1,116 45	The follow	ing incl. equip	ment.	1,334,090 53	19	-	4	-
Rumford Falls and Buckfield	-	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot	-	-	171,935.48	Lewys' Island		140,000	311,935 48	-	-	-	-
Somerset	-	-	-	-	-	-	772,362 76	2	-	-	-
Whitneyville and Machiasport ..	-	-	-	-	-	-	-	-	-	-	-

EQUIPMENT.

PROPERTY NOT INCLUDED IN FOREGOING.

NAMES OF ROADS.	Parlor Cars.		Sleeping Cars.		Passenger mail and bag- gage 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	-	-	-	-	-	-	-	-	\$8,484,000 00	-	-	-	-
Bangor and Piscataquis	-	-	-	-	5	-	66	-	110,200 07	-	-	-	-
Boston and Maine	5	\$34,000	-	-	156	\$358,275	1226	\$460,955	1,242,230 00	-	\$ 565,146 43	\$125,000	\$27,430 00
Bucksport and Bangor	-	-	-	-	-	-	-	-	-	-	-	-	-
European and North American ..	-	-	-	-	-	-	-	-	-	-	-	-	-
Houlton Branch	-	-	-	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln	-	-	-	-	12	-	63	-	125,300 00	-	-	-	-
Maine Central	-	-	-	-	-	-	-	-	1,658,540 74	-	5,000 00	-	15,195 03
Portland (Horse)	-	-	-	-	24	-	-	-	26,300 00	-	-	-	-
Portland and Ogdensburg	-	-	-	-	21	-	164	-	292,838 15	-	-	-	-
Portland and Rochester	-	-	-	-	12	-	133	-	-	-	-	-	-
Portland, Saco and Portsmouth ..	-	-	-	-	4	-	203	-	96,555 00	-	-	-	20,000 00
Rumford Falls and Buckfield	-	-	-	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot	-	-	-	-	-	-	-	-	52,064 52	-	-	-	-
Somerset	-	-	-	-	1	2,500	7	4,215	6,715 00	-	-	-	-
Whitneyville and Machiasport ..	-	-	-	-	-	-	-	-	-	-	-	-	-

PROPERTY ON HAND NOT INCLUDED IN THE FOREGOING ACCOUNTS.

NAME OF ROAD.	Steamboat property.	Investments in transportation lines.	Other property purchased.	Total for property purchased.	Whole amount of permanent investments.	Property in Maine.	Amount 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	All.	-	\$16,695 53	\$1,475,732 41
Boston and Maine.....	\$70,060 24	-	-	\$787,636 67	11,543,082 21	-	\$201,350 17	296,979 12	12,041,411 50
Bucksport and Bangor.....	-	-	-	8,106 86	-	-	-	-	-
European and North American..	-	-	-	-	-	-	-	-	-
Houlton Branch	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	-	-	-	-	-	-	8,472 97	4,246 74	-
Maine Central.....	-	\$62,351 18	\$768,333 33	850,879 54	12,529,902 32	-	165,008 07	143,978 17	12,838,888 56
Portland (Horse)	-	-	-	-	-	-	-	4,820 63	-
Portland and Ogdensburg.....	-	-	-	-	-	\$2,236,639 30	13,024 75	93,917 57	2,243,581 62
Portland and Rochester.....	-	-	-	-	-	-	-	8,970 47	75,467 96
Portland, Saco and Portsmouth..	\$5,000 00	Wharves,	44,354 47	165,909 47	1,500,000 00	-	-	33,933 95	1,533,933 95
Rumford Falls and Buckfield....	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot	-	-	-	-	364,000 00	-	2,666 98	17,438 74	384,105 72
Somerset.....	-	-	-	-	779,077 76	-	567 44	1,801 77	781,446 97
Whitneyville and Machiasport ..	-	-	-	-	-	-	-	-	-

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

NAME OF ROAD.	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 turntables.	Machine shops.	Engineering, Agencies, salaries, and other expenses during construction.
Aroostook River	-	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence.....	\$267,628 65	To redeem	companies'	obligations	to city of	Portland.	-	-	-
Bangor and Piscataquis	-	-	-	-	-	-	-	-	-
Boston and Maine.....	-	\$532 16	\$50 00	-	\$1,091 34	\$503 07	-	-	-
Bucksport and Bangor	-	-	-	-	-	-	-	-	-
European and North American..	-	-	-	-	-	-	-	-	-
Houlton Branch	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	-	-	-	-	-	-	-	-	-
Maine Central.....	-	-	-	-	14,050 00	-	-	-	-
Portland (Horse)	-	-	-	-	-	-	-	-	-
Portland and Ogdensburg.....	-	3,300 00	-	-	-	-	-	-	-
Portland and Rochester.....	-	-	-	-	-	-	-	-	-
Portland, Saco and Portsmouth..	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield....	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot	28,734 55	-	-	-	-	-	-	-	-
Somerset.....	-	-	-	-	408 84	-	-	-	-
Whitneyville and Machiasport...	-	-	-	-	-	-	-	-	-

EXPENDITURES CHARGED TO PROPERTY ACCOUNT DURING THE YEAR.

NAME OF ROAD.	Locomotives.		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.
	No.	Cost.								
Aroostook River.....	-	-	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence.....	-	-	-	-	-	-	-	-	-	-
Bangor and Piscataquis	-	-	-	-	-	-	-	-	-	-
Boston and Maine.....	-	-	-	-	-	-	-	-	-	-
Bucksport and Bangor.....	-	-	-	-	-	-	-	-	-	-
European and North American..	-	-	-	-	-	-	-	-	-	-
Houlton Branch.....	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	-	-	-	-	-	-	-	-	-	-
Maine Central	-	-	-	-	-	-	-	-	-	-
Portland (Horse).....	-	-	-	-	-	\$3,600 00	-	-	-	-
Portland and Ogdensburg.....	1	\$8,000 00	-	-	-	-	\$4,478 20	-	-	\$95,924 12
Portland and Rochester.....	-	-	-	-	-	-	-	-	-	-
Portland, Saco and Portsmouth..	-	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield....	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot.....	-	-	-	-	-	-	-	-	-	-
Somerset.....	-	-	-	-	-	-	-	-	-	-
Whitneyville and Machiasport...	-	-	-	-	-	-	-	-	-	-

EXPENDITURES CHARGED TO PROPERTY ACCOUNT.

REVENUE FOR THE YEAR.

NAME OF ROAD.	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	-	-	-	\$134,253 89	\$61,255 54	-	-	\$13,920 56
Bangor and Piscataquis	-	-	-	6,218 98	15,622 99	-	-	1,350 00
Boston and Maine.....	\$2,176 57	\$3,597 00	{ Reduction, } \$1,420 43 }	1,096,621 29	160,863 45	-	-	58,561 85
Bucksport and Bangor.....	-	-	-	-	-	-	-	-
European and North American..	-	-	-	57,641 32	77,996 51	-	-	6,029 06
Houlton Branch	-	-	-	-	-	-	-	-
Knox and Lincoln	-	-	-	23,494 58	43,601 66	-	\$1,360 84	4,096 87
Maine Central.....	14,050 00	1,000 00	13,050 00	340,362 28	304,916 58	-	-	40,779 66
Portland (Horse)	-	-	-	49,206 08	-	-	-	-
Portland and Ogdensburg.....	-	-	111,702 32	56,682 90	46,866 05	\$284 96	619 92	3,000 00
Portland and Rochester.....	-	-	-	55,753.23	-	-	-	2,166 67
Portland, Saco and Portsmouth..	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield....	-	-	-	-	-	-	-	-
St. Croix and Penobscot	-	-	-	3,589 07	-	-	-	-
Somerset.....	-	-	-	3,594 74	1,825 00	-	-	640 00
Whitneyville and Machiasport..	-	-	-	-	-	-	-	-

REVENUE FOR THE YEAR.

NAME OF ROAD.	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 dept.	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.....	\$14,369 16	\$223,799 15	\$237,110 89	\$460,058 70	-	-	\$697,169 59	-	-
Bangor and Piscataquis	3,799 08	26,991 05	2,718 51	43,144 58	\$1,475 17	-	47,338 26	-	-
Boston and Maine.....	24,446 23	1,340,492 82	499,190 56	255,136 72	5,921 28	-	760,248 56	\$23,900 00	\$2,124,641 38
Bucksport and Bangor	-	-	-	-	-	-	-	4,031 43	-
European and North American..	19,698 67	161,365 56	103,540 40	91,914 54	37 29	-	195,492 23	-	356,857 79
Houlton Branch	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	5,256 74	-	10,990 35	22,374 96	-	-	-	-	111,176 00
Maine Central.....	49,660 01	735,718 53	728,760 74	-	18,290 82	-	747,051 56	-	1,482,770 09
Portland (Horse)	-	49,206 00	-	-	-	-	-	-	49,206 00
Portland and Ogdensburg.....	12,529 00	119,982 83	100,487 17	50,254 08	-	-	150,741 25	-	270,724 08
Portland and Rochester.....	6,946 80	64,866 70	-	-	-	-	83,259 69	-	-
Portland, Saco and Portsmouth..	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield....	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot.....	756 86	4,345 93	33,997 04	-	-	-	33,997 04	-	38,342 97
Somerset.....	1,279 08	7,338 82	13,153 97	-	361 12	-	13,515 09	-	20,853 81
Whitneyville and Machiasport ..	-	-	-	-	-	-	-	-	-

REVENUE FOR THE YEAR.

CLASS I—GENERAL TRAFFIC EXPENSES.

NAME OF ROAD.	Earnings per mile of road operated.	Per train mile, passen- ger and freight.	Income derived from rent of prop- erty other than road & 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.....	\$6,170 64	-	\$990 46	-	\$921,959 20	-	-	-	-
Bangor and Piscataquis.....	-	-	130 33	-	74,459 64	\$241 87	\$3,568 13	\$603 69	-
Boston and Maine.....	10,507 60	\$1,401 00	33,637 82	\$5,379 55	2,163,658 75	90,304 90	50,748 37	3,774 02	\$4,809 79
Bucksport and Bangor.....	848 72	-	1,181 00	-	5,212 43	-	-	-	-
European and North American..	2,689 20	1,425 00	3,015 41	-	359,873 20	4,347 62	16,484 73	1,400 06	900 00
Houlton Branch.....	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	-	-	-	-	-	-	4,305 48	-	-
Maine Central.....	4,229 84	1.71 4-10	6,332 24	880 00	1,489,982 33	11,048 84	29,063 87	-	-
Portland (Horse).....	-	-	2,571 56	-	51,777 66	1,087 55	3,482 34	437 74	-
Portland and Ogdensburg.....	2,911 02	1,405 00	-	58 99	270,783 07	520 60	14,410 82	944 35	191 58
Portland and Rochester.....	2,848 58	95 16	25 00	-	148,151 39	362 72	12,481 19	287 22	540 00
Portland, Saco and Portsmouth..	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield....	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot.....	1,825 86	1 13	223 25	-	38,566 22	375 65	2,911 99	569 06	-
Somerset.....	-	-	-	-	-	-	-	-	-
Whitneyville and Machiasport..	-	-	-	-	-	-	-	-	-

CLASS I—GENERAL TRAFFIC EXPENSES.

CLASS II—MAINTENANCE OF WAY.

8

NAME OF ROAD.	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.....	\$4,413 69	-	-	\$13,004 50	-	-	\$2,840 73	\$161 22
Boston and Maine.....	149,637 08	\$95,484 12	\$54,152 96	133,162 72	\$5,118 14	\$59,574 00	29,791 05	23,449 31
Bucksport and Bangor.....	-	-	-	-	-	-	-	-
European and North American..	23,132 41	10,460 47	12,671 94	46,469 72	17,278 78	-	12,779 40	10,158 89
Houlton Branch	-	-	-	-	-	-	-	-
Knox and Lincoln.....	-	-	-	11,047 85	Including rails and ties		2,693 58	3,798 05
Maine Central.....	-	-	-	-	-	-	-	33,738 16
Portland (Horse)	5,007 63	-	-	3,024 70	-	-	-	-
Portland and Ogdensburg.....	16,067 35	6,197 26	9,870 09	35,318 79	9,879 30	-	12,735 08	3,702 68
Portland and Rochester.....	13,671 13	5,986 79	7,684 34	24,359 26	2,282 00	-	4,265 85	2,755 92
Portland, Saco and Portsmouth..	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield...	-	-	-	-	-	-	-	-
St. Croix and Penobscot	3,856 70	437 13	3,419 57	3,697 91	371 75	-	489 53	1,410 12
Somerset.....	-	-	-	3,657 03	-	-	-	2,267 61
Whitneyville and Machiasport..	-	-	-	-	-	-	-	-

CLASS II—MAINTENANCE OF WAY.

NAME OF ROAD.	Repairs of buildings and fixtures.	Repairs and additions to machine shops and machinery.	Repairs of fences, 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	-	-	-	-	\$271,119 23	-	-	-	Included in repairs.
Bangor and Piscataquis	\$271 94	\$254 67	\$866 76	-	1,984 97	-	\$65 07	\$1,037 06	\$4,631 25
Boston and Maine	67,339 43	7,578 70	7,986 44	\$892 12	59,209 25	-	38 42	-	161,152 80
Bucksport and Bangor	-	-	-	-	-	-	-	-	-
European and North American ..	4,239 42	446 54	2,927 91	-	4,244 85	-	1,299 47	-	21,974 65
Houlton Branch	-	-	-	-	-	-	-	-	-
Knox and Lincoln	211 26	-	63 99	-	2,049 83	-	-	-	10,518 69
Maine Central	29,888 70	-	-	-	41,736 04	-	-	-	131,538 79
Portland (Horse)	-	-	-	-	-	-	-	-	-
Portland and Ogdensburg	3,419 50	739 53	1,034 46	1,188 11	8,735 43	-	16 67	-	28,144 79
Portland and Rochester	6,642 93	-	384 42	153 04	5,188 65	-	-	-	20,754 42
Portland, Saco and Portsmouth ..	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot	361 24	193 49	185 58	-	2,449 78	-	16 33	-	1,075 36
Somerset	All of these	items included	in the foregoing.	-	-	-	-	-	2,350 00
Whitneyville and Machiasport ..	-	-	-	-	-	-	-	-	-

CLASS II—MAINTENANCE OF WAY.

NAME OF ROAD.	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.....	-	-	-	-	\$180,194 79	-	-	-
Bangor and Piscataquis	-	-	\$585 41	-	25,703 58	-	-	-
Boston and Maine	\$11,459 55	\$11,652 68	20,043 05	\$89,875 15	688,322 81	\$486,298 40	\$202,024 41	-
Bucksport and Bangor.....	-	-	-	-	-	-	-	-
European and North American..	1,264 87	2,013 12	2,344 30	4,242 22	131,684 14	65,924 70	65,759 44	-
Houlton Branch.....	-	-	-	-	-	-	-	-
Knox and Lincoln.....	146 80	-	601 91	1,490 00	-	-	-	-
Maine Central	-	7,663 58	-	-	-	-	-	-
Portland (Horse)	-	-	-	-	-	-	-	-
Portland and Ogdensburg.....	365 36	387 02	1,996 62	5,212 65	112,875 99	78,719 02	34,156 97	-
Portland and Rochester.....	438 00	669 96	-	2,182 23	70,076 68	39,034 03	31,042 65	-
Portland, Saco and Portsmouth..	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield ...	-	-	-	-	-	-	-	-
St. Croix and Penobscot	53 75	173 60	571 99	715 50	11,765 93	1,333 59	10,432 34	-
Somerset.....	-	150 00	150 00	372 00	8,946 64	-	-	-
Whitneyville and Machiasport..	-	-	-	-	-	-	-	-

CLASS III—PASSENGER TRAFFIC EXPENSES.

NAME OF ROAD.	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.	Amount paid other corps or individuals, for use of passenger cars & repairs of same.	Amount paid other roads for balance of passenger cars.	Total.
Aroostook River.....	-	-	-	-	-	-	-	-
Atlantic and St.....	\$81,657 99	-	\$234,262 74	\$18,278 76	\$29,072 98	\$14,789 03	-	\$829,375 52
Bangor and Piscataquis.....	991 32	-	-	3,881 88	2,498 77	-	-	7,371 97
Boston and Maine.....	38,739 55	\$2,300 37	1,922 49	123,548 42	91,597 77	-	-	258,108 60
Bucksport and Bangor.....	-	-	-	-	-	-	-	-
European and North American..	5,573 99	-	-	15,401 01	9,981 75	954 31	-	31,911 06
Houlton Branch.....	-	-	-	-	-	-	-	-
Knox and Lincoln.....	1,183 46	-	-	5,908 53	6,010 47	-	-	-
Maine Central.....	33,316 58	-	-	-	-	-	-	-
Portland (Horse).....	1,000 00	-	-	10,120 00	-	-	-	11,120 00
Portland and Ogdensburg.....	4,939 89	-	919 50	11,934 28	4,840 34	-	548 00	23,182 01
Portland and Rochester.....	2,665 04	-	-	10,131 95	3,598 73	-	-	16,395 72
Portland, Saco and Portsmouth..	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield...	-	-	-	-	-	-	-	-
St. Croix and Penobscot.....	374 49	-	-	574 66	438 63	-	-	1,387 78
Somerset.....	-	-	-	1,380 58	647 14	-	-	2,027 72
Whitneyville and Machiasport..	-	-	-	-	-	-	-	-

CLASS IV—FREIGHT TRAFFIC EXPENSES.

NAME OF ROAD.	Repairs 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.....	Included in	Class 3.	-	-	-	-	-	-	\$829,375 52
Bangor and Piscataquis.....	\$2,013 64	\$1,100 00	\$93 56	\$3,881 89	\$2,498 78	-	-	\$9,587 87	-
Boston and Maine.....	39,073 27	6,700 00	1,629 92	82,461 18	114,260 30	\$3,168 02	\$16,006 54	263,299 23	1,359,367 72
Bucksport and Bangor.....	-	-	-	-	-	-	-	-	-
European and North American..	13,717 00	-	292 51	17,685 98	11,927 63	-	-	43,623 12	230,350 73
Houlton Branch.....	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	967 33	-	286 66	2,954 27	-	-	-	-	-
Maine Central.....	33,882 65	-	1,863 54	-	-	-	-	-	860,958 00
Portland (Horse).....	-	-	-	-	-	-	-	-	-
Portland and Ogdensburg.....	8,050 16	-	334 56	8,611 79	10,316 57	-	2,770 69	30,083 77	182,209 12
Portland and Rochester.....	3,363 15	-	59 40	10,151 89	5,098 73	-	-	18,673 17	118,816 70
Portland, Saco and Portsmouth..	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield....	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot.....	1,779 14	-	118 91	2,261 40	1,971 67	-	-	6,131 12	23,141 53
Somerset.....	-	-	-	1,380 58	647 14	514 64	2,542 36	2,542 36	15,400 73
Whitneyville and Machiasport..	-	-	-	-	-	-	-	-	-

CLASS IV—NET INCOME, DIVIDENDS, &c.

NAME OF ROAD.	Per train mile.	Percentage of expenses to total transportation earnings.	Amount paid other comp's 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.	Int. accrued during year on funded debt.	Int. accrued during year on other debt.
Aroostook River.....	-	-	-	-	-	-	-	-	-
Atlantic and St Lawrence.....	-	-	-	-	\$92,583 68	-	-	\$211,428 40	-
Bangor and Piscataquis	-	63 per cent.	-	\$47,077 11	27,382 53	-	-	-	-
Boston and Maine.....	\$1,036 00	64 70	\$87,200 00	1,446,567 72	717,091 03	7.08	5.95	245,000 00	\$2,542 12
Bucksport and Bangor	-	-	-	-	-	-	-	-	-
European and North American..	91.99-100c.	64.55-100	-	230,350 73	129,522 47	-	-	61,140 00	6,366 23
Houlton Branch	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	-	-	5,589 19	59,827 35	-	-	-	-	-
Maine Central.....	99 5-10c.	58 1-10	54,000 00	914,958 00	575,024 33	4 76-100	4 48-100	567,153 77	7,386 97
Portland (Horse)	-	-	-	48,220 58	-	-	-	-	-
Portland and Ogdensburg.....	.945	.673	12,000 00	194,209 12	76,573 95	2 per cent.	3 41-100	18,720 00	-
Portland and Rochester.....	76 33	80 19	-	-	29,334 69	-	-	-	-
Portland, Saco and Portsmouth..	-	-	-	-	90,000 00	6 per cent.	8 per cent.	-	-
Rumford Falls and Buckfield....	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot .....	.923	60	-	23,141 53	15,424 69	5.9	4	6,762 00	5,730 00
Somerset.....	-	-	-	15,400 73	-	-	-	-	-
Whitneyville and Machiasport..	-	-	-	-	-	-	-	-	-

NET INCOME, DIVIDENDS, &c.

RECEIPTS, &c.

NAME OF ROAD.	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.....	\$300,000 00	July 1, 1878.	-	-	-	Loss June 30, \$418,844 72	\$25,000	\$223,799 15	-
Bangor and Piscataquis	-	-	-	-	-	-	-	-	-
Boston and Maine.....	420,000 00	April 17, '78.	\$49,548 91	\$1,433,148 70	\$1,452,677 38	1,502,226 29	-	1,340,492 82	\$1.447
Bucksport and Bangor.....	-	-	-	-	-	-	-	-	-
European and North American..	-	-	62,016 24	61,297 97	11,453 27	74,933 76	-	161,365 56	1.29
Houlton Branch	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	-	-	-	-	-	-	-	-	-
Maine Central.....	-	-	483 59	-	-	-	-	735,718 53	1.48 6-10
Portland (Horse).....	7,880 00	Jan. 9, 1878.	-	-	-	-	-	51,777 66	-
Portland and Ogdensburg.....	-	-	57,853 95	-	-	-	-	119,982 83	.911
Portland and Rochester.....	-	-	-	-	-	-	-	64,866 70	-
Portland, Saco and Portsmouth..	90,000 00	July, 1878.	-	-	-	-	-	-	-
Rumford Falls and Buckfield...	-	-	-	-	-	-	-	-	-
St. Croix and Penobseot.....	-	1873.	2,932 69	6,575 46	-	2,784 55	-	4,345 93	-
Somerset.....	-	-	-	-	-	-	-	5,419 74	-
Whitneyville and Machiasport..	-	-	-	-	-	-	-	-	-

RECEIPTS, EXPENSES, NET EARNINGS, &c., OF PASSENGER DEPARTMENT.

FREIGHT, &c.

NAME OF ROAD.	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	-	-	-	-	-	-	-	\$697,169 59	-
Bangor and Piscataquis	-	-	-	-	-	-	-	-	-
Boston and Maine.....	\$95,484 12	\$486,298 40	\$258,108 60	\$839,891 12	.906	\$500,601 70	.540	760,248 56	\$1.975
Bucksport and Bangor	-	-	-	-	-	-	-	-	-
European and North American..	10,460 47	65,924 70	31,911 06	108,296 23	86.389-1000	52,933 67	42.334-1000	195,492 23	1.56
Houlton Branch.....	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	-	-	-	-	-	-	-	-	-
Maine Central.....	-	-	-	-	-	-	-	747,051 56	2.01 7-10
Portland (Horse)	-	-	-	48,220 58	-	3,557 08	-	-	-
Portland and Ogdensburg.....	6,197 26	78,719 02	23,182 01	108,098 29	.824	11,884 54	.09 c.	150,741 25	2.469
Portland and Rochester.....	5,986 79	39,034 03	16,395 72	61,416 54	-	3,450 16	-	83,259 69	-
Portland, Saco and Portsmouth..	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield....	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot	437 13	1,333 59	1,387 78	3,158 50	-	1,187 43	-	33,997 04	-
Somerset.....	-	-	-	7,700 37	-	-	-	13,515 09	-
Whitneyville and Machiasport ..	-	-	-	-	-	-	-	-	-

RECEIPTS, EXPENSES, NET EARNINGS, &c., OF FREIGHT DEPARTMENT.

NAME OF ROAD.	Expenses, proportion of Gen'l Traffic Expenses.	Expenses, proportion of Maintenance of Ways and Build'gs, &c.	Expenses, Freight Traffic.	Total Expenses.	Per Freight Train Mic.	Net Earnings.	Per Freight Train Mic.	Cost of Road.	Cost of Equipment.
Aroostook River.....	-	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence.....	-	-	-	-	-	-	-	\$8,484,000	-
Bangor and Piscataquis.....	-	-	-	-	-	-	-	1,348,836 81	110,200 07
Boston and Maine.....	\$54,152 96	\$202,024 41	\$263,299 23	\$519,476 60	\$1. 349-1000	\$240,771 96	\$0.625	9,513,215 54	1,242,230 00
Bucksport and Bangor.....	-	-	-	-	-	-	-	693,755 95	-
European and North American..	12,671 94	65,759 44	43,623 12	122,054 50	97 686-1000	73,273 39	58 727-1000	-	2,687 40
Houlton Branch.....	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	-	-	-	-	-	-	-	2,579,532 54	125,300 00
Maine Central.....	-	-	-	-	-	-	-	10,020,482 04	1,658,540 74
Portland (Horse).....	-	-	-	-	-	-	-	-	-
Portland and Ogdensburg.....	9,870 09	34,156 97	30,083 77	74,110 83	\$1. 213-1000	76,630 42	\$1. 254-1000	3,515,834 34	292,838 15
Portland and Rochester.....	7,684 34	31,042 65	18,673 17	57,400 16	-	25,859 53	-	inclu. 2,03	1,364 86
Portland, Saco and Portsmouth..	-	-	-	-	-	-	-	1,334,	090.53
Rumford Falls and Buckfield....	-	-	-	-	-	-	-	-	-
t Croix and Penobscot.....	3,419 57	10,432 34	6,131 12	19,983 03	-	14,014 01	-	311,935 48	52,064 52
Somerset.....	-	-	-	7,700 36	-	5,814 73	-	772,362 76	6,715 00
Whitneyville and Machiasport..	-	-	-	-	-	-	-	-	-

RAILROAD COMMISSIONERS' REPORT.

GENERAL BALANCE SHEET—Dr.

GENERAL BALANCE SHEET—Cr.

NAME OF ROAD.	Other Invest- ments.	Supplies and Materials on hand.	Sinking Funds in hands of Trustees.	Cash, Cash Assets and other items.	Capital Stock.	Funded Debt.	Other Debts.	Date when the road was opened.
Aroostook River.....	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence.....	-	-	\$267,628 65	-	\$5,000,000 00	\$3,484,000 00	-	February, 1853.
Bangor and Piscataquis.....	-	-	-	\$16,695 53	357,148 50	1,122,000 00	155,773 94	May, 1877.
Boston and Maine.....	\$787,636 67	\$201,350 17	-	297,179 12	6,921,274 52	3,500,000 00	117,910 69	} So. Berwick, 1843, Portland, '73.
Bucksport and Bangor.....	8,106 86	-	-	75,957 32	282,538 98	400,000 00	95,281 15	
European and North American..	1,008 80	34,862 70	-	37,574 86	-	-	76,133 76	1871.
Houlton Branch.....	-	-	-	-	-	-	-	-
Knox and Lincoln.....	-	8,472 97	-	46,274 49	364,580 00	-	2,395,000 00	1871.
Maine Central.....	850,879 54	165,008 07	-	1,288,805 19	3,620,100 00	8,705,088 87	1,658,626 71	1849 to 1870.
Portland (Horse).....	-	-	-	-	-	-	-	1864.
Portland and Ogdensburg.....	-	13,024 75	-	110,587 77	1,052,185 55	2,581,500 00	298,599 46	1870 to 1875.
Portland and Rochester.....	-	-	-	168,138 00	636,011 86	1,500,000 00	63,491 00	July, 1871.
Portland, Saco and Portsmouth..	165,909 47	-	-	33,933 95	1,500,000 00	-	33,933 95	Nov., 1842.
Rumford Falls and Buckfield....	-	-	-	-	-	-	-	July 14, 1878.
St. Croix and Penobscot.....	-	2,666 98	-	17,246 71	100,000 00	112,700 00	171,213 69	1852 to 1856.
Somerset.....	-	567 44	-	103,034 79	354,294 01	450,000 00	78,385 98	1875.
Whitneyville and Machiasport..	-	-	-	-	-	-	-	-

DESCRIPTION OF ROAD.

NAME OF ROAD.	Length of main line in miles.	Length in Maine in miles.	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 belong to this Co., in miles.	
Aroostook River	-	-	-	-	-	-	-	-	-	
Atlantic and St. Lawrence.....	149½	82½	-	Siding to Berlin Mills.	-	-	-	-	149½	
Bangor and Piscataquis.....	62 8-10	-	-	{ Medford.....2 miles. Methuen.....3.75 " Great Falls.....2.75 " Salmon Falls to South Berwick..2.50 "	-	-	-	-	62 8-10	
Boston and Maine.....	115.50	44	37.09		-	11	2.50	8.50	1	126.50
Bucksport and Bangor.....	19	19	-		-	-	-	-	-	19
European and North American..	114 2-10	114 2-10	-		-	-	-	-	-	114 2-10
Houlton Branch	-	-	-	-	-	-	-	-	-	
Knox and Lincoln	49	49	-	-	-	-	-	-	-	
Maine Central.....	280.44	-	-	{ Crowley's to Lewiston..... Waterville to Skowhegan...	{ 4.77 } 18.19 }	22.96	-	-	303.4	
Portland (Horse).....	-	-	3-8 mile.							-
Portland and Ogdensburg.....	94	51	-	-	-	-	-	-	94	
Portland and Rochester.....	52½	49	-	-	-	-	-	-	52½	
Portland, Saco and Portsmouth..	51	51	-	-	-	-	-	-	51	
Rumford Falls and Buckfield....	27½	27½	-	-	-	-	-	-	-	
St. Croix and Penobscot	21	16 25-100	-	-	-	-	-	-	21	
Somerset.....	25	-	-	-	-	-	-	-	-	
Whitneyville and Machiasport..	-	-	-	-	-	-	-	-	-	

DESCRIPTION OF ROAD.

NAME OF ROAD.	Aggregate length of sidings and other tracks in miles.	Same in Maine.	Aggregate length of track belonging to company computed as single track.	Same in Maine.	Total length of steel rails in miles.	Weight of rail per yard.	Number of spans of bridges of 25 feet and upwards.	Length Iron bridges in feet.	Length Wooden bridges in ft.
Aroostook River	-	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence.....	28	16½	177½	99	149½	60 lbs.	28	1,729	1,834
Bangor and Piscataquis	2 9-10	-	-	-	-	-	12	-	1,798
Boston and Maine.....	69.616	14,880	234.206	64.720	108.18	60	65	3,369	6,625½
Bucksport and Bangor.....	-	-	-	-	-	-	6	-	812
European and North American..	17.55	17.55	131.75	131.75	-	-	31	273	3,163
Houlton Branch.....	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	3	-	-	-	-	-	31	-	16,934
Maine Central.....	47.15	-	348.2	-	30	60	124	4,095½	13,717
Portland (Horse)	-	-	7 1-8	-	-	-	-	-	-
Portland and Ogdensburg.....	10	6	104	57	-	56	59	1,306	9,463
Portland and Rochester.....	4½	-	57	53	-	-	16	548½	-
Portland, Saco and Portsmouth..	13 11-100	-	64 11-100	-	21 673-1000	58 and 60	18	610	2,970
Rumford Falls and Buckfield....	1½	-	-	-	-	-	2	-	1,125
St. Croix and Penobscot	3 34-100	2 81-100	24 34-100	19.06	-	-	4	-	849
Somerset.....	-	-	-	-	-	50	10	-	1,480
Whitneyville and Machiasport..	-	-	-	-	-	-	-	-	-

BRIDGES BUILT WITHIN THE YEAR IN MAINE.

DESCRIPTION OF ROAD.

NAME OF ROAD.	Location.	Kind.	Material.	Length.	Number of crossings of highways at grade.	DESCRIPTION OF ROAD.				
						Over railroad.	Under railroad.	No. highway bridges 18 feet over track.	No. highway bridges less than 18 feet over track.	No. crossings where gates or flagnen are mainta'd.
Aroostook River	-	-	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence.....	-	-	-	-	62	7	4	-	7	-
Bangor and Piscataquis	-	-	-	-	49	2	-	-	2	-
Boston and Maine.....	-	-	-	-	23	18	15	3	15	3
Bucksport and Bangor	-	-	-	-	26	1	-	-	1	-
European and North American..	Lincoln.....	Howe truss.	Wood.	100 ft.	62	3	1	-	2	-
	Tomah.....	"	"	40						
Houlton Branch	Lit. Androsco'g Riv.	er. Truss.	Iron.	158	39	8	1	2	6	-
	Pittsfield.....	Queen truss.	Wood.	35						
Knox and Lincoln.....	Richmond.....	Howe "	"	65	30	-	-	-	-	-
	Knox.....	"	"	30						
Maine Central.....	Betw. Waterville & Clinton.....	Bangor. 5 stringer	Br. Hard pine.	100	292	26	10	4	23	20
	Clinton.....	Howe truss.	Hard pine.	45						
Portland (Horse).....	"	Trestle.	"	80	-	-	-	-	-	-
Portland and Ogdensburg.....	Near Crowley's... Sabattisville.....	"	"	80						
Portland and Rochester.....	Farmington.....	Queen truss.	Wood, 5 spns.	160	76	6	1	-	6	-
	Temple Stream....	Howe "	Wood.	85						
Portland, Saco and Portsmouth.*	"	Trestle.	"	30	32	19	2	-	19	3
	Bath.....	Stringer.	"	26						
Rumford Falls and Buckfield....	Gardiner.....	"	"	26	26	-	-	-	-	-
	W. Waterville....	Overhead.	"	78						
St. Croix and Penobscot	Deep Cut.....	"	"	36	7	2	-	2	-	-
Somerset.....	-	-	-	-						
Whitneyville and Machiasport ..	*[P. S. & P., So. Berwick.	Pile.	Hard pine.	153 ft.]	-	-	-	-	-	-

Total 1,634 ft.

DESCRIPTION OF ROAD.

NAME OF ROAD.	Cross'gs where Electric sig-nals are maintained.	Cross'gs where neither elec-tric signals, gates or flag'g'n	Number of railroad crossings at grade.	Number of railroad cross'gs over other rail'ds.	Number of crossings under other railroads.	Roads belonging to other companies operated by this company.	Total length of such road.	Same in Maine.	In other States.
Aroostook River.....	-	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence.....	-	62	2	-	-	-	-	-	-
Bangor and Piscataquis.....	-	49	-	-	-	{ Newburyport..... 27 miles. Danvers..... 9 1-4 Dover and Winn..... 29 West Amesbury..... 4 1-2 Lowell and Andover..... 8 3-4 }	78½	-	78½
Boston and Maine.....	-	20	4	-	-				
Bucksport and Bangor.....	-	27	-	1	-				
European and North American..	-	62	-	-	1	Bucksport and Bangor..... 19	19	19	-
Houlton Branch.....	-	-	-	-	-				
Knox and Lincoln.....	-	-	-	-	-				
Maine Central.....	-	272	5	1	-	{ Dexter and Newport..... 14 miles } { Belfast and Moosehead Lake.. 33.15 }	47.15	47.15	-
Portland (Horse).....	-	-	-	-	-				
Portland and Ogdensburg.....	-	-	4	-	-				
Portland and Rochester.....	-	-	4	-	-				
Portland, Saco and Portsmouth..	-	29	3	-	-				
Rumford Falls and Buckfield...	-	-	-	-	-				
St. Croix and Penobscot.....	-	7	-	-	-				
Somerset.....	-	19	-	-	-				
Whitneyville and Machiasport..	-	-	-	-	-				

DESCRIPTION OF ROAD.

NAME OF ROAD.	Total miles of road operated by this company.	In Maine.	Number of stations on all roads operated by this company.	Number of stations on all roads owned by this company.	Stations in Maine.	Miles of Telegraph on line of road operated by this company.	Miles of telegraph owned by this company.	Number of telegraph offices in company's stations.	Number of telegraph stations operated by this company.	Number telegraph stations operated jointly by railroad and telegraph Co.
Aroostook River.....	-	-	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence.....	149½	82½	31	31	20	149½	149½	21	21	-
Bangor and Piscataquis.....	62 8-10	62 8-10	16	16	16	-	-	-	-	-
Boston and Maine.....	202.20	44	85	52	11	195	29	40	23	15
Bucksport and Bangor.....	-	-	6	-	-	-	1	-	-	-
European and North American..	132.70	132.70	31	25	All.	114	-	13	9	4
Houlton Branch.....	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	49	-	-	10	-	-	-	-	-	-
Maine Central.....	350.55	350.55	79	69	69	216	-	47	17	38
Portland (Horse).....	6½	-	1	-	-	-	-	-	-	-
Portland and Ogdensburg.....	91	51	19	19	11	-	-	-	-	-
Portland and Rochester.....	52½	49	15	-	14	53½	-	8	10	11
Portland, Saco and Portsmouth..	-	-	16	16	16	-	-	13	13	13
Rumford Falls and Buckfield....	-	-	6	6	6	27½	27½	2	-	-
St. Croix and Ponobscot.....	21	16.25	7	7	7	-	-	-	-	-
Somerset.....	25	25	4	3	-	-	-	-	2	-
Whitneyville and Machiasport..	-	-	-	-	-	-	-	-	-	-

ROLLING STOCK.

NAME OF ROAD.	Number of Locomotives.			Number of Tenders.			Average joint weight of engines and tenders.	Length of heaviest engine and tender betw'n forward and rear wheel-centres, in ft.	Length of heaviest engine and tender over all, in feet.	Snow Ploughs.	
	No.	Aver. Wt. in tons.	Max. Wt.	No.	Aver. Wt.	Max. Wt.				No.	Av'ge Wt.
Aroostook River.....	-	-	-	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence.....	51	33 tons.	35 tons.	51	28 tons.	-	61 tons.	42½ feet.	52 feet.	10	15 tons.
Bangor and Piscataquis	-	-	-	-	-	-	-	-	-	-	-
Boston and Maine.....	77	28.18	35	77	15.98	20.75 tons.	48. 23-100 tns.	42½	50	11	10
Bucksport and Bangor.....	-	-	-	-	-	-	-	-	-	-	-
European and North American..	12	58,200 lbs.	63,000 lbs.	12	35,500 lbs.	37,400 lbs.	93,700 lbs.	42½	49¾	4	29,000 lbs.
Houlton Branch	-	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	5	25 tons.	-	5	15 tons.	-	40 tons.	39½	46½	-	-
Maine Central.....	60	56,507 lbs.	70,350	60	38,518 lbs.	47,150	95,025 lbs.	42	50¾	16	17,150 lbs.
Portland (Horse)	-	-	-	-	-	-	-	-	-	-	-
Portland and Ogdensburg.....	9	62,000 lbs.	70,000	9	40,000	44,000	-	41.6	50.25	3	30,000
Portland and Rochester.....	6	26½ tons.	32 tons.	6	14 tons.	14 tons.	41 tons.	42	50½	2	5 tons.
Portland, Saco and Portsmouth..	-	-	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield....	2	28½ tons,	including tender.	-	-	-	-	-	48	1	26,000 lbs.
St. Croix and Penobscot	4	17½ tons.	-	4	6½ tons.	-	24	35	40	1	4½ tons.
Somerset.....	2	-	-	-	-	-	26½	-	-	-	-
Whitneyville and Machiasport..	-	-	-	-	-	-	-	-	-	-	-

ROLLING STOCK.

NAME OF ROAD.	Passenger Cars.		Passenger cars, Maximum weight.	Mail and baggage cars.		Eight-wheel box freight cars.		Four-wheel box freight cars.		Eight-wheel platform cars.		Four-wheel platform cars.		Other cars, coal, gravel, &c.
	No.	Av'ge Wt.		No.	Av'ge Wt.	No.	Av'ge Wt.	No.	Av'ge Wt.	No.	Av'ge Wt.	No.	Av'ge Wt.	
Aroostook River	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence.....	25	20 tons.	25 tons.	20	20 tons.	-	9½ tons.	-	-	-	8 tons.	-	-	-
Bangor and Piscataquis	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Boston and Maine.....	133	15	18	32	13	368	9	85	4½ tons.	512	7	433	3½ tons.	292
Bucksport and Bangor.....	-	-	-	-	-	-	-	-	-	-	-	-	-	-
European and North American..	15	32,000 lbs.	36,200 lbs.	7	28,000 lbs.	86	16,700 lbs.	-	-	152	13,970 lbs.	30	6,250 lbs.	8
Houlton Branch	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	-	18 tons.	-	-	15 tons.	-	9 tons.	-	-	-	7 tons.	-	-	-
Maine Central	56	36,335 lbs.	46,330	26	35,100 lbs.	689	16,752 lbs.	-	-	420	14,081 lbs.	-	6,080	39
Portland (Horse)	-	2,500	4,000	-	-	-	-	-	-	-	-	-	-	-
Portland and Ogdensburg.....	16	34,000	44,000	4	24,000	70	18,000	20	12,000 lbs.	70	14,500 lbs.	-	-	3
Portland and Rochester.	9	16 tons.	19 tons.	4	13 tons.	50	9 tons.	-	-	87	7½ tons.	-	-	26
Portland, Saco and Portsmouth..	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield....	3	15	18	1	13	3	9 tons.	-	-	18	7 tons.	-	-	-
St. Croix and Penobscot	4	7½	8	2	8	2	7½	-	-	12	5½ tons.	26	2 tons.	154
Somerset.....	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Whitneyville and Machiasport ..	-	-	-	-	-	-	-	-	-	-	-	-	-	-

10

ROLLING STOCK.

MILEAGE, TRAFFIC, &c.

NAME OF ROAD.	Total market value.	Total freight cars, in. coal, &c., on a basis of 8-wheels.	No. locomotives equipped with train brake.	Kind of Brake.	No. of cars equipped with train brake.	Kind of Brake.	No. passenger cars, Miller platf. & buffer	Miles run by passenger trains.	Rate of speed of exp's. passenger trains, incl'g stops, per hour.	Rate of speed of acco'mod'n trains, incl'g stops pr-hour.	Miles run by freight trains.
Aroostook River.....	-	-	-	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence.....	-	-	15	Vacuum.	45	Vacuum.	All.	173,713	25	-	558,318
Bangor and Piscataquis.....	-	-	-	-	-	-	-	39,438	21	-	39,438
Boston and Maine.....	\$1,242,230	1,289	40	Smith Vacuum.	148	Smith Vacuum.	124	974,829	30	24	542,025
Bucksport and Bangor.....	-	-	-	-	-	-	-	-	-	-	-
European and North American..	186,800	253	4	Empire Vacuum.	11	Empire Vacuum.	10	125,358	20 $\frac{2}{3}$	14 $\frac{1}{2}$	125,048
Houlton Branch.....	-	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	-	59	-	-	-	-	-	64,810	-	20	38,105
Maine Central.....	-	1,177	25	Westinghouse.	51	Westinghouse.	61	494,799	25	25	370,431
Portland (Horse).....	-	-	-	-	-	-	-	228,977 $\frac{1}{2}$	5	-	-
Portland and Ogdensburg.....	-	150	5	Empire Vacuum.	14	Empire Vacuum.	-	131,674	-	22	61,074
Portland and Rochester.....	89,620	137	2	Empire Vacuum.	3	Empire Vacuum.	3	86,705	26	20	68,954
Portland, Saco and Portsmouth..	-	-	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield....	-	-	-	-	-	-	-	-	-	18 $\frac{1}{2}$	-
St. Croix and Penobscot.....	41,133	164	4	Hand.	7	Hand.	-	23,166	-	15	1,900
Somerset.....	-	-	-	-	-	-	-	15,725	20	-	-
Whitneyville and Machiasport..	-	-	-	-	-	-	-	-	-	-	-

MILEAGE, TRAFFIC, &c.

NAME OF ROAD.	Rate of speed of express freight trains including stops.	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 one mile.
Aroostook River.....	-	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence.....	13	-	53,502	-	185,250	-	-	559,036	-
Bangor and Piscataquis	-	13	4,275	83,151	24,276	726,283	542,565	25,723	890,985
Boston and Maine	15	-	20,042	1,536,896	4,564,171	64,292,723	10,328,645	582,851	28,949,165
Bucksport and Bangor.....	-	9 $\frac{3}{4}$	-	-	-	-	-	-	-
European and North American..	-	-	55,611	306,017	154,015	4,788,078	2,884,458	141,533	6,296,204
Houlton Branch.....	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	-	15	5,517	108,432	58,770	1,417,525	900,343	-	666,189
Maine Central.....	15	-	245,612	1,110,842	579,927	21,178,309	9,700,609	340,943	10-100 } 22,406,774
Portland (Horse)	-	-	-	228,977 $\frac{1}{2}$	859,919	-	-	-	-
Portland and Ogdensburg.....	-	10	-	-	84,210	-	-	109,875	-
Portland and Rochester.....	-	10	9,500	165,159	118,175	-	-	92,002	-
Portland, Saco and Portsmouth..	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield ...	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot	-	15	1,368	26,434	11,513	131,545	-	-	-
Somerset.....	-	-	-	15,725	8,098	-	-	8,265	-
Whitneyville and Machiasport..	-	-	-	-	-	-	-	-	-

MILEAGE, TRAFFIC, &c.

NAME OF ROAD.	Freight mileage to other road.	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 sea-son 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.
Aroostook River.....	-	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence.....	-	-	-	-	-	-	2.55-100 cts.	-	-
Bangor and Piscataquis.....	844,246	5½ cts.	2 cts.	3.38 cts.	2.88 cts.	-	3 cts.	40 cts.	1 cent.
Boston and Maine.....	4,430,176	5	2.5	2.52	1.55	.864 cts.	1.96	60	4 cts.
Bucksport and Bangor.....	-	-	-	-	-	-	-	-	-
European and North American..	3,288,359	4 5-10	1 6-10	3.471-1000	2 7-10	2.345-1000	2.833-1000	6.316-1000	1.316-1000
Houlton Branch.....	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	-	-	-	04.54-100	04.84-100	-	4 73-100	-	-
Maine Central.....	-	5	3	2 97-100	3 17-100	-	3 5-100	92 cents.	1 9-10
Portland (Horse).....	-	-	-	-	-	2 cts.	2 cts.	-	-
Portland and Ogdensburg.....	-	-	-	-	-	-	-	-	-
Portland and Rochester.....	-	5	2½	3½	1	-	2½	-	-
Portland, Saco and Portsmouth..	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield....	-	5	3	-	-	-	-	-	-
St. Croix and Penobscot.....	-	5	2½	2 73-100	-	-	2 73-100	14 cts.	3 cents.
Somerset.....	-	-	-	-	-	-	-	-	-
Whitneyville and Machiasport..	-	-	-	-	-	-	-	-	-

MILEAGE, TRAFFIC, &c.

NAME OF ROAD.	Average rate of freight per ton, per mile, on road and operated by this company.	Average rate of freight per ton per mile to and from other roads.	Average ton rate per mile for all freight.	Average number of cars in passenger trains, including baggage cars.	Average number of cars in freight trains —basis of 8 wheels.	Average weight of passenger trains, incl'g locomotive & tender, in work'g order.	Ave. weights of freight trains, incl'g locomotive and tender, in working order.	Number of persons regularly employed by company, including officials.
Aroostook River	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence	-	-	98-100 cts.	5	20	161 tons.	261 tons.	-
Bangor and Piscataquis	5.82-100 cts.	5.11-100 cts.	5.15-100	2	7	-	-	62
Boston and Maine.....	2.45	2.1	2.25	6	25	130	250	1,455
Bucksport and Bangor	-	-	-	-	-	-	-	-
European and North American..	3.45-100	2.79-100	3.11-100	5	12	220,000 lbs.	336,930 lbs.	300
Houlton Branch.....	-	-	-	-	-	-	-	-
Knox and Lincoln.....	4.61-100	5.20-100	.05	3	8	95 tons.	120 tons.	67
Maine Central.....	-	-	3.25-100	3½	15	108	173	1,000
Portland (Horse).....	-	-	-	1	-	-	-	45
Portland and Ogdensburg.....	-	-	-	3.22	14.48	221,480 lbs.	376,000 lbs.	200
Portland and Rochester.....	.08	02	-	3	20	85 tons.	205 tons.	116
Portland, Saco and Portsmouth..	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield....	-	-	-	-	-	63	70	-
St. Croix and Penobscot .....	.08	-	.08	4	12	33½	38	34
Somerset	-	-	-	-	-	-	-	21
Whitneyville and Machiasport..	-	-	-	-	-	-	-	-

PROFIT AND LOSS ACCOUNT.

EUROPEAN AND NORTH AMERICAN RAILROAD.

To change of gauge, balance.	\$9,827 26	Balance as per last report....	\$61,297 97
City of Bangor, balance		Net income for year	62,016 24
overdue bonds.....	13,062 97	Sale of real estate.....	1,464 25
E. & N. A. notes, (Lord &			
Veazie & others)	21,750 00		
B. E. Smith, Trustee.....	5,000 00		
Sundry small accounts...	204 47		
Balance.....	74,933 76		
	<hr/>		<hr/>
	\$124,778 46		\$124,778 46

BOSTON AND MAINE RAILROAD.

Dividend Nov. 15, 1877.....	\$210,000 00	Surplus Sept. 30, 1877.....	\$1,433,148 70
Bond interest Jan. 1, 1877...	122,500 00	Earnings this year.....	2,163,638 75
Expenses this year.....	1,446,567 72	Interest this year.....	20,800 21
Interest this year.....	2,542 12		
Dividend May 15, 1878.....	210,000 00		
Bond interest July 1, 1878...	122,500 00		
Sundry items charged off as			
of no value.....	1,271 53		
Balance.....	1,502,226 29		
	<hr/>		<hr/>
	\$3,617,607 66		\$3,617,607 66

MAINE CENTRAL RAILROAD.

Sundry worthless accounts...	\$1,112 99	Balance of account Sept. 30,	
Sundry worthless notes.....	3,777 34	1877.....	\$600,938 86
Old Somerset and Kennebec		Balance of pay-rolls uncalled	
coupons paid.....	711 90	for	70 00
Discount on bonds sold.....	176,100 00	Balance of stock bond coupon	
Balance.....	478,578 17	account transferred.....	20 00
		Discount on Maine Central	
		interest scrip and Portland	
		and Kennebec Railroad	
		stock, paid for in Maine	
		Central consolidated bonds,	12,072 00
		Balance of earnings for the	
		year ending Dec. 31, 1877,	
		after paying operating ex-	
		penses, interest and rent...	47,179 54
	<hr/>		<hr/>
	\$600,280 40		\$660,280 40

PORTLAND AND OGDENSBURG RAILROAD.

Balance October 1, 1877....	\$4,802 09	Amount due for carrying mails	
Amounts charged off as un-		in previous years.....	\$4,314 66
collectable.....	346 08	Amount collected pertaining	
Amounts paid pertaining to		to business previous years.	105 62
previous years.....	606 56	Earnings and expense.....	270,783 07
Interest on funded debt.....	18,720 00	Interest	455 29
Interest	2,759 83		
Earnings and expense.....	194,209 12		
Balance	54,214 96		
	<hr/>		<hr/>
	\$275,658 64		\$275,658 64

ST. CROIX AND PENOBSBOT RAILROAD.

Total expenses.....	\$23,141 53	Balance Sept. 30, 1877.....	\$6,575 46
Interest	12,492 00	Total income.....	38,566 22
Lewys' Island Railroad.....	6,000 00		
Sundries.....	723 60		
Balance	2,784 55		
	<hr/>		<hr/>
	\$45,141 68		\$45,141 68

PORTLAND (HORSE) RAILROAD.

Cash on hand Sept. 30, 1877..	\$9,143 55	Horses.....	\$1,668 00
Passenger receipts.....	49,206 00	Hay.....	3,275 05
Horses sold.....	198 00	Grain.....	5,603 23
Manure sold.....	602 00	Straw.....	751 52
Gravel sold.....	460 00	Harnesses and repairs.....	541 81
Advertising in cars.....	255 00	Cars, new and repairs.....	4,047 50
Interest on demand notes....	151 00	Stables, repairs, new sleds, &c	851 26
Rents.....	570 00	Road-bed and track repairs	
Damages to cars.....	15 00	and gravelling.....	3,024 70
Miscellaneous receipts.....	320 66	Insurance.....	437 74
		Blacksmith shop for shoeing..	703 24
		Damages, old claims settled..	397 25
		Lumber account—balance...	176 70
		Tickets and printing.....	344 98
		Rents—office and sheds.....	610 00
		Interest.....	31 34
		Taxes.....	1,087 55
		General expenses.....	1,845 18
		Pay-rolls.....	22,823 53
		Total expenses.....	\$48,720 58
		Dividend paid Jan. 9, 1878..	7,880 00
		Cash on hand Sept. 30, 1878..	4,820 63
	\$60,921 21		\$60,921 21

ACCIDENTS.

ON THE ATLANTIC AND ST. LAWRENCE RAILROAD.

December 14, 1877, J. O'Brien, coupler. Portland, rib fractured slipping on the ice.

December 25, 1877, B. W. Lowe, brakeman, Locke's Mills, foot bruised coupling cars.

January 2, 1878, George Lee, switchman, Portland, finger bruised pulling pin.

January 30, 1878, G. Small, brakeman, New Gloucester, foot bruised, caught in frog.

March 4, 1878, small boy, not an employee, Gilead, hip shattered jumping on train while in motion.

February 27, 1878, R. Whitman, not an employee, West Paris, hip and back bruised, ox team on crossing.

March 11, 1878, J. McMain, switchman, Portland, finger injured pulling pin.

April 24, 1878, J. King, brakeman, Portland, finger crushed coupling cars.

May 28, 1878, George Hayes, not an employee, Portland, thighs squeezed attempting to jump over cars.

June 19, 1878, J. Lee, coupler, Portland, ankle sprained, car thrown off track.

July 9, 1878, C. Knight, fireman, Bethel, killed striking overhead bridge.

August 16, 1878, J. McMain, coupler, Portland, killed, slipped down and was run over.

BOSTON AND MAINE RAILROAD.

March 21, 1878, Henry Hawley, attempted to cross track at Portland in front of passenger train, was struck by engine and slightly injured.

May 1, 1878, John Quinn, sitting on track near Biddeford was struck by passenger train, and had his skull fractured.

August 29, 1878, Patrick Broderick jumped between two cars of a passenger train at North Berwick, and was instantly killed.

EUROPEAN AND NORTH AMERICAN RAILWAY.

June 13, 1878, when the through freight train was taking on some freight cars at Milford, James O'Neil, a little son of the section foreman at Passadumkeag, after being warned by the conductor to keep off the train, climbed upon and fell from one of the cars, and the wheels ran over him, injuring him so seriously as to cause his death. A coroner's jury, which sat upon the case, exonerated the railroad company and its servants from blame.

September 16, 1878, Dennis Sheehan jumped on to a train while it was being backed to the engine house from the station at Bangor. His foot was caught and badly crushed.

MAINE CENTRAL RAILROAD.

September 16, 1878, an old man by the name of Corson was killed at Belfast by being run over by train. The coroner's jury rendered a verdict that he came to his death by his own carelessness, and that no blame was to be attached to the company.

PORTLAND AND OGDENSBURG RAILROAD.

July 13, 1878, M. G. Gilmartin was struck by out passenger train on main line of Maine Central Railroad, in the yard at Portland, and died in consequence.

November 10, 1878, C. Stevens struck by overhead bridge, and died at Maine General Hospital of his injuries.

PORTLAND, SACO AND PORTSMOUTH RAILROAD.

December 20, 1877, S. M. Smart, a lumber dealer, while standing on the Boston and Maine wharf in Portland, was struck by Eastern Railroad engine and slightly injured.

February 26, 1878, William Hayes, trespasser, was standing beside the track at Cape Elizabeth, and fell against a passing train, cutting his hand slightly.

May 9, 1878, Walter Emery, trespasser, attempted to get on to a moving freight train at Hobb's siding, Wells, was thrown between the rails, and received serious injuries.

June 26, 1878, Roger Hanscom, freight brakeman, hit an overhead bridge one-half mile west of North Berwick, and sustained serious injuries.

August 13, 1878, A. J. Leavitt, Road Master, employee, while in discharge of his duties received fatal injuries.

ST. CROIX AND PENOBSCOT RAILROAD.

May 24, 1878, Charles W. Christie, employee, injured by falling from a ballast train.

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

AUGUSTA, Dec. 31, 1878.

P. O. ADDRESS: A. W. Wildes, Skowhegan; John F. Anderson, Portland; Charles J. Talbot, East Wilton.