

# 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

1880.

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VOLUME II.

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AUGUSTA:

SPRAGUE & SON, PRINTERS TO THE STATE.

1880.

REPORT  
OF THE  
RAILROAD COMMISSIONERS

OF THE  
STATE OF MAINE,

FOR THE YEAR

1879.



AUGUSTA:  
E. F. PILLSBURY AND COMPANY, STATE PRINTERS.  
1879.



## REPORT.

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*To the Governor of Maine :*

The Railroad Commissioners respectfully submit their twenty-first annual report.

In accordance with the requirements of law, we have made during the past season, repeated careful examinations of the tracks, bridges, viaducts and rolling stock of all the railroads in this State, and are pleased to feel warranted in reporting them all safe for travel and transportation, and with few exceptions, in a satisfactory condition in all other respects.

In making our regular Spring and Fall examinations each year, we pass over the entire line of each road by special car, stopping at all points required for a complete inspection, and especially at each bridge, viaduct and culvert long enough to make a thorough examination of the same, and, when deemed necessary, testing the bridges with an engine in rapid transit.

Upon most of the roads we have observed the same marked improvement and progress that have characterized them in the years immediately preceeding, on the main through lines particularly, a completeness and perfection that may well challenge comparison with the best and most approved railroads of any State in the Nation. We are, also, happy in testifying to and commending the excellent management of the several railroad corporations comprehended in our view, and the skill and fidelity of their employees. The singular exemption from accident, or serious casualty, not only during the past year, but for a long series of years, attests the justness of this commendation, and, moreover, is of itself a testimonial of more weight and value than any words of praise we could employ.

In the following pages of this report will be found a more particular and detailed statement of the condition and operations of each road that has come under our inspection during the year.

## NEW ROADS.

During the year 1879, three new railroad companies have been organized under the general railroad law of 1876, and roads located and built by the same, over which trains now run regularly, viz: the Sandy River Railroad, leading from Farmington to Phillips, a distance of eighteen miles; the St. Croix Railroad, leading from the European and North American Railroad station, in Vanceboro', to the center of the St. Croix river, (the eastern boundary of the State,) a distance of about three-fourths of a mile, to connect with a branch of the Canada and New Brunswick Railroad; and the Norway Branch Railroad, leading from Norway village to the Grand Trunk Railway, at South Paris, a distance of about one and a half miles. The first named road, from Farmington to Phillips, is a narrow guage of but two feet, the others standard guage, of four feet eight and a half inches.

## LEAVING CARS ON THE MAIN TRACK.

The practice that has so long prevailed upon many of the roads in the State, of leaving and loading cars on the main track, is one fraught with so much danger as to earnestly demand legislative action. We submit, that the practice should either be prohibited or regulated by statute law. In our judgment, no car should be permitted to remain standing on the main line, unless accompanied by danger signals, such as flagging by day and lanterns by night, at such distances therefrom as to ensure safety to and from moving trains, these signals to be constantly attended by employees of the corporation, to keep them from being blown down or extinguished. The importance and necessity of such provisions of law have been impressed upon us by the recent unfortunate and fatal disaster upon the line of the Bangor and Piscataquis road, by which the engineer, a worthy young man, lost his life, and the company several thousand dollars worth of property. While no blame attached to the corporation, or to the Superintendent of the road, but on the contrary, it clearly appeared that the fatal catastrophe resulted from the defective memory of the engineer who lost his life, and other employees on his unfortunate train, the event demonstrated most clearly and forcibly the dangerous character of the practice in question, and the need of such legal enactment as will prevent other similar disasters.

## TRAMPS.

During the past season trains have been more or less interfered with and disturbed by tramps. In one instance, between Portland and Lewiston, a number of them combined, refused to pay their fares and threatened to take possession of the train. But for the self possession and tact of the Conductor, who ran his train rapidly past several stations without stopping, until he reached the iron bridge at Lewiston, upon which he stopped and called to his aid the police of that city, serious consequences might have resulted to both train and passengers. We most respectfully submit, whether the Legislature should not specially provide by law for the prompt arrest and speedy punishment of this lawless class of offenders. Why not make Conductors of trains, when on duty as such, *ex officio* police officers of the State, with authority to call to their aid any persons present, or near at hand, to assist in making arrests and in holding the offenders until placed in the custody of the proper officers of the law?

## RAILROAD STRIKES.

Although no railroad strike has occurred in this State since the date of our last annual report, such disturbances have taken place in other parts of the country of sufficient importance to constantly admonish us of the inadequacy of our statutes to meet any such public calamity, or provide against it. Every such outbreak brings injurious consequences to all classes of persons and to all kinds of business, and, therefore, should be prevented if possible. In our report of last year, we respectfully suggested that the statutes of the State in relation to railroad strikes should be made more effective, and to that end appended to the same the draft of a bill which, in our judgment, would meet the object desired. But notwithstanding the Committee on Railroads unanimously reported that the bill ought to pass, the Legislature did not see fit to enact the same into law. Believing that the public welfare still calls for the enactment of such a law, we most respectfully renew our former recommendation, and refer to the facts and reasons set forth in our report for 1878, in support of the same. The absence of such strikes and disturbances in Maine, at the present time, makes it a most favorable period for calm and considerate legislative action in relation thereto. The maxim that we quoted last year, "In peace prepare for war," may with pro-

priety be adopted when dealing with this question. "An ounce of preventive is worth a pound of cure." The following is a copy of the bill referred to :

### STATE OF MAINE.

In the year one thousand eight hundred and eighty.

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.

RAILROADS IN MAINE.		Miles.	Whole length maine line op.
1.	Androscoggin (see Maine Central,)	70.5	70.5
2.	Aroostook River, - - - -	15	15
3.	Atlantic & St. Lawrence (see Gr. Trunk,)	82	149.5
4.	Bangor & Piscataquis, - - - -	62.5	62.5
5.	Bath Branch (see Maine Central,)	9	9
6.	Belfast & Moosehead Lake (see Me. Cen.,)	33.33	33.33
7.	Boston & Maine, - - - -	46.5	116
8.	Bucksport & Bangor, - - - -	18.8	18 8
9.	European & North American,)	114	114
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

RAILROADS IN MAINE—CONCLUDED.		Miles.	Whole length main line op.
16.	N. Brunswick & Can. (see Houlton Br.,)	—	122
17.	Newport & Dexter (see Maine Central,)	14	14
18.	Norway Branch (see Grand Trunk,)	- 1.5	1.5
19.	Portland & Kennebec (see Me. Central,)	63	63
20.	Portland & Ogdensburg, - - -	51	200
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.	Rumford Falls & Buckfield, - - -	27.5	27.5
26.	Sandy River, - - - - -	18	18
27.	Somerset, - - - - -	25	25
28.	Somerset & Kennebec, - - - -	37.75	37.75
29.	St. Croix & Penobscot, - - - -	22	22
30.	St. Croix. (see C. & N. B.,)	- .75	.75
31.	Whitneyville & Machias, - - - -	7.5	7 5

Total number of miles, - - - 1,027.08 3,020.38

It being about one mile of railroad in the State to each 33 square miles of territory; to each \$230,000 of property, and to 644 of population.

#### *Aroostook River Railroad.*

From State line to Caribou, 15 miles. Narrow gauge, 3 1-2 feet.

Your Commissioners have visited this road twice during the past season, and have carefully examined the track, bridges, and other structures along the line, and although these bridges, culverts, and retaining walls, are built entirely of cedar, we find them in good condition, retaining their positions with ample strength for the service required of them.

The road bed is well drained, the track in fair surface and line, and the trains run smoothly over it. The business of the road is steadily increasing, particularly in the freight department, and will continue to increase as the fertile and productive soil of this richest and most beautiful portion of our State is opened to settlement and cultivation. The road is leased by the New Brunswick Railway Co., a road extending from Fredericton in New Brunswick to Edmanston, on the east bank of the St. John's river. During the first visit of your Commissioners to this road

last spring, we were by the courtesy of the managers of the New Brunswick Railway, invited to ride over that portion of their road recently opened for traffic, between the junction of the Aroostook River Road, and the terminus of their line at Edmeston. We accepted the invitation, and were deeply impressed and surprised by the grandeur and beauty of the Grand Falls of the St. John's river, the broad and fertile intervale lands, and rich slopes, rivaling the Connecticut valley in extent, beauty and richness of soil, and we could but feel as we looked across the river and saw the thrifty settlements and farms, upon our own soil, that this portion of the State was worthy of and entitled to all the aid and encouragement in the development of its vast resources, that the general government and State could be induced to confer, or individual enterprise supply. A branch road is about to be constructed from some point on the Aroostook Railroad, to Fort Fairfield and Caribou to Presque Isle, a distance of about twelve miles. Hon. L. R. King of Caribou is President, and Thomas Hoben, Esq., of Gibson, New Brunswick, Superintendent.

*Atlantic and St. Lawrence Division of the Grand Trunk Railway.*

From Portland to Island Pond, 149 1-2 miles ; 82 1-2 miles in Maine, 52 miles in New Hampshire, and 15 miles in Vermont.

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

All that we said of this fine road in our report of last year, and more is true at the present time, and we should do injustice to the managers, and to ourselves, if we failed to speak of it in terms of the highest commendation, both as regards the management, and the general condition of the bridges, road bed and track. With three exceptions (only) the bridges on this line, within the limits of our State are built of iron, and although differing in design and structure, they are of the most approved patterns, and in every instance, first-class in every respect. The exceptions are the Howe truss bridge over Royal river just below Danville Junction, and the two over Pleasant and Peabody rivers between Bethel and Gilead, and we are assured these three last named wooden structures, will all be replaced by iron bridges the coming season.

The old iron rails have all been removed from the track, and steel substituted on the entire length of the line from Portland, Me., to Detroit, Michigan. Within the limits of our State a large number of new ties have been put into the track, and the whole track lifted upon ballast, neatly sloped and shouldered, showing well defined ballast surface and side lines, throughout the entire line, giving an air of substantial finish to the broad and well ditched road bed. A large amount of new fence has been built and the bushes and trees are cleared between the track and the fences. This last we think an important feature, as there is less liability to fire, and it leaves no lurking places for animals to rush out from, and endanger the trains, and gives the engine driver an unobstructed view of the entire road way. In short the road is in splendid condition, in its road bed, and bridges, in its safety signals, and police arrangements for the protection and comfort of its patrons. It is understood that the Grand Trunk Railway managers have relieved the road from dependence upon any other line of road between Detroit, Michigan, and Chicago, Ills., and that very soon, they will have an independent line of road under their sole control, from Portland, Me., to the last named point. This with their immense terminal facilities for shipment, &c., in Portland must inure very greatly to the traffic of the road, and place it upon, or above the level of competition with any other route, from the great West to the seaboard. John B. Brown is President, Franklin R. Barrett, Clerk, and Charles S. Barrett, Treasurer, all of Portland, Maine; Joseph Hickson, Montreal, General Manager; E. P. Hannaford, Chief Engineer; John Lloyd, Assistant Engineer, in charge of Maine Division.

*Bangor and Piscataquis Railroad.*

From Oldtown to Blanchard, 63 miles.

Directors—Moses Giddings, A. G. Wakefield, J. S. Wheelwright, Arad Thompson, A. M. Robinson, M. S. Drummond, F. A. Wilson, John S. Ricker, Newall Blake, T. S. Moore.

This road is increasing in importance each succeeding year, not only from the development of various industries along the immediate line of the road, but also from the iron interests at Katahdin and the State quarries at Brownville, Monson and other points approximatively near. It also has the advantage of being the route from Bangor to Moosehead Lake, one of the most de-

sirable and popular summer resorts in the country, and one that is every year attracting increasing number of tourists and pleasure seekers, and will continue to do so, as the fame of the magnificent scenery and advantages for fishing and sporting become more widely known and appreciated. Of course the depression of business during the past year or two has affected this road more unfavorably than many others, as a large portion of its revenue is derived from the iron and slate interests, and these were particularly prostrated by the revulsion in business, but at the present time these interests are starting up with renewed vigor and with the prospect of a long season of active prosperity. Although up to September 31st, the business of the road did not fully come up to that of the year before, yet the Superintendent reports, "that the increase in the months of October and November, will fully make up the deficiency." The road is in good condition and compares favorably with other roads of its class. A construction train has been employed three months the past summer, filling the crib-work at Guilford, ditching and hauling gravel; 19,397 sleepers have been put into the track and as many or more will be required the coming season. The iron is good. Three stone culverts and one abutment, and the superstructure of one of the overhead bridges at Oldtown have been rebuilt. A number of the frogs and switches have been renewed and side track accommodations increased. A small station building has been built at Orneville. Three new box freight cars have been added to the rolling stock, and several others have been rebuilt or repaired. The Commissioners consider the road in a good and safe condition.

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

#### *Boston and Maine Railroad.*

From Portland to Boston, 44 miles in Maine.

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 road is still maintained in the same excellent condition, that has characterized it since its construction, and among the additions the past year is the new and convenient transfer station

at the point near Portland where this road crosses the Maine Central. The pile bridges on the Scarboro' Marshes are being shortened up by the substitution of earth embankments. The station buildings at Old Orchard have been remodeled and moved back from the track, thus giving wider platforms, and adding very much to the convenience of the road and its patrons. A new station building has been erected at North Berwick by this and the Eastern road, for joint occupation. Two frost proof water tanks have been built at North Berwick. An additional side track is being built at Cape Elizabeth, and steel rails are taking the place of iron at all points where the track needs renewal. The bridges both iron and wood are in good condition, and all give evidence of careful supervision on the part of those in charge of them. The track is excellent in all its parts, the road bed well ballasted and drained. The business of the road is well sustained, and the trains have been run regularly, and with one exception without accident. The exception was the almost unaccountable collision which occurred at the crossing of the P. S. & P. railroad just out of Portland, and can be ascribed to no other cause, but the gross carelessness of the engine driver in charge of the Boston & Maine train, in not heeding the crossing signal, and waiting until the train on the P. S. & P. road, having the right of crossing, had passed over. Fortunately no person was seriously injured, and the loss sustained by the Eastern Road, was promptly and immediately made good by this company.

Nathaniel G. White, President; James T. Furber, General Superintendent; Amos Blanchard, Treasurer; W. J. C. Kenny, General Freight Agent; Chauncy P. Judd, Clerk, all of Boston, Mass. S. H. Stevens, General Agent, Portland, Maine.

#### *Bucksport and Bangor Railroad.*

Three feet guage, 18 8-10 miles.

Directors—S. T. Hincks, S. P. Hall, E. B. Gardner, W. H. Genn, Ambrose White, H. D. Havelock, S. A. Cobb. Hon. S. T. Hincks, President, Bucksport.

From the time of its completion, until about the first of October last, this road was leased and operated by the European & North American Railway Company, but since the last named date, the road has passed into the hands of the original Company, and has again been leased by them to Mr. L. L. Lincoln, the for-

mer well-known and efficient Superintendent of the Maine Central Railroad. Under the last lease, the guage has been changed from the standard width of 4 feet, 8 1-2 inches, to three feet, and the road has been newly stocked with engines and cars adapted to the 3 feet guage.

Previous to the consummation of the lease to Mr. Lincoln, your Commissioners were called upon by the parties interested, to make a thorough examination of the road, and suggest the necessary changes and repairs to put the road in good order. We attended to that duty, and since the change of guage have examined the road again, and found that our suggestions and requirements had been carried into effect, and we consider the road in good condition. Many changes and improvements have been accomplished, among which is a new station building and turntable at Bangor, independent of the European road.

The ditches and drains have been cleared out and several culverts repaired. The passenger cars are substantial and commodious, and both these and the engines are first-class in every respect. The trains run steadily and smoothly, and thus far the change of guage has proved very satisfactory to all concerned.

L. L. Lincoln of Bucksport is Superintendent.

*European and North American Railway.*

From Bangor to State line, at Vanceboro', 114 miles.

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

Under the judicious system of expenditures and repairs adopted by the Trustees of the European & North American Railway, it is being rapidly advanced to the position of a first-class road, and will, if the same course is pursued in the future as has been in the last few years, claim rank and mention with our best and most reliable railroads. The earnings of the road are devoted to its permanent improvement, and the following statement of repairs and additions, during the past season, prove that much has been accomplished in that direction. About 312 tons of re-rolled and 200 tons of new iron, together with 381 tons of steel rails and about 51,000 cedar and juniper sleepers have been laid in the track, 46,000 yards of ballast put under it. A large portion of the ballasting has been done between Mattawamkeag and Danforth. Some at various points between Bangor and Mattawamkeag.

The work of filling the cob-work at Highland extension has been fully completed, the track raised and all in good order. At Bangor a new turn-table has been completed, and at Stillwater, the trestling about the mills extensively repaired. At Passadumkeag extra floor timbers have been put into the truss bridge and the trestling to the mills renewed. At Moluncus new top chords into the bridge, and the bridge covered in. Crossuntic and Meadow brook, formerly pile bridges, but filled, in the years 1877-8, have been ballasted to grade and well surfaced. The Bog brook pile bridges have been repaired, and at Lambert Lake, and the St. Croix truss bridges, new extra floor timbers have been put in throughout the entire length of the structures. New track stringers have been put upon twenty open culverts, and waterways.

The station buildings at Veazie, Oldtown, Milford, Greenbush, Olamon and Vanceboro' have been thoroughly repaired, and the passenger and freight platforms at all these places renewed. At Danforth a new frost proof water station and a wood shed 250 feet in length have been built. In January last, the hotel, eating house, custom house and wood shed at Vanceboro' were destroyed by fire, and these have been rebuilt in an improved and substantial manner.

In June, the woodshed at Danforth with its contents (about 400 cords of wood,) water station, and a portion of the stock yard fences were destroyed by fire. In both cases there was a partial insurance. The rolling stock has been kept fully up to the condition of former years, and it is all in good condition. 23 new flat cars have been built, and new roofs laid on 14 box cars, 5 flat cars converted into stock cars, one box car and two flat car tops built. The locomotives have been thoroughly overhauled, repaired and painted. Much attention has been given to ditching and draining. The road bed and a large portion of the track has been raised upon good ballast, with well finished shoulders, and good surface and line, and the road is in good condition for the Winter traffic, but more iron or steel will be required next summer. The fences have been extensively repaired, and one and one-half miles of snow and five and one-half miles of cedar bunk fence built. The business of the road since September first has largely increased and shows a gain over the corresponding months in the years 1877-8, and promises well for the future.



Comparing the present condition and prospects of the road with its condition when the present managers took charge of it, we say without hesitation, that there has been very marked and substantial improvement in all departments of the service, which if continued, must place it upon a level with the best roads in the country.

F. W. Cram, Bangor, is Superintendent.

*New Brunswick and Canada Railway.*

From Woodstock, New Brunswick, St. Stephens, with branch to Houlton from Debec Junction, 8 miles in length, 3 miles of which are within the limits of this State; also with branch from McAdam Junction to Vanceboro', 3-4 of a mile of which is within the limits of this State; also with branch from Watt Junction to St. Andrews, in all 129 miles.

During the past year a marked improvement has been made on the main line of this road, a large number of ties, and several hundred tons of new steel rails have been laid in the track between McAdam Junction and Debec, and the road has been well ditched and ballasted for several miles, and it is the intention of the managers to continue these improvements the coming season, as they have already purchased a large amount of steel rails, to be placed in the track next year.

This company during the past summer, built a branch road from McAdam Junction to Vanceboro', making direct connection at the latter point, with the European and North American road. This was rendered necessary by the rapidly increasing traffic over the New Brunswick & Canada road, and the difficulties in making satisfactory arrangements with the St. John's & Maine Railway, for the transportation of their passengers and freight between McAdam Junction and Vanceboro', and we doubt not that the change will be of great advantage to the New Brunswick & Canada Railway Company. That portion of the Houlton branch within the limits of this State, is in fair or safe condition for the present, but some new iron and sleepers will be required the coming season.

F. H. Todd, of St. Stephens, is the President; Henry Osborne, of St. Stephens, is Manager; John Stuart, of St. Stephens, is Superintendent.

*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; Edwin Reed, Bath.

Your Commissioners have as usual, made two close and critical examinations of this road, during the past season, finding it in very much the same condition as reported last year. The track has been well maintained in good line and surface, and the ditches and drains kept well cleared and open. Close attention is bestowed upon the bridges, and renewals of defective timbers are constantly being made, and we believe that no other road in the State is managed with greater care than the Knox & Lincoln. The large number and varied character of bridges upon this road, makes unceasing vigilance and extraordinary care imperative, upon the Superintendent, and those duties are faithfully and regularly performed.

The rolling stock is in good condition and the trains have been run regularly, with entire freedom from accident during the past year.

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

*Lewiston and Auburn Branch.*

Five and one-half miles. This road is leased to and operated by the Grand Trunk Railway, and the remarks made in this report with reference to the Grand Trunk Railway, will apply with equal force to this branch. We consider it a model road in all respects.

*Consolidated Maine Central Railroad and its Branches*

Three hundred and fifty-five miles in all.

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

The consolidated Maine Central Railroad and its Branches, comprises the Portland & Kennebec Railroad from Portland by

the way of Brunswick to Augusta, and the branch from Brunswick to Bath; the Somerset & Kennebec Railroad, from Augusta to Skowhegan; the Androscoggin & Kennebec Railroad from Danville Junction to Waterville, and the Penobscot & Kennebec Railroad from Waterville to Bangor; the extension from Danville to Cumberland; the Androscoggin Railroad from Brunswick to Leeds Junction, with branch from Crowley's to Lewiston; the Leeds and Farmington Railroad from Leeds Junction to Farmington. The leased roads are the Belfast & Moosehead Lake, from Belfast to Burnham; and the Dexter & Newport Railroad from Dexter to Newport, making in all 355 miles of railroad under one management, or 307 1-2 miles of consolidated, and 47 1-2 miles of leased roads.

The road has been operated this year, very satisfactorily to the public, and successfully by the management. Trains have been run with great regularity and promptness, and thus far no accident has occurred to mar or interfere with the general prosperity of the road. The business of the road is constantly increasing, and must continue to do so if the improvement in the industries of the country is maintained and enlarged, and the same liberal and enlightened policy now characterizing and controlling the interests of this road is adopted and perpetuated in the future. Railroads are chartered and built, not that the companies, or a few individual bond or stockholders may be enriched by large dividends and the tricks of speculation, but on the contrary for the benefit of the people, and the development of the resources of the country through which they pass; for the building up, not the destruction of business centers, and giving increased facilities to enterprise and industry. Such are the understood and accepted conditions upon which our general and State government confer upon corporations the privileges of chartered rights, and upon no other ground could they be justified in conferring these rights; and when a road fails to accomplish these purposes, or by oppressive tariffs and narrow contracted policy, distresses and oppresses the people, it fails to accomplish the design for which it was created, and becomes a cheat and fraud, and its iron rails an obstruction and binding chain upon the prosperity of the communities they were intended to benefit. But we have no complaints to make or charges to prefer against the Maine Central road, for we believe that as the longest and most extensive railway in the State, its example is worthy of commendation and imitation.

The following named improvements and repairs have been made on the Maine Central road and its branches for the year ending September 30th, 1879 :

2,112 tons of new steel rails, equal to 23 miles of track, and old rails repaired, equal to 11 miles of track, and 101,800 new sleepers have been laid in the track ; 43,000 cubic yards of gravel have been placed under the track ; 10,561 feet of new side track, and 38 miles of new fence have been built and ten miles of old fence repaired.

On the line via Brunswick to Augusta, a new stringer bridge of 24 feet span has been built at Cumberland ; a Queen truss bridge of 38 feet span at the Richmond road in Richmond, and one overhead bridge at Harding's crossing, 40 feet long. Also the new iron bridge at Cathance 107 feet in length, and a new bridge is being built over Portland street in Portland.

On the line via Danville Junction and Lewiston to Waterville and Skowhegan, a new iron bridge of approved pattern and great strength, 474 feet in length, has been built in the place of the old wooden lattice bridge over the Androscoggin river, and we desire to call attention particularly to this new iron bridge as a model of strength and durability. At Winthrop, a new overhead bridge 100 feet in length has been built, and at Skowhegan the truss bridge over the Kennebec river, has been strengthened. A large amount of ballast and ties have been put under the track between Kendall's Mills and Skowhegan, and new iron laid upon the curves.

**ANDROSCOGGIN, LEEDS AND FARMINGTON BRANCHES.** From Brunswick to Leeds Junction, including branch from Crowley's to Lewiston, 34 miles. From Leeds Junction to Farmington, 36 1-2 miles.

The track and that portion of the road between Brunswick and Lewiston is in excellent condition, while that portion between Crowley's Junction and Leeds Junction has been very much improved, and is in safe running order, still it is not up to the standard of the other portion of the road.

The bridge masonry at Little river badly damaged by the freshet of last December, is being rebuilt in a substantial manner, and no expense or effort is spared to make it secure. The masonry of the bridge over the Androscoggin at Brunswick has been prepared to receive a new iron superstructure, which is to take the

place this winter of the old (much talked of) wooden truss bridge, which we are happy to say is to give way to a more modern and reliable structure.

At Crowley's Junction one stringer bridge of 33 feet span, and two of 18 feet span each, have been built, and at the Bates canal an iron bridge of 45 feet span has been built. Between Leeds Junction and Farmington the pile bridge at Shuy stream, near Livermore Falls, 112 feet in length, and the trestle bridge at East Wilton, 400 feet in length, temporarily repaired last year, have been rebuilt in a very substantial manner. The track on the last named portion of the road is in good condition; about 600 tons of repaired rails have been laid in it this year, and the ballasting, surfacing and alignment greatly improved.

**BATH BRANCH.** From Brunswick to Bath, 9 miles

This road is in very good order and much improved as compared with preceeding years. The road bed is for the most part well ballasted and drained; the track well lined and surfaced. The Howe truss wooden bridges at New Meadows and Sewall's creek, are in excellent order.

**BELFAST AND MOOSEHEAD LAKE RAILROAD.** From Belfast to Burnham, 33 1-3 miles, leased and operated by the Maine Central Railroad Company.

Charles B. Hazeltine, President, Belfast; Asa Faunce, Treasurer, Belfast.

The line of this road is necessarily crooked, and the grades (some of them) quite steep. The necessity for such a location, arises from the fact that about 16 miles out from Belfast the dividing ridge between the waters of the Penobscot and Kennebec rivers is unavoidably crossed at an elevation of about 600 feet above tide water at Belfast, and of course in finding supporting ground to lay the grade line upon in approaching the summit it was necessary to take advantage of and follow up the valleys of the small streams, to secure as near as possible a regular and continuous ascent. At Unity Pond, there is a marked deviation from the direct line, and this was occasioned by the fact that the straight line would cross an almost bottomless bog nearly a mile in extent, while the present location crosses the pond upon a sand bar extending from shore to shore. The track originally crossed the pond at this point upon a long pile bridge, but earth and stone embankment have been substituted for the bridge, with the ex-

ception of about 65 feet in length at the outlet, over which a Howe truss bridge has been built this season. At Marsh river in Brooks, a new pile bridge 110 feet in length has been built, and at City Point, Belfast, a new Howe truss bridge of 100 feet span has been erected. The work of filling the pile bridge across the flats at Belfast, with old sleepers, rock, and earth has been commenced, and we understand it is to be continued until the whole bridge is filled. The track is in fair condition. Many new sleepers have been put into and some ballast under it. The two truss bridges over Wescott stream, near Belfast, will need to be rebuilt the coming summer. We understand that the business of the road is increasing.

**DEXTER AND NEWPORT RAILROAD.** From Dexter to Newport, 14 miles. Leased and operated by the Maine Central Co.

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

No changes or improvements have been made upon the road during the past year. The bridges are good, and the track and road bed have been kept up to the usual condition of efficiency and safety. The station buildings and platforms are in good repair. The business of the road is well maintained, and has more than fulfilled the expectations of its originators, and friends. The rolling stock of the Maine Central is in excellent condition. In closing this report of the Maine Central Railroad and its branches, we cannot but commend the officers of the different departments, by whose skill and faithfulness in carrying out the instructions of the President and Superintendent, the main lines of the road have been brought up to a standard of excellence not surpassed by any road in the country.

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

#### *Norway Branch Railroad.*

From Grand Trunk station, at South Paris to Norway, 1 1-2 miles.

This line has been built through the efforts of the citizens of Norway (assisted by the Grand Trunk Railway,) for the better accommodation and development of the business of the town, its

manufactories and other interests. At the time of our last examination of the Grand Trunk Railway, this branch was not completed and we did not examine it, and are therefore, unable to speak of the manner of its construction, &c.

George L. Beal, President, Norway.

*Portland and Ogdensburg Railroad.*

From Portland to Lunenburg, New Hampshire, 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., Joel Eastman, Conway, New Hampshire.

This road has been kept up to its usual condition during the past season, and is in safe running order at the present time. The pile bridges at Stroudwater and the Basin (so-called,) near Portland have been somewhat repaired and strengthened, but we are still of the opinion expressed in former reports, that the Company will consult their best interests by filling those bridges and making a permanent embankment, which can be done at a comparatively small cost and adding very much to the stability and safety of the road. A stone arch culvert has been built at Black brook and an embankment is to be made over it, doing away with the high trestle at that point. Repairs have been made on the trestle bridge at the crossing of the Presumpscot river, and some others of minor importance rebuilt at other points along the line. The road bed is in good order and for the most part well ballasted, ditched and drained. The sleepers are generally good, a large number having been laid in the track last year with some additions this season. A considerable amount of new iron rails is needed and should be laid in the track the coming season. The growing importance, and increasing business of the road affords good ground for confidence and faith in its future prosperity and value, and as business resumes its wonted channels, and the times improve, this road from the nature and advantage of its location, and the country through which it passes, and reaches, must be among the first to feel, and profit by the change.

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

*Portland and Rochester Railroad.*

Portland, Me., to Rochester, N. H., 52 miles—49 1-2 miles in Maine.

George P. Wescott, Receiver, Portland; W. H. Conant, Treasurer, Portland; James M. Lunt, Superintendent, Portland.

The Portland & Rochester Road is in very good condition, and additions and repairs are (so far as the ability of the Company will permit) constantly being made. The bridge at Springvale to which reference was made in our report of last year, is undergoing the necessary repairs. The timbers are sound with the exception of the oak packing blocks, which are badly decayed, but in our judgment were rather light for the service required of them, and new bottom chords are being put into the truss; 260 tons of new iron rails and 20,000 cedar ties, 2,000 Fish Plates, 4,000 bolts, and 18 tons of spikes have been put into the track. Eight stone culverts and two overhead highway bridges have been rebuilt, and the iron bridge at Saco river painted. Four hundred feet of the trestle bridge from Franklin street to the marginal way in Portland, has been rebuilt, and 300 additional feet of the same trestle partly filled solid with earth and stone. Thirty feet in length has been added to the passenger station at the foot of Preble street, Portland, and the station building at Saccarappa has been remodeled and rebuilt; long platforms have been extended at both these places. A new station building 20x50 feet has been built at Buxton Center. The road is well cleaned up between the fences, presenting a very neat appearance, and there is an air of general improvement along the entire line. The track is in good surface and line. More new iron and sleepers will be required the coming Spring. No additions have been made to the rolling stock, but it has received general repairs and is in fair condition.

A statement of the business of the road will be found in the tabulated returns annexed to the report.

*Portland, Saco and Portsmouth Railroad.*

Fifty-two miles—51 miles in Maine.

Directors—E. B. Phillips, Alfred Rockwell, George P. King, Richard Olney, of Boston; George P. Morrison, of New York; John Cummings, of Woburn, Mass.; Jacob C. Rogers of Peabody, Mass.; William B. Bacon, of Boston; Stephen J. Young, of Brunswick, Me.



As this road is leased and operated by the Eastern Railroad Company, we give the names of the Directors of that road.

The improvements commenced upon this road last year, have been continued up to the present time, and the road is now the equal of any other in the State. The arch at Mousam river, Kennebunk, has been fully completed, and the long pile bridge at Portland is being rebuilt; 300 feet has been completed, and the piles are driven for 300 feet more, and the work is to be carried on until the whole bridge is renewed. The pile bridge at Great Works stream, 153 feet long, has been entirely rebuilt, and several smaller structures have been renewed or repaired. But the track and road bed shows the most marked improvement, and its present complete conditions fully justifies all that we said of it, and the hope we expressed in our report of last year. A large amount of new steel rails and cedar sleepers have been laid in it, and all well ballasted, and we believe that the Portland, Saco & Portsmouth Road will compare favorably, at the present time, with any other road in our State. The very important bridge over the Piscataqua river at Portsmouth, is kept in good repair, and watched with the closest care, the road employing a number of experienced men, whose sole duty it is to look after this bridge. The passenger and freight stations at Portland have been improved and repaired, and the whole road presents a substantial and neat appearance, reflecting great credit upon the officers who have instituted and are carrying out these measures of improvement and reform.

E. B. Phillips, President, Boston, Mass ; N. G. Chapin, Treasurer, Boston, Mass. ; Charles E. Barrett, Clerk, Portland, Me. ; Daniel W. Sanborn, Master of Transportation, Boston, Mass. ; Lucius Tuttle, General Passenger and Ticket Agent, Boston, Mass.

*Portsmouth, Great Falls and Conway Branch.*

From Brock's Crossing, in South Berwick, Maine, to Conway, New Hampshire, 72 miles, 4 1-2 miles in Maine.

This road is controlled and operated by the Eastern Railroad Company, and the directors are the same, as given on the Portland, Saco and Portsmouth. Of the 4 1-2 miles of this road within the limits of Maine, 3 3-4 miles are from Brocks crossing Salmon Falls, New Hampshire, where it crosses under the Boston and Maine Railroad and continuing on the west bank of the

Salmon Falls river for 16 miles it again crosses that river into Maine, and running 3-4 of a mile on the east bank of the river, re-crosses into New Hampshire, continuing on to North Conway. Half of the bridge at Salmon Falls and of those near Milton, are in Maine, and those we examined carefully from time to time, finding them in good condition.

That portion of the road between Salmon Falls and the junction with the Portland, Saco and Portsmouth road, at Brock's, is not kept up to the standard of the Maine line, but always maintained in a safe condition.

John W. Sanborn, of Woltboro' Junction, N. H., Superintendent.

*Portland (Horse) Railroad — 6.75.*

This road is well kept up, and safely and successfully managed, and has become an indispensable convenience to the inhabitants of Portland, the suburbs, and adjoining towns. Efforts have been, and are still being made, to extend the road and increase its usefulness, and value.

Almon Leach, Superintendent, Portland.

*Rumford Falls and Buckfield Railroad.*

Mechanic Falls to Canton, 27 1-2 miles.

Israel Washburn, Jr., President, Portland; S. C. Andrews, Treasurer, Portland; Otis Hayford, Superintendent, Canton.

It affords us much pleasure to report this road in good condition at the present time. The freshet of last December damaged the road bed and masonry somewhat, but this has all been repaired by filling the washouts with earth, or substituting trestlework for embankment. The business of the road is steadily increasing, and promises well for the future. An extension of the road 1 1-2 miles in length has been built the past summer from Canton village to the new extensive saw-mill lately erected, adding largely to the freight traffic of the road, and it is understood that other enterprises of this character are contemplated and will probably be established the coming season. The managers of this road have secured the confidence of the people along the line, by fully repairing, and renewing the road bed, track, bridges, and stations, by stocking the road with first-class rolling stock, and by regularity, and promptness in running the trains, and the manifest

desire of the company to aid in the fullest development of the resources of the country through which the road passes, which we doubt not will result in increased and permanent prosperity to all concerned.

*Somerset Railroad.*

From West Waterville to Anson, 25 miles.

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

This road was seriously injured at one or two points, by the destructive freshet of last December, but the damages were made good by building good substantial trestle bridges at the points where embankments had been washed out, and these are now in a safe condition for the passage of trains. The high trestle bridge at the northerly end of the truss bridge across the Kennebec river at Norridgewock, to which we referred in our report last year, has in compliance with our suggestion been filled and made solid with earth, and the truss bridge over Hale's stream in South Norridgewock is in process of re-construction. The road bed is in good condition, and the track in very good surface and line, but many new sleepers should be laid in it the coming season. The long lattice bridges over the Kennebec river at Norridgewock and Madison, stand well, and show no indication of unusual movement or strain.

The road is safely and economically managed, and has been operated with entire freedom from accident.

John Ayer of West Waterville is President and Manager; Abner Small of West Waterville, Treasurer.

*St. Croix and Penobscot Railroad.*

From Calais to Princeton, 22 miles.

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

This road remains in about the same general condition as reported by us last year, with the exception that some new sleepers have been laid in the track, and a small portion of it raised upon ballast, and one trestle bridge has been or is being rebuilt. New iron and sleepers are greatly needed for the track, and the road cannot be safely operated much longer unless these are supplied.

The business of the road is limited and largely dependent upon the lumbering interests, and we hope that the revival of these interests and the increased demand for lumber will favorably effect the traffic of this road.

George M. Porter is President, Samuel Block, Treasurer, Calais; Wallace Haycock, Superintendent, Calais.

*Sandy River Railroad.*

From Farmington to Phillips, 18 miles. Gauge, 2 feet. Abner Toothaker, President, Phillips; G. E. Mansfield, Superintendent, Phillips.

The construction of this road was commenced during the past summer, and was so far completed in the latter part of November, that the trains run over the entire line, from Farmington to Phillips. The introduction of the two feet gauge into this State, marks a new era in railroad construction, and should this enterprise prove successful, we doubt not that other towns will follow the example and secure to themselves the benefits of cheap railroad communication. This road has been built at very low cost compared with other roads in the State, the total for 18 miles being less than one hundred thousand dollars. As we have not yet examined the road, we are unable to give the details of its construction, but we understand it is proving very satisfactory in all respects. We shall examine the road at an early day and shall then be able to speak definitely of its construction and operation.

*Whitneyville and Machiasport Railroad.*

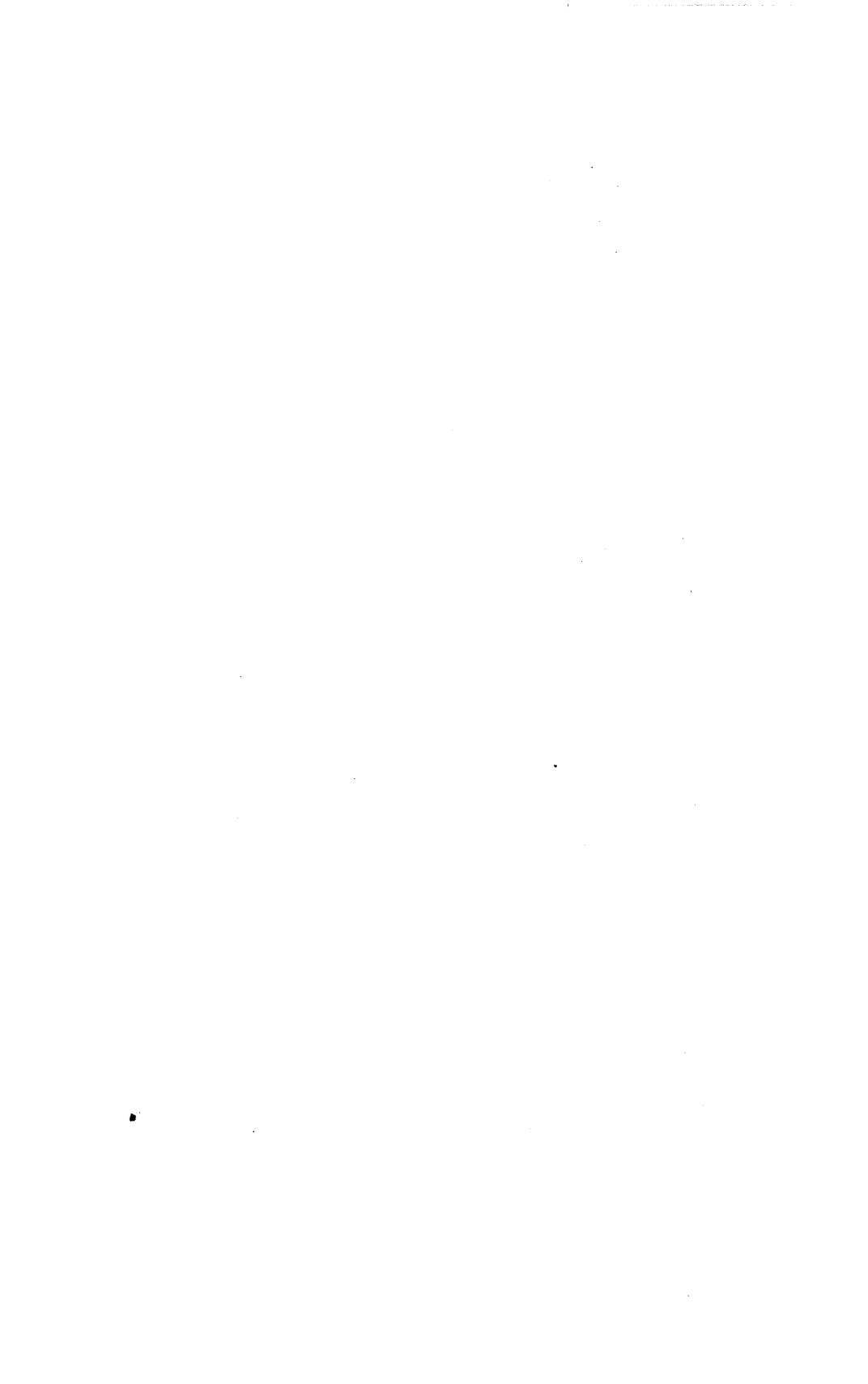
Seven and one-half miles in length.

This is a road built for the transportation of lumber from the Mills in Whitneyville to the shipping point at tide water in Machiasport, and is not used for the transportation of passengers.

Cornelius Sullivan is Treasurer.

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A statement of the business and standing of the different roads, amount of rolling stock and other items of interest will be found in the tabulated returns, making a part of this report.





Capital Stock. |

Debt.

NAME OF ROAD.	Amount of Stock held in other States.	Bonds due...	Rate of inter-est.....	Interest paid on same dur-ing year.....	Bonds due...	Rate of inter-est.....	Interest paid on same dur-ing year.....	Bonds due...
1. Aroostook River.....	-							
2. Atlantic and St. Lawrence.....	\$5,461,600 00	1888—\$787,000 00	6 per cent	\$47,220 00	1884—\$1,499,916 00	6 per cent	\$89,994 96	1891—\$712,932 00
3. Bangor and Piscataquis.....	750 00	1899—600,600 00	6 per cent	-	1899—325,000 00	7 per cent	-	1899— 200,000 00
4. Belfast and Moosehead Lake.....	2,300 00	1890—150,000 00	6 per cent	9,000 00	1885—96,900 00	6 per cent	6,039 00	-
5. Boston and Maine.....	6,652,000 00	1893—1,500,000 00	7 per cent	106,977 50	1894—2,000,000 00	7 per cent	140,245 00	-
6. Bucksport and Bangor.....	-	-	-	-	-	-	-	-
7. European and North American....	-	-	-	-	-	-	-	-
8. Houlton Branch.....	-	-	6 per cent	1,440 00	-	-	-	-
9. Knox and Lincoln.....	3,900 00	-	-	-	-	-	-	-
10. Maine Central. ....	2,174,000 00	1,814,000 00	6 per cent	118,413 00	2,231,509 57	6 per cent	137,091 00	4,659,600 00
11. Portland (Horse).....	8,400 00	-	-	-	-	-	-	-
12. Portland and Ogdensburg.....	24,900 00	1900—800,000 00	6 per cent	35,760 00	1901—1,849,000 00	6 per cent	-	-
13. Portland and Rochester.....	126,400 00	1887—700,000 00	6 per cent	-	1887—350,000 00	7 per cent	-	1891—450,000 00
14. Portland, Saco and Portsmouth....	1,385,000 00	-	-	-	-	-	-	-
15. Rumford Falls and Buckfield.....	-	-	-	-	-	-	-	-
16. St. Croix and Penobscot.....	67,300 00	1879—112,700 00	6 per cent	6,762 00	-	-	-	-
17. Somerset.....	-	450,000 00	-	-	-	-	-	-
18. Whitneyville and Machiasport.	-	-	-	-	-	-	-	-





## Debt.

## Cost of Road and Equipment.

NAME OF ROAD.	Total Net Debt - Liabilities .....	Amount of Bonds or Stock of other companies, Partnerships, Partners or on which Interest is paid by Company.	Amount claims against Company which have not been entered on books.	Grading and Masonry .....	Bridging .....	Superstructure, including Rails .....	Land, Land Damages and Fences .....	Passenger and Freight Stations, Wood and Water Stations .....
1. Aroostook River .....	-	-	-	-	-	-	-	-
2. Atlantic and St. Lawrence .....	\$3,000,000 00	\$435,600 00	-	-	-	-	-	-
3. Bangor and Piscataquis .....	1,300,842 53	-	-	-	-	-	-	-
4. Belfast and Moosehead Lake .....	-	-	-	-	-	-	-	-
5. Boston and Maine .....	2,991,414 28	-	-	\$2,681,096 81	\$936,649 40	\$1,897,807 33	\$2,480,156 36	\$771,405 33
6. Bucksport and Bangor .....	-	-	-	-	-	-	-	-
7. European and North American .....	-	-	-	-	-	-	-	-
8. Houlton Branch .....	-	-	-	-	-	-	-	-
9. Knox and Lincoln .....	-	-	\$516,653 45	1,128,032 54	273,500 00	464,600 00	116,560 00	25,000 00
10. Maine Central .....	8,560,019 50	-	-	-	-	-	-	-
11. Portland (Horse) .....	-	-	-	-	-	-	-	-
12. Portland and Ogdensburg .....	2,739,055 86	-	-	1,325,129 11	289,109 82	1,083,158 06	112,535 20	68,633 09
13. Portland and Rochester .....	-	-	-	-	-	-	-	-
14. Portland, Saco and Portsmouth .....	-	-	-	524,741 07	108,847 93	391,473 40	182,130 19	125,781 49
15. Rumford Falls and Buckfield .....	-	-	-	1,283 86	1,166 75	6,592 85	1,130 00	-
16. St. Croix and Penobscot .....	158,688 34	-	-	-	-	-	-	-
17. Somerset .....	513,243 79	-	-	-	-	-	-	-
18. Whitneyville and Machiasport .....	-	-	-	-	-	-	-	-



### Cost of Road and Equipment.

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NAME OF ROAD.	Snow Ploughs.		Parlor Cars.		Sleeping Cars.		Passenger, mail and baggage cars.		Freight and other cars.		Total for Equipment.
	No.	Cost.	No.	Cost.	No.	Cost.	No.	Cost.	No.	Cost.	
1. Aroostook River.....	-	-	-	-	-	-	-	-	-	-	-
2. Atlantic and St. Lawrence.....	10	-	-	-	-	-	45	-	-	-	Incl'd'g construction \$8,484,000 00
3. Bangor and Piscataquis.....	2	-	-	-	-	-	5	-	69	-	\$110,200 07
4. Belfast and Moosehead Lake.....	-	-	-	-	-	-	-	-	-	-	-
5. Boston and Maine.....	11	\$7,000 00	5	\$34,000 00	-	-	159	\$358,275 00	1692	\$460,955 00	1,242,230 00
6. Bucksport and Bangor.....	-	-	-	-	-	-	-	-	-	-	-
7. European and North American....	-	-	-	-	-	-	-	-	-	-	-
8. Houlton Branch.....	-	-	-	-	-	-	2	-	10	-	-
9. Knox and Lincoln.....	1	-	-	-	-	-	12	-	62	-	125,300 00
10. Maine Central.....	-	-	-	-	-	-	-	-	-	-	1,658,540 74
11. Portland (Horse).....	-	-	-	-	-	-	24	26,300 00	-	-	26,300 00
12. Portland and Ogdensburg.....	3	194,798 74	-	Includes all other equipments.		-	20	-	166	-	292,838 15
13. Portland and Rochester.....	2	-	-	-	-	-	12	-	133	Inclu'd in to	tal for construc'n
14. Portland, Saco and Portsmouth....	4	-	-	-	-	-	4	2,000 00	203	27,355 00	96,555 00
15. Rumford Falls and Buckfield.....	-	-	-	-	-	-	-	-	-	-	-
16. St. Croix and Penobscot.....	-	-	-	-	-	-	-	-	-	-	52,064 52
17. Somerset.....	-	-	-	-	-	-	1	2,500 00	3	1,800 00	4,300 00
18. Whitneyville and Machiasport.....	-	-	-	-	-	-	-	-	-	-	-

RAILROAD COMMISSIONERS' REPORT.

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Property on hand not included in foregoing accounts.

NAME OF ROAD.	Lands.....	Stocks of R. R., &c. ....	Bonds.....	Other securi- ties.....	Steamboat property.....	Investments in transpor- tation lines..	Other prop- erty purchas- ed.....	Total for property pur- chased .....	Whole amt of permanent investments.	Property in Maine .....
1. Aroostook River.....	-	-	-	-	-	-	-	-	-	-
2. Atlantic and St. Lawrence.....	-	-	-	-	-	-	-	-	-	-
3. Bangor and Piscataquis.....	-	-	-	-	-	-	-	\$1,459,036 88	-	-
4. Belfast and Moosehead Lake.....	-	-	-	-	-	-	-	-	-	-
5. Boston and Maine.....	-	\$563,146 43	\$125,000 00	\$96,690 24	-	-	\$786,836 67	11,541,682 21	-	-
6. Bucksport and Bangor.....	-	-	-	-	-	-	-	-	-	-
7. European and North American....	-	-	-	-	-	-	-	-	-	-
8. Houlton Branch.....	-	-	-	-	-	-	-	-	-	-
9. Knox and Lincoln.....	-	-	-	-	-	-	-	-	-	-
10. Maine Central.....	-	5,000 00	-	15,195 03	-	-	\$768,333 33	788,528 36	12,466,476 14	All.
11. Portland (Horse).....	\$20,000 00	-	-	-	-	-	-	-	-	-
12. Portland and Ogdensburg.....	-	-	-	-	-	-	-	-	-	\$2,236,639 30
13. Portland and Rochester.....	-	-	-	-	-	Wharves.	-	-	-	-
14. Portland, Saco and Portsmouth....	-	-	-	20,000 00	\$5,000 00	\$44,354 47	-	165,909 47	25,000 00	1,475,000 00
15. Rumford Falls and Buckfield.....	-	-	-	-	-	-	-	-	-	-
16. St. Croix and Penobscot.....	-	-	-	-	800 00	-	-	800 00	364,800 00	-
17. Somerset .....	-	-	-	-	-	-	-	-	803,788 22	-
18. Whitneyville and Machiasport.....	-	-	-	-	-	-	-	-	-	-

Property not included in foregoing.

Expenditures charged to property acc't during year.

NAME OF ROAD.	Amount of supplies and material on hand.	Cash and Cash assets	Total proper- ty and assets of the Com- pany.	Amount of Sinking and Contingent Funds and their purpose	Grading and masonry.	Brigging ....	Superstruc- ture, includ- ing rails.....	Land, land damages and fences.....	Stations .....	Engine houses, sheds and turn- tables.....	Machine shops.....	Engineering, agencies, sal- aries and oth- er expenses during con- struction.....
1. Aroostook River.....	-	-	-	-	-	-	-	-	-	-	-	-
2. Atlantic and St. Lawrence.....	-	-	-	309,049 53	-	-	-	-	-	-	-	-
3. Bangor and Piscataquis.....	-	\$10,626 21	\$1,469,663 09	-	-	-	-	-	-	-	-	-
4. Belfast and Moosehead Lake.....	-	-	-	-	-	-	-	-	-	-	-	-
5. Boston and Maine.....	\$143,945 81	472,743 07	12,158,371 09	-	-	-	-	-	-	-	-	-
6. Bucksport and Bangor.....	-	-	-	-	-	-	-	-	-	-	-	-
7. European and North American....	-	-	-	-	-	-	-	-	-	-	-	-
8. Houlton Branch.....	-	-	-	-	-	-	-	-	-	-	-	-
9. Knox and Lincoln.....	9,943 13	4,549 18	-	-	-	-	-	-	-	-	-	-
10. Maine Central.....	118,272 78	167,965 81	12,752,714 73	-	-	-	150 00	-	-	-	-	-
11. Portland (Horse).....	-	7,266 02	-	-	-	-	-	-	-	-	-	-
12. Portland and Ogdensburg.....	25,130 87	115,341 15	2,377,111 32	-	-	-	25 00	-	-	-	-	-
13. Portland and Rochester.....	-	12,886 05	-	48,500 00	-	-	-	-	-	-	-	-
14. Portland, Saco and Portsmouth....	10,742 86	-	-	-	-	-	-	-	-	-	-	-
15. Rumford Falls and Buckfield.....	-	-	-	-	-	-	-	-	-	-	-	-
16. St. Croix and Penobscot.....	2,935 12	17,776 54	385,511 66	21,300 00	-	-	-	-	-	-	-	-
17. Somerset.....	567 44	14,850 28	819,205 94	-	-	-	277 10	495 21	-	-	-	-
18. Whitneyville and Machiasport....	-	-	-	-	-	-	-	-	-	-	-	-

Expenditures charged to property account during the year.

Revenue, &c.

NAME OF ROAD.	Locomotives.		Snow ploughs.....	Parlor cars.	Sleeping cars	Passenger, mail and baggage cars....	Freight and other cars ...	Purchase of roads .....	Subscrip- tions or loans to other roads	Any other expenditures charged to property ac- count.....	Total charged to property ac- count.....	Property sold and credited to property ac- count during year.....	Net addition to property account for the year .....	Derived from local passen- gers .....
	No.	Cost.												
1. Aroostook River.....	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2. Atlantic and St. Lawrence.....	-	-	-	-	-	-	-	-	-	-	-	-	-	\$109,716 02
3. Bangor and Piscataquis.....	-	-	-	-	-	-	-	-	-	-	-	-	-	5,967 39
4. Belfast and Moosehead Lake.....	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5. Boston and Maine.....	-	-	-	-	-	-	-	-	-	-	-	\$1,400 00	Decrease \$1,400 00	1,104,179,49
6. Bucksport and Banger.....	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7. European and North American....	-	-	-	-	-	-	-	-	-	-	-	-	-	53,741 85
8. Houlton Branch.....	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9. Knox and Lincoln.....	-	-	-	-	-	-	-	-	-	-	-	-	-	20,545 87
10. Maine Central.....	-	-	-	-	-	-	-	-	-	-	\$150 00	63,576 18	Decrease \$63,426 18	323,103 86
11. Portland (Horse).....	-	-	-	-	-	-	-	-	-	-	-	-	-	45,323 58
12. Portland and Ogdensburg.....	-	-	-	-	-	-	-	-	-	\$53,745 93	53,770 93	-	-	51,115 98
13. Portland and Rochester.....	-	-	-	-	-	-	-	-	-	-	-	-	-	51,568 41
14. Portland, Saco and Portsmouth....	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15. Rumford Falls and Buckfield.....	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16. St. Croix and Penobscot.....	-	-	-	-	-	-	-	-	-	-	-	-	-	3,199 08
17. Somerset.....	-	-	-	-	-	-	-	-	-	-	-	-	-	5,215 85
18. Whitneyville and Machiasport.....	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Revenue for the year.

NAME OF ROAD.	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.....	Derived from mails .....	Total earnings from Passenger Department..	Derived from local freight.	Derived from freight from and to other roads .....	Derived from other roads as tolls, or for use of freight cars..	Derived from other sources belonging to Freight Department.....	Total earnings of Freight department.....
1. Aroostook River.....	-	-	-	-	-	-	-	-	-	-	-
2. Atlantic and St. Lawrence.....	\$86,747 27	-	-	\$14,054 12	\$20,909 30	\$231,426 71	\$228,190 60	\$365,172 26	-	-	\$593,362 86
3. Bangor and Pitcataquis.....	14,140 96	-	-	1,350 00	3,589 63	25,047 98	2,090 43	41,937 60	\$1,937 01	-	45,965 04
4. Belfast and Moosehead Lake.....	-	-	-	-	-	-	-	-	-	-	-
5. Boston and Maine.....	152,888 08	-	-	64,119 99	23,209 43	1,344,396 99	540,082 12	256,554 33	8,823 66	-	805,460 11
6. Bucksport and Bangor.....	-	-	-	-	-	-	-	-	-	-	-
7. European and North American.....	67,395 74	-	-	6,366 17	19,954 07	147,457 83	96,498 51	103,658 58	-	-	200,157 09
8. Houlton Branch.....	803 00	-	-	-	150 00	953 00	-	-	-	-	3,700 00
9. Knox and Lincoln.....	39,583 19	-	\$912 16	3,047 50	5,331 99	-	5,808 63	25,014 77	-	-	-
10. Maine Central.....	282,436 61	-	-	40,971 49	48,627 60	695,139 56	754,963 29	-	15,355 67	-	770,318 96
11. Portland (Horse).....	-	-	-	-	-	45,323 58	-	-	-	-	-
12. Portland and Ogdensburg.....	52,145 03	\$22 87	619 92	3,000 00	9,574 93	116,478 73	114,617 98	40,396 99	-	-	155,014 97
13. Portland and Rochester.....	-	-	-	2,000 00	7,441 84	61,010 25	-	-	-	-	84,372 15
14. Portland, Saco and Portsmouth....	-	-	-	-	-	-	-	-	-	-	-
15. Rumford Falls and Buckfield.....	-	-	-	-	-	-	-	-	-	-	-
16. St. Croix and Penobscot.....	-	-	-	-	725 80	3,924 88	33,812 44	-	-	-	33,812 44
17. Somerset.....	-	-	-	641 00	1,222 68	7,079 53	12,417 33	-	411 04	-	12,828 37
18. Whitneyville and Machiasport.....	-	-	-	-	-	-	-	-	-	-	-





Class I—General Traffic expenses.

Class II—Maintenance of Way.

NAME OF ROAD.	Total ex- penses.....	Proportion belonging to passenger department..	Proportion belonging to freight de- partment....	Repairs of road, exclu- sive of new rails and ties	Iron rails laid—miles..	Steel rails laid—miles..	New ties— number .....	Repairs of bridges .....	Repairs of buildings and fixtures.	Repair and additions to machines shops and machinery ..	Repairs of road cross- ings and signs.....
1. Aroostook River.....	-	-	-	-	-	-	-	-	-	-	-
2. Atlantic and St. Lawrence.....	-	-	-	-	-	-	-	-	-	-	-
3. Bangor and Piscataquis.....	\$5,661 15	-	-	\$12,468 29	-	-	19,397	\$385 86	\$1,000 64	\$100 82	\$317 81
4. Belfast and Mooshead Lake.....	-	-	-	-	-	-	-	-	-	-	-
5. Boston and Maine.....	169,326 55	\$105,887 08	\$63,439 47	131,084 11	4,223 M.	9,050 M.	97,158	13,149 22	70,781 03	11,825 53	7,523 96
6. Bucksport and Bangor.....	-	-	-	-	-	-	-	-	-	-	-
7. European and North American....	20,659 64	8,744 15	11,885 49	42,531 88	5½	4¼..	50,708	5,870 29	5,209 49	535 48	2,085 33
8. Houlton Branch.....	189 00	-	-	-	-	\$1306.51	-	-	-	-	-
9. Knox and Lincoln.....	-	-	-	9,448 87	-	-	9,733	7,247 80	256 30	-	37 12
10. Maine Central.....	-	-	-	-	-	-	-	55,050 41	26,506 14	-	-
11. Portland (Horse).....	-	-	-	1,742 89	-	-	-	-	-	-	-
12. Portland and Ogdensburg. ....	14,305 63	6,137 53	8,168 10	39,504 75	\$5,985 34	-	\$6,171 92	2,587 52	3,369 05	573 23	1,479 61
13. Portland and Rochester.....	15,607 47	6,566 00	9,041 47	27,024 65	6,151 00	-	20,000 00	326 25	4,348 08	-	752 06
14. Portland, Saco and Portsmouth....	-	-	-	-	-	-	-	-	-	-	-
15. Rumford Falls and Buckfield.....	-	-	-	-	-	-	-	-	-	-	-
16. St. Croix and Penobscot.....	3,028 48	-	-	3,777 16	-	-	4,302 00	1,155 38	551 77	147 70	118 86
17. Somerset.....	1,634 37	-	-	-	-	6,229 24	-	-	-	-	-
18. Whitneyville and Machiasport.....	-	-	-	-	-	-	-	-	-	-	-



Operating Class III—Passenger Traffic expenses.

NAME OF ROAD.	Proportion of same to freight department.....	Expended for other than ordinary expenses.....	Expended for 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 .....	Salaries, wages, and incidentals, for use of passenger cars and repairs of same	Amount paid other corporations or individuals, for use of passenger cars and re-	Amount paid other roads for balance of passenger cars.....	Total.....
1. Aroostook River.....	-	-	-	-	-	\$215,856 01	-	-	-	-	-
2. Atlantic and St. Lawrence.....	-	-	\$68,127 42	-	\$17,703 59	-	-	\$12,177 32	\$26,200 56	\$786,040 51	
3. Bangor and Piscataquis.....	-	\$909 37	900 11	-	-	3,621 68	\$2,606 46	-	-	7,128 25	
4. Belfast and Moosehead Lake.....	-	-	-	-	-	-	-	-	-	-	
5. Boston and Maine.....	\$199,573 99	-	38,707 64	\$8,894 33	6,091 97	119,084 10	94,879 53	-	-	267,657 57	
6. Bucksport and Bangor.....	-	-	-	-	-	-	-	-	-	-	
7. European and North American....	64,257 03	-	5,600 75	-	-	17,736 01	8,589 46	776 21	-	32,702 43	
8. Houlton Branch.....	-	-	-	-	-	284 00	-	-	-	-	
9. Knox and Lincoln.....	-	-	1,433 27	-	-	5,065 91	5,932 38	-	-	-	
10. Maine Central.....	-	-	29,568 26	-	-	-	-	-	-	-	
11. Portland (Horse).....	-	-	2,991 65	-	-	-	-	-	-	-	
12. Portland and Ogdensburg.....	32,035 89	-	5,184 33	-	50 00	11,083 57	6,065 82	-	105 99	22,489 71	
13. Portland and Rochester.....	37,535 63	-	2,757 34	-	-	10,096 93	2,537 72	-	-	15,391 99	
14. Portland, Saco and Portsmouth....	-	-	-	-	-	-	-	-	-	-	
15. Rumford Falls and Buckfield.....	-	-	-	-	-	-	-	-	-	-	
16. St. Croix and Penobscot.....	-	-	331 42	-	-	-	-	-	-	-	
17. Somerset.....	-	-	-	-	-	1,926 02	724 19	-	-	2,650 21	
18. Whitneyville and Machiasport.....	-	-	-	-	-	-	-	-	-	-	



Freight Traffic, &c. |

Net Income, Dividends, &c.

NAME OF BANK.	Amount paid other comp's as rent for use of road ..	Total expenses .....	Total net in- come.....	Percentage of same to capital stock and net debt.	Percentage of same to total property and assets....	Interest ac- crued during the year on funded debt..	Interest ac- crued during the year on other debt....	Dividends declared .....	Date of last dividend de- clared .....	Balance for the year, or surplus .....
1. Aroostook River.....	-	-	-	-	-	-	-	-	-	-
2. Atlantic and St. Lawrence.....	-	\$1,295,080 51	\$40,681 49	-	-	\$180,000 00	-	\$329,040 00	July 1, 1879....	-
3. Bangor and Piscataquis.....	-	46,281 54	24,906 48	-	-	-	-	-	-	-
4. Belfast and Moosehead Lake.....	-	-	-	-	-	-	-	12,046 50	June, 1879.....	-
5. Boston and Maine.....	\$87,200 00	1,441,955 48	774,309 97	7.29	6.29	245,000 00	\$1,447 12	420,000 00	April, 1879.....	\$107,862 85
6. Bucksport and Bangor.....	-	-	-	-	-	-	-	-	-	-
7. European and North American....	-	231,057 96	119,843 05	-	-	61,140 00	4,701 82	-	-	54,001 23
8. Houlton Branch.....	-	-	-	-	-	-	-	-	-	-
9. Knox and Lincoln.....	4,561 70	59,220 08	-	-	-	-	-	-	-	-
10. Maine Central.....	54,000 00	892,093 08	583,750 65	4 79-100	4 58-100	569,144 45	3,443 82	-	-	11,162 38
11. Portland (Horse).....	-	41,025 13	6,385 39	-	-	-	-	3,940 00	Jan., 1879.....	7,266 02
12. Portland and Ogdensburg.....	9,750 00	179,198 42	92,295 28	.0246	.0388	66,720 00	-	-	-	25,575 28
13. Portland and Rochester.....	-	-	19,251 74	-	-	-	-	-	-	-
14. Portland, Saco and Portsmouth....	-	-	90,000 00	6	5 95-100	-	-	90,000 00	July, 1879.....	845 80
15. Rumford Falls and Buckfield.....	-	-	-	-	-	-	-	-	-	-
16. St. Croix and Penobscot.....	-	19,205 35	19,456 55	7½	5	6,762 00	5,280 00	-	1873.....	7,414 55
17. Somerset.....	-	16,708 97	-	-	-	-	-	-	-	-
18. Whitneyville and Machiasport.....	-	-	-	-	-	-	-	-	-	-



Receipts &c., of Passenger Dep't. | Receipts, Expenses, Net Earnings, &c., of F'ght Dep't.

NAME OF ROAD.	Per passen- ger train mile.....	Net earnings.	Per passen- ger train miles.....	Total earn- ings from freight department.	Per freight train mile...	Expenses, proportion of general traf- fic expenses.	Expenses, proportion of main- tenance of ways and build- ings, and movement expenses....	Expenses, freight traffic.....	Total expenses.....
1. Aroostook River.....	-	-	-	-	-	-	-	-	-
2. Atlantic and St. Lawrence.....	-	-	-	\$593,362 86	-	-	-	-	-
3. Bangor and Piscataquis.....	-	-	-	-	-	-	-	-	-
4. Belfast and Mooshead Lake.....	-	-	-	-	-	-	-	-	-
5. Boston and Maine ....	\$0.881	\$500,091 57	\$0.522	805,460 11	\$1 984-1000	\$63,439 47	\$199,573 99	\$247,436 60	\$510,450 06
6. Bucksport and Bangor.....	-	-	-	-	-	-	-	-	-
7. European and North American....	8 6817-1000c.	33,314 61	25 503-1000	200,157 09	172 639-1000ct	11,915 49	64,257 03	40,742 22	116,914 74
8. Houlton Branch.....	-	-	-	-	-	-	-	-	-
9. Knox and Lincoln.....	-	-	-	-	-	-	-	-	-
10. Maine Central.....	-	-	-	770,318 96	\$2.05 1-10	-	-	-	-
11. Portland (Horse).....	-	6,385 39	-	-	-	-	-	-	-
12. Portland and Ogdensburg.....	78 6-10cts.	14,541 94	10 9-10 cts.	155,014 97	-	8,168 10	32,035 89	27,307 64	67,511 63
13. Portland and Rochester.....	-	1,464 04	-	84,372 15	-	9,041 47	37,535 63	20,326 89	66,903 99
14. Portland, Saco and Portsmouth....	-	-	-	-	-	-	-	-	-
15. Rumford Falls and Buckfield.....	-	-	-	-	-	-	-	-	-
16. St. Croix and Penobscot.....	-	-	-	33,812 44	-	-	-	-	-
17. Somerset.....	-	Loss 1274 95	-	12,828 37	-	-	-	-	8,354 48
18. Whitneyville and Machiasport.....	-	-	-	-	-	-	-	-	-

Freight, &c.

General Balance Sheet, Dr.

NAME OF ROAD.	Per Freight Train Mile....	Net Earnings	Per Freight Train Mile....	Cost of Road.	Cost of Equipment..	Other Invest- ments .....	Supplies and Materials on hand .....	Sinking Funds in Hands of Trustees ....	Cash, Cash Assets and other items..
1. Aroostook River .....	-	-	-	-	-	-	-	-	-
2. Atlantic and St. Lawrence.....	-	-	-	\$8,484,000 00	-	-	-	\$309,049 53	-
3. Bangor and Piscataquis.....	-	-	-	1,348,836 81	\$110,200 07	-	-	-	\$10,626 21
4. Belfast and Mooshead Lake.....	-	-	-	-	-	-	-	-	-
5. Boston and Maine.....	\$1.257	\$295,010 05	\$0.727	9,512,615 54	1,242,230 00	\$786,836 67	\$143,945 81	None.	472,743 07
6. Bucksport and Bangor.....	-	-	-	-	-	-	-	-	-
7. European and North American ....	\$1 838-1000	83,232 35	\$0.71 787-1000	-	2,687 40	2,746 77	39,404 88	-	59,224 95
8. Houlton Branch.....	-	-	-	-	-	-	-	-	-
9. Knox and Lincoln.....	-	-	-	2,579,532 54	125,300 00	-	9,943 13	-	44,804 33
10. Maine Central.....	-	-	-	10,019,407 04	1,658,540 74	788,528 36	118,272 78	-	1,149,193 48
11. Portland (Horse).....	-	-	-	-	-	-	-	-	-
12. Portland and Ogdensburg .....	1.164	87,503 34	1.509	3,569,605 27	292,838 15	-	25,130 87	-	115,341 15
13. Portland and Rochester.....	-	17,468 16	-	2,031,364 86	-	-	-	48,500 00	104,301 84
14. Portland, Saco and Portsmouth....	-	-	-	1,334,090 53	96,555 00	69,354 47	-	-	10,742 86
15. Rumford Falls and Buckfield.....	-	-	-	-	-	-	-	-	-
16. St. Croix and Penobscot.....	-	-	-	311,935 48	52,064 52	800 00	2,935 12	21,300 00	72,855 43
17. Somerset .....	-	4,473 89	-	799,488 22	4,300 00	-	567 44	-	101,879 46
18. Whitneyville and M. Port.....	-	-	-	-	-	-	-	-	-



General Balance Sheet—Cr.

Description of Road.

NAME OF ROAD.	Capital stock.	Funded debt.	Other debts.	Date when the road was opened.....	Length of main line in miles.....	Length in Maine in miles.....	Length of double track on main line.
1. Aroostook River.....	-	-	-	1875 and 1876	175	15	-
2. Atlantic and St. Lawrence.....	\$5,484,000 00	\$3,000,000 00	-	1848 to 1853	149½	82½	-
3. Bangor and Piscataquis.....	357,148 50	1,125,000 00	\$186,468 74	1869 to 1877	62.8	-	-
4. Belfast and Moosehead Lake.....	-	-	-	-	-	-	-
5. Boston and Maine.....	6,921,274 52	3,500,000 00	108,103 16	1836 to 1873	115.50	44	37.09
6. Bucksport and Bangor.....	-	-	-	-	-	-	-
7. European and North American....	-	-	750 00	1868 to 1871	114.2-10	114.2-10	-
8. Houlton Branch.....	-	-	-	1869	3	-	-
9. Knox and Lincoln.....	364,580 00	-	2,395,000 00	1871	49	-	-
10. Maine Central.....	3,620,100 00	8,705,109 57	1,095,036 52	1848 to 1870	280.84	280.84	-
11. Portland (Horse).....	-	-	-	1864	-	-	m.
12. Portland and Ogdensburg.....	1,052,185 55	2,649,000 00	201,729 89	1870 to 1875	94	51	-
13. Portland and Rochester.....	636,011 86	1,500,000 00	48,154 84	1853 to 1871	52½	49	-
14. Portland, Saco and Portsmouth....	1,500,000 00	-	9,897 06	1842	51	-	-
15. Rumford Falls and Buckfield.....	-	-	-	1878	27½	27½	-
16. St. Croix and Penobscot.....	100,000 00	112,700 00	249,190 55	1852 to 1856	21	16.25	-
17. Somerset.....	377,573 61	450,000 00	78,662 51	1874 and 1875	25	-	-
18. Whitneyville and Machiasport.....	-	-	-	-	-	-	-



Description of Road.

Bridges built within the year in Maine.

NAME OF ROAD.	Total length of steel trills in miles.....	Number of spans of 25 feet and upwards .....	Length from bridges, in feet .....	Length wooden bridges, in feet.....	Location.	Kind.	Material.	Length.
1. Aroostook River .....	-	-	-	-	-	-	-	-
2. A. and St. L.....	149½	28	1,729	1,834	-	-	-	-
3. Bangor and Piscataquis.....	-	12	-	1,798	-	-	-	-
4. Belfast and M. H. Lake.....	-	-	-	-	-	-	-	-
5. Boston and Maine.....	117.230	65	3,369	6,625	Richmond Road.	Queen truss .....	Wood .....	33 .....
6. Bucksport and Bangor.....	-	-	-	-	Unity Pond.....	Howe truss.....	" .....	65 .....
7. E. and N. A.....	-	31½	274	3,163	Brooks .....	Pile.....	" .....	110 .....
8. Houlton Branch.....	-	-	-	-	City Point.....	Howe truss.....	" .....	100 .....
9. Knox and Lincoln.....	-	31	-	16,934	Crowley's .....	Stringer.....	" .....	33 .....
10. Maine Central.....	53 m.	124.	4,614½	13,198	" .....	Stringer 2 of 18 ft.....	" .....	36 .....
11. Portland (Horse).....	-	-	-	-	Livermore Falls.	Pile.....	" .....	112 .....
12. Portland and Ogdensburg.....	-	59	1,306	9,463	Cumberland.....	Stringer.....	" .....	24 .....
13. Portland and Rochester.....	-	16	548½	-	East Wilton.....	Trestle.....	" .....	400 .....
14. Portland, Saco and Portsmouth....	33 m. 3127 feet	18	610	2,970	Lewiston.....	Truss .....	Iron .....	474 .....
15. Rumford Falls and Buckfield .....	¼	4	-	-	Bates' Canal.....	Truss.....	" .....	45 .....
16. St. C. and Penobscot.....	-	4	-	849	Harding.....	Stringer.....	Wood .....	40 .....
17. Somerset .....	-	10	-	-	Winthrop.....	Stringer.....	" .....	100 .....
18. Whitneyville and M. Port.....	-	-	-	-	Cathance.....	Truss.....	Iron .....	107 .....



### Description of Road.

NAME OF ROAD.	Roads belonging to other companies operated by this company.	Total length of such road.	Same in Maine .....	In other States.....	Total miles of road operated by this company .....	In Maine .....	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 Tele-
											graph owned by this company .....
1. Aroostook River .....	-	-	-	-	-	-	-	-	-	-	-
2. A. and St. L.....	-	-	-	-	150 $\frac{1}{4}$	82 $\frac{1}{2}$	31	31	20	149 $\frac{1}{2}$	149 $\frac{1}{2}$
3. Bangor and Piscataquis.....	-	-	-	-	62.8	62.8	16	16	16	-	-
4. Belfast and M. H. Lake.....	{ Newburyport R. R..... Danvers R. R..... Dover and Winn R. R..... West Amesbury R. R..... Lowell and Andover R. R..... }	78.468	0	78.468	202.2	44	85	52	10	195	29
5. Boston and Maine.....											
6. Bucksport and Bangor.....											
7. E. and N. A.....											
8. Houlton Branch.....	Bucksport and Bangor.....	18.5	18.5	-	132.7	132.7	31	25	25	114	-
9. Knox and Lincoln.....	-	-	-	-	-	3	-	-	-	3	-
10. Maine Central.....	{ Dexter and Newport R. R..... Belfast and M. H. Lake R. R. }	47.15	All.	-	350.95	All.	79	69	All.	216	-
11. Portland (Horse).....											
12. Portland and Ogdensburg.....	-	-	-	-	6 $\frac{3}{4}$	6 $\frac{3}{4}$	1	1	1	-	-
13. Portland and Rochester.....	-	-	-	-	91	51	19	19	11	-	-
14. Portland and Portsmouth.....	-	-	-	-	52 $\frac{1}{2}$	49	15	13	13	52 $\frac{1}{2}$	-
15. Rumford Falls and Buckfield.....	B. F. and B. R. R.....	1 $\frac{1}{2}$	1 $\frac{1}{2}$	-	30	30	6	6	-	27 $\frac{1}{2}$	-
16. St. C. and Penobscot.....	-	-	-	-	21	16.25	7	7	7	-	-
17. Somerset.....	-	-	-	-	25	-	4	3	-	-	-
18. Whitneyville and M. Port.....	-	-	-	-	-	-	-	-	-	-	-



### Rolling Stock.

NAME OF ROAD.	Snow Plows.		Passenger cars.		Passenger Cars, maximum weight.	Mail and baggage cars.		8-wheel box cars.		4-wheel box cars.		8-wheel platform cars.		4-wheel platform cars.		Other cars, coal, gravel, etc.
	No.	Aver. Wt.	No.	Aver. Wt.		No.	Aver. Wt.	No.	Aver. Wt.	No.	Aver. Wt.	No.	Aver. Wt.	No.	Aver. Wt.	
1. Aroostook River.....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2. Atlantic and St. Lawrence.....	10	15 T.	25	20 tons.	25	20	20	-	9½	-	-	-	8	-	-	-
3. Bangor and Piscataquis.....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4. Belfast and Mooshead Lake.....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5. Boston and Maine.....	11	10 T.	164	15 T.	18 T.	-	13 T.	368	9	85	4½	512	7	433	3½	294
6. Bucksport and Bangor.....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7. European and North American....	4	29,000	15	32,000	36,200	7	28,000	86	16,700	-	-	175	13,990	30	6,250	8
8. Houlton Branch.....	-	-	-	10 T.	-	-	-	-	12 T.	-	-	-	7 T.	-	-	-
9. Knox and Lincoln.....	-	-	-	18	-	-	15	-	9	-	-	-	7	-	-	-
10. Maine Central.....	18	-	57	-	-	32	-	674	17,000 lbs.	-	-	389	14,000 P.	100	4,500	27
11. Portland (Horse).....	-	-	-	2,500	4,000	-	-	-	-	-	-	-	-	-	-	-
12. Portland and Ogdensburg.....	3	30,000	16	34,000	44,000	4	24,000	70	18,000	20	12,000	70	14,500	3	-	-
13. Portland and Rochester.....	2	5 T.	9	16	19	4	13	50	9	-	-	87	7½	-	-	26
14. Portland, Saco and Portsmouth....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15. Rumford Falls and Buckfield.....	1	13	2	19	21	2	19	9	-	-	-	29	-	-	-	-
16. St. Croix and Penobscot.....	1	4½	4	7½	8	2	8	2	7½	-	-	12	5½	26	2	154
17. Somerset.....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18. Whitneyville and Machiasport....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





Mileage, Traffic, &c.

NAME OF ROAD.	Miles run by freight trains	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..	Number tons carried, not including gravel.....	Total freight mileage or tons carried one mile.....	Freight mileage to from other roads..
1. Aroostook River.....	9,390	12	-	-	-	-	-	-	-	-	-
2. Atlantic and St. Lawrence.....	475,987	13	-	73,730	722,926	185,775	-	-	543,931	-	-
3. Bangor and Piscataquis.....	39,438	13½	-	3,760	82,636	23,142	675,854	503,880	27,664	904,195	874,828
4. Belfast and Mooshead Lake.....	-	-	-	-	-	-	-	-	-	-	-
5. Boston and Maine.....	405,921	-	12	246,200	1,609,619	4,572,175	64,974,753	8,896,391	685,598	32,334,295	14,864,285
6. Bucksport and Bangor.....	-	-	-	-	-	-	-	-	-	-	5,097,324
7. European and North American....	115,943	-	9.66	69,755	317,087	150,522	4,428,514	2,578,368	146,012	7,435,348	-
8. Houlton Branch.....	-	20	-	-	-	-	-	-	-	-	-
9. Knox and Lincoln.....	34,903	-	-	3,840	104,828	58,235	1,393,236	860,464	-	712,861.89	-
10. Maine Central.....	375,615	-	-	266,313	1,164,675	547,948	20,121,160	9,407,361	365,823.74-100	23,504,175	-
11. Portland (Horse).....	-	-	-	-	245,720½	804,114	-	-	-	-	-
12. Portland and Ogdensburg.....	57,963	-	-	-	-	-	-	-	-	-	-
13. Portland and Rochester.....	85,473	-	10	6,779	177,847	109,004	-	-	105,829	-	-
14. Portland, Saco and Portsmouth....	-	-	-	-	-	-	-	-	-	-	-
15. Rumford Falls and Buckfield.....	20,000	14	14	5,000	45,000	-	-	-	-	-	-
16. St. Croix and Penobscot.....	1,700	-	-	360	25,204	12,271	119,632	-	-	-	-
17. Somerset.....	-	-	-	-	15,750	-	-	-	8,075	-	-
18. Whitneyville and Machiasport.....	-	-	-	-	-	-	-	-	-	-	-



**Mileage, Traffic, &c.**

NAME OF ROAD.	Aver <sup>e</sup> number of freight trains, basis of eight wheels .....	Aver <sup>e</sup> number of passenger trains, including locomotive & tender, in working order.....	Aver <sup>e</sup> weight of freight trains, including locomotive & tender, in working order.....	Aver <sup>e</sup> weight of freight trains, including locomotive & tender, in working order.....	No. of persons regularly employed by company, including officials .....
1. Aroostook River.....	-	-	-	-	-
2. Atlantic and St. Lawrence.....	20	161 T.	261 T.	-	-
3. Bangor and Piscataquis .....	-	-	-	-	62
4. Belfast and Moosehead Lake ...	-	-	-	-	-
5. Boston and Maine.....	25	136	253	-	1,457
6. Bucksport and Bangor.....	-	-	-	-	-
7. European and North American.	13	182,166 lbs.	357,097 lbs.	-	300
8. Houlton Branch .....	-	-	-	-	-
9. Knox and Lincoln .....	8	115 T.	150 T.	-	70
10. Maine Central.....	-	108	173	-	1,000
11. Portland (Horse).....	-	-	-	-	42
12. Portland and Ogdensburg.....	-	221,480	376,000	-	200
13. Portland and Rochester.....	20	-	-	-	-
14. Portland, Saco and Portsmouth.	-	-	-	-	-
15. Rumford Falls and Buckfield...	4	-	-	-	27
16. St. Croix and Penobscot.....	-	-	-	-	31
17. Somerset.....	-	-	-	-	22
18. Whitneyville and Machiasport..	-	-	-	-	-

## PROFIT AND LOSS ACCOUNT.

DR.	PORTLAND AND OGDENSBURG.	CR.	
Amount paid pertaining to previous years.....	\$289 65	Balance Sept. 30, 1878.....	\$54,214 96
Interest on 1st mort. bonds....	48,000 00	Collections pertaining to previous year.....	10 76
“ “ scrip issued for funded coupons, 1st mort. ....	18,720 00	Interest account.....	627 82
Interest account.....	8,937 06	Earnings and expenses, (earnings for the year).....	271,493 70
Earnings and expenses, (for expense of operating).....	179,198 42		
Balance .....	71,202 11		
	\$326,347 24		\$326,347 24

DR.	MAINE CENTRAL.	CR.	
Change of gauge European and North American Railway...	\$19,816 00	Balance of acct Sept. 30, 1878..	\$478,578 17
Balance of income account for the year ending Dec. 31, 1878	24,202 85	Portland & Kennebec R. R. stock cancelled.....	9,100 00
Expenses of previous years paid.....	10,876 00	Back dividends on same.....	2,697 00
Somerset railroad.....	62,351 18	Collected on accounts previously charged to profit and loss.....	6 37
State taxes for the years 1874-75-76-77.....	49,284 34	Discount on Portland & Kennebec Railroad and Maine Central interest scrip paid for in Maine Central bonds..	600 00
Kennebec & Portland 2d mort. bonds and coupons paid.....	508 17		
Sundry worthless accounts.....	10,246 69		
Balance .....	313,696 31		
	\$490,981 54		\$490,981 54

DR.	EUROPEAN AND NORTH AMERICAN RAILWAY.	CR.	
To paid Lord & Veazie notes, &c.....	\$21,750 00	By balance last report.....	\$74,933 76
Paid sundry accounts.....	3,870 99	“ net income for the year....	54,001 23
Balance .....	103,314 00		
	\$128,934 99		\$128,934 99

DR.	BOSTON AND MAINE.	CR.	
Dividends November 5, 1878..	\$210,000 00	Surplus Sept. 30, 1878.....	\$1,502,226 29
Bond interest Jan. 1, 1878.....	122,500 00	Earnings this year.....	2,216,265 45
Expenses ths year.....	1,441,955 48	Interest this year.....	22,555 69
Interest this year.....	1,447 12		
Dividend May 15, 1879.....	210,060 00		
Bond interest July 1, 1879.....	122,500 00		
Sundry items charged off as no value .....	3,651 42		
Balance .....	1,628,933 41		
	\$3,741,017 43		\$3,741,047 43

## PORTLAND (HORSE) RAILROAD.

DR.		CR.	
Cash on hand Sept. 30, 1878. ....	\$4,820 63	Horses .....	\$1,255 00
Passenger receipts.....	\$45,323 58	Hay .....	2,538 09
Horses sold.....	175 00	Grain.....	4,604 71
Manure sold.....	420 00	Straw.....	694 95
Gravel sold.....	92 00	Harnesses, new, and repairs.....	426 75
Advertising.....	200 00	Cars, repairs.....	2,991 65
Interest.....	37 20	Stables, repairs.....	494 74
Rents.....	539 11	Road-bed and track repairs.....	1,742 89
Miscellaneous receipts..	566 88	Insurance.....	312 70
Parties.....	56 75	Blacksmith shop.....	981 78
Omnibusses.....	10 00	Damages.....	5 00
	47,410 52	Tickets and printing.....	239 05
		Interest.....	13 57
		General expenses.....	1,870 78
		Pay roll.....	20,152 53
		Rents.....	624 50
		Omnibusses.....	826 51
		Taxes.....	1,249 93
			41,025 13
		Dividend paid Jan'y, 1879.....	3,940 00
		Cash on hand Sept. 30, 1879.....	7,266 02
	\$52,231 15		\$52,231 15

## ACCIDENTS.

## ATLANTIC AND ST. LAWRENCE RAILROAD.

July 9, C. N. Knight, Bethel, fireman, struck by overhead bridge, killed.

Oct. 11, Charles Figot, Portland, laborer, foot injured by bar of iron.

Oct. 28, H. Brockman, Portland, porter, end of thumb taken off.

Nov. 22, Mrs. M. C. Dennison, Bryant's Pond, passenger, slipped while getting on cars, bruised.

Dec. 14, W. Seaton, Portland, coupler, both legs run over while shunting, killed.

Feb. 14, J. Miles, North Yarmouth, brakeman, leg injured while between cars.

Feb. 17, D. Skillings, Portland, coupler, leg injured, slipped off ladder.

Feb. 19, F. Kimball, Portland, coupler, hurt about stomach while coupling.

Feb. 25, A. Brock, Bethel, trespasser, slightly injured walking on track.

Feb. 27, M. Sweeney, Portland, laborer, leg injured, fell over a truck.

March 11, A. Bray, Mechanic Falls, not an employé, hand crushed attempting to couple.

March 15, J. Thomas, Portland, laborer, rail fell on foot.

March 25, A. Rack, Bethel, not employé, struck by step of car, slightly injured.

April 9, W. Stowell, Mechanic Falls, brakeman, fell from car, shoulder out of joint.

April 23, J. King, Yarmouth, brakeman, legs cut off, accidental death.

May 6, H. Welch, Portland, coupler, hand injured coupling cars.

May 23, P. O'Brien, Portland, switchman, fell from ladder, collar and breast bones broken.

June 27, G. Lee, Portland, coupler, hand injured switching.

#### EUROPEAN AND NORTH AMERICAN.

On October 8th, 1878, Mr. Albion Barrows purchased a ticket at Great Works, for Orono, and came to the latter point by express train. Instead of landing there he kept his seat, expecting, as he says, to step off at Basin Mills, where express trains do not stop. Upon learning that no stop was to be made, he jumped from the car, and fell under the moving train, and one of his legs was so badly crushed as to render amputation necessary.

On July 4th, 1879, a laborer on the Orono section, Mr. Timothy Madden, was assisting in turning a crank hand car, when one of the cranks caught in his vest and threw him forward upon the rail. One of the car wheels ran on to his head and neck, and killed him almost instantly.

#### MAINE CENTRAL.

May 19, 1879, near Lewiston lower station, Patrick Groggin was run over by a switching engine and killed. He was an old man about 80 years old, quite deaf, and blind of one eye. He was walking on the track. The coroner's jury rendered a verdict exonerating the company and its employés from blame.

Aug. 4, 1879, in Lisbon, three persons, Piere Boudrien, Rose Martin and Salina Maynard, were run over by a train at Bubier's crossing, and killed. The coroner's jury found that the employés of the train fully complied with the requirements of the law as laid down in the revised statutes, regulating the running of engines and trains crossing public highways, and that said accident was caused by the party having charge of the team, in not using or exercising ordinary care in crossing railroad tracks, where danger is supposed to exist.

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Sept. 20, 1879, near Pishon's Ferry, Kennery Rowe, an insane man, walking on track, was struck by the train and injured so that he died on the 23d of September following. He had recently been discharged from insane asylum, and paid no attention to the bell and whistle. The engineer did everything in his power to prevent the accident, but the deceased remained on the track, regardless of the danger.

BOSTON AND MAINE.

Mrs. Phœbe G. Bowen, walking on track near Maryland Ridge, was struck by freight train and badly injured.

RUMFORD FALLS AND BUCKFIELD.

O. Spaulding, conductor, had finger cut off while coupling cars at Mechanic Falls.

PORTLAND (HORSE) RAILROAD.

Sleigh car collided with a sleigh; damage slight, no one hurt.

HOULTON BRANCH.

Last winter a man fell off the freight platform where teams load, and claims he was badly hurt.

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The following extract from a recent report of the "Advisory Committee" of the bondholders of the European and North American Railway, of which Hon. S. H. Blake (for many years a member of this board) was chairman, expresses so concisely our own views upon the question of railroad accidents in general, that we give it a place in this report in preference to any remarks of our own:

"Accidents are a consideration in railroad experience always—always occurring, but never necessary—save only when the forces of nature, like lightning, play a part that human ken cannot foresee, nor human wisdom guard against. There have been two serious accidents, we much regret, upon your road of late, occasioning several thousand dollars damage. There was no excuse for either of them. If one man was not to blame for their happening, another was. Who was, we don't know. But the last accident should be a warning to do work more thoroughly, and

to watch it until a certainty of safety is assured; and perhaps it should admonish to spend more liberally in strengthening and repairs; and the other warns that the service of the road should be more vigilant, and by employèes who have clearness of perception enough always to see their duty, and memory enough never to forget to do it."

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

AUGUSTA, Dec. 20, 1879.

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