

# 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

1881.

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VOLUME II.

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AUGUSTA:

SPRAGUE & SON, PRINTERS TO THE STATE.

1881.

REPORT

OF THE

RAILROAD COMMISSIONERS

OF THE

STATE OF MAINE,

FOR THE YEAR

1880.



AUGUSTA:

SPRAGUE & SON, PRINTERS TO THE STATE.

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# REPORT.

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*To the Governor of Maine:*

The Railroad Commissioners respectfully submit the twenty-second annual report of the Board.

During the past season, we have repeatedly made careful examinations of the tracks, bridges, viaducts and rolling stock of all the railroads in this State, as required by law. This inspection we endeavored to have thorough and practical. Not less than twice each year, Spring and Fall, we pass, by special car, over the entire line of each road, and stop at all points deemed necessary to a thorough knowledge of their condition, particularly at each bridge, viaduct and culvert, to the end that we may be assured of their safe condition for public travel and transportation.

In these semi-annual inspections we are usually accompanied by the officers in charge of the road under examination, and the road-masters of their respective divisions, to whom we point out any repairs or rebuilding deemed necessary for public safety. These officials, we are happy to say, are usually prompt to carry into effect any suggestions or directions given by the Board.

From these several examinations we feel pleased to be able to report all the railroads in the State, not only safe, and, in most cases, in a satisfactory condition in other respects, but most of them greatly improved. Upon the larger number, particularly the main lines, progress and improvement seem to have been the order of the day, all the year through. Indeed, in several instances, this improvement has been so marked as to attract the attention of the most casual observer, and challenge the admiration of the public. The principal

lines have now been brought to such a state of completeness and perfection, as to compare favorably with any in the country.

This result is, in a great measure, due and to be credited to the excellent management of the several railroad corporations, and to the skill, enterprise, energy and fidelity of the principal officers in charge of the roads and running of the same. The continued remarkable exemption from serious railroad casualty or accident, within the State, also bears unmistakable evidence of not only the ability and efficient management of the chief officials, but is, moreover, a high testimonial to the skill and fidelity of their army of employés, down even to the humblest and most poorly compensated among them. Such faithful and efficient service we deem worthy of special notice, and is deserving of great praise.

The year now about to close has been one of general prosperity, in which the railroads have enjoyed a liberal share. The prospect of the coming year now seems bright and promising. We hope and trust that the expectations thus raised, will be more than realized, and that a long season of great prosperity not only awaits our railroads in the future, but, also, all the industries and enterprises of our common country.

For a more particular and detailed report of the condition and operations of the several roads, that have come under our inspection during the year, reference is to be had to the pages which follow.

But one new road has been built during the year, viz: the "Old Orchard Beach Railroad," extending from Old Orchard Beach depot, on the line of the Boston & Maine road, to the Saco river, a distance of about three miles.

	RAILROADS IN MAINE.		Whole length	
			Miles.	main line op.
1. Androscoggin (see Maine Central,) -	70.5		70.5	
2. Aroostook River, - - - -	15		15	
3. Atlantic & St. Lawrence (see Gr. Trunk,) 82			149.5	
4. Bangor & Piscataquis, - - - -	62.5		62.5	
5. Bath Branch (see Maine Central,) -	9		9	
6. Belfast & Moosehead Lake (see Me. Cen.,) 33.33			33.33	
7. Boston & Maine, - - - -	46.5		116	
8. Bucksport & Bangor, - - - -	18.8		18.8	
9. European & North American, - -	114		114	
10. Grand Trunk, - - - -	-		1,388.5	
11. Houlton Branch (see N. B. & Canada,) 3			8	
12. Knox & Lincoln, - - - -	49		49	
13. Lewiston & Auburn (see Grand Trunk,) 5.5			5.5	
14. Maine Central, - - - -	127.5		127.5	
15. New Brunswick (see Aroostook River,) -			132	
16. N. Brunswick & Can. (see Houlton Br.,) -			122	
17. Newport & Dexter (see Maine Central,) 14			14	
18. Norway Branch (see Grand Trunk,) 1.5			1.5	
19. Orchard Beach, - - - -	3		3	
20. Portland & Kennebec (see Me. Cen.,) 63			63	
21. Portland & Ogdensburg, - - - -	51		200	
22. Portland & Rochester, - - - -	49.5		52	
23. Portland, Saco & Portsmouth, - -	52		52	
24. Portland (Horse,) - - - -	6.75		6.75	
25. Portsmouth, Great Falls & Conway, -	4.25		72	
26. Rumford Falls & Buckfield, - -	27.5		27.5	
27. Sandy River, - - - -	18		18	
28. Somerset, - - - -	25		25	
29. Somerset & Kennebec, - - - -	37.75		37.75	
30. St. Croix & Penobscot, - - - -	22		22	
31. St. Croix (see C. & N. B.,) - -	.75		.75	
32. Whitneyville & Machias, - - - -	7.5		7.5	
Total number of miles, - -			1,030.08	3,023.38

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. Gauge, 3½ feet.

This road is leased to, and operated by the New Brunswick Railway Company, whose line extends from Fredericton, New Brunswick, to Edmunston on the upper St. John, with a branch of about 12 miles in length, from Woodstock Junction, so called, to Woodstock, N. B., connecting at the last named point with the New Brunswick and Canada Railway. That portion of the road within the limits of this State, is in good order, and has been operated in a very satisfactory manner, during the past season. This line of road is aiding very much in the development and advancement of the towns along its line in Aroostook County, notwithstanding that a very large proportion of the road is upon foreign soil, but it furnishes the only railway communication between the extreme Eastern portion of our State and the Western lines of railroads and markets, and although the route is circuitous, and subject to the inconveniences attendant upon the shipment of freight and transportation of both passengers and freight over foreign territory, yet, the experience of the past year exhibits a largely increased business over former years, and shows the absolute necessity for additional facilities in the near future.

The New Brunswick Railway has changed ownership the past summer, and we learn that it is the intention of the new company to change the gauge the coming season from 3½ feet to the standard gauge of 4 feet, 8½ inches; fully repair the road, now in operation, and extend it to a connection with the Riviere de Loup Railroad, and thus open the line to Quebec. These improvements will add very materially to the safety and convenience of the patrons of the road, as all transshipment of freight and the risks incident thereto will be avoided.



Hon. L. R. King of Caribou, is the President of the Aroostook River Railroad, and E. R. Burpee, Esq., of Fredericton, Superintendent of New Brunswick Railway.

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

From Portland, Maine, to Island Pond, Vermont, 149½ miles—82½ miles in Maine, 52 miles in New Hampshire, and 15 miles in Vermont.

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

Your Commissioners can hardly say more than to reiterate the statements made in our report of last year, in reference to this excellent and well managed railway. The road is constantly being improved, and it would seem that but little remains to be done, to attain completeness. The road-bed is well ballasted and drained, the ties sound and good, and the rails steel throughout its entire length. The bridges (with the exception of the pile bridge at Portland), are all iron, of approved construction; the three wooden bridges, mentioned in our last report, having been taken down this fall and iron substituted. Permanent stone culverts have been built at several points where wash-outs have occurred, and temporary trestles had been erected, and the whole road in its excellence exhibits abundant proof of constant, thorough supervision and care. Some of the station buildings along the line should be replaced by new and more convenient structures, particularly that at Mechanic Falls, which is inconvenient and uncomfortable. The rolling stock is in good condition. The constantly increasing traffic over the Grand Trunk Railway, demands and needs correspondingly enlarged facilities, at their terminus in Portland, for the safe and convenient transaction of the immense business of the line, and we believe that every honorable effort should be made by the citizens of

Portland, and, indeed, of the whole State, to aid them in securing additional facilities, thus securing to Portland, beyond a peradventure, the great advantage of being the terminal and shipping point for the great and ever growing business. That the Grand Trunk Railway, since its construction, has proved of great advantage to the city of Portland, and the State at large, no one will deny, and we hold that all proper encouragement should be extended to the company, to enable them not only to continue, but to increase these benefits, insuring the greater prosperity of all concerned. The Grand Trunk Railway is surely and persistently pushing its main line to a full connection with the railroad systems of the Great West, and is throwing out its arms in every direction, in competition with other great lines, to gather in and control the railway commerce of the country; and it is not a doubtful prediction that at no distant day it will have marked its pathway across the Continent, with its terminus on the Pacific slope, and this view of the matter renders it of vast importance; that the Eastern terminus should be secured permanently, and beyond a doubt, to our State.

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

Joseph Hickson, General Manager, Montreal, Canada; E. P. Hannaford, Chief Engineer, Montreal, Canada; John Loyd, 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, M. S. Drummond, F. A. Wilson, John S. Ricker, Newall Blake, T. S. Moore of Bangor, and A. M. Robinson of Dover.

The Bangor and Piscataquis road has been maintained in good condition, the past year, and quite extensive improvements and repairs have been made at different points along the line, by ballasting and raising the track, draining the

roadbed, renewing and repairing some of the bridges, and building a new depot at East Dover, in place of one destroyed by fire last year. About 18,500 new sleepers or ties have been laid in the track. A gravel train has been run about four months, during the past season, and six continuous miles of track raised upon the excellent gravel obtained from the land purchased by the company, between Alton and Lagrange, for ballasting purposes; many other portions of the road have been raised and repaired. A new bridge has been built over Salmon Brook in Guilford. Several small bridges in Foxcroft have been rebuilt, and considerable additions of timber and iron put into the more important bridges on other portions of the road.

The rolling stock of the road is in good condition; there has been a small addition to it this year, and it is proposed to add more the coming spring. This road is most carefully and economically operated; the business is increasing and the returns to the Railroad Commissioners show a fair gain of gross and net earnings over that of previous years. It is to be hoped that this road will be completed to Moosehead Lake at an early day, and the importance of so doing can hardly be over-estimated. The distance from the present terminus to the Lake is only about thirteen miles, and the tide of pleasure travel is, every succeeding year, flowing stronger and stronger to this, one of the most beautiful and attractive regions of lake, forest and mountain; and this, together with the slate quarries and iron mines scattered along the line, many of them being now successfully worked, and the prospect that at no distant day the Megantic Railroad will force itself through the northern forests to a connection with this line, would all seem to indicate, if not insure, a prosperous future for the Bangor and Piscataquis road.

Moses Giddings of Bangor, President; Arthur Brown of Bangor, Superintendent; H. W. Blood, of Bangor, Treasurer; Charles Nason, of Bangor, Master Mechanic.

*Boston and Maine Railroad.*

From Portland, Maine, to Boston, Mass.; 44 miles in Maine.

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

It is almost needless to say of that portion of the Boston and Maine Railroad, within the limits of this State, that it is, as usual, in excellent condition, and still maintains its well-earned reputation as a safe and well-managed railroad. The improvements for the past year, have been the erection of a new iron bridge at the Muzzy road, near Portland; the building of a second track, three miles in length, west from Portland to the point of crossing the Portland, Saco and Portsmouth Railroad in Scarborough; the partial filling and repairing the pile bridges across the Scarborough marshes, and the renewal of the wooden flooring upon several of the iron bridges in the vicinity of Saco.

The passenger station building at Portland has been remodeled and greatly improved, making it a convenient and pleasant station. We understand that the filling of the pile bridges across the Scarborough marshes will be continued the coming season, until they are reduced to the lengths actually required for water-way. The superstructure of the long, wooden lattice bridge at Salmon Falls, which has been in position about thirty-three years, is apparently as sound, and the joints close and firm as when first erected, but the stone abutment at the easterly end of the bridge is somewhat bulged, and will need to be rebuilt very soon, though we do not consider it unsafe at the present time. The track upon the whole road is in good surface and line; the road-bed well drained and neatly cleared up, and in all respects presents the evidence of practical experience and constant

care on the part of those in charge, and reflects much credit upon the Road Master, Mr. Smith, who has charge of the division in this State.

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

*Bucksport and Bangor Railroad.*

From Bucksport to Bangor, 18 8-10 miles. Gauge 3 feet.

Under the experienced management of Mr. Lincoln, the lessee, this road has improved in condition and business. The road-bed has been improved by ballasting and widening, and the track aligned and surfaced. The road having originally been constructed and operated as a broad-gauge road, now has the advantage of heavier iron, wider road-bed, and stronger bridges than are required, or would be adopted in the construction of narrow-gauge railroads, and these advantages of course involve less risk of straining or overloading the bridges, and less wear and tear of the superstructure, as the rolling stock in use on this road was built expressly for the narrow gauge, and is consequently much lighter than the rolling stock that the road, when constructed, was intended to support. We are glad to learn that under the new management, the road is fulfilling to a greater extent than heretofore the expectations of its projectors, and is proving a fairly profitable investment to the lessee. A project for the extension of this line to Ellsworth and Bar Harbor, is now being agitated, and is received with considerable favor by the people living in, and interested in those localities, who will not be content much longer to remain isolated and shut out from the conveniences of railroad communication, while other communities of perhaps less importance and fewer natural advantages, are reaping the benefit of enterprise in this direction. The building of this extension would add very materially to the business and value of the Bucksport road,

and it would seem, with the assistance of the city of Ellsworth, the mining interests on the coast, and those interested in the development of the most attractive watering place of the whole Atlantic sea-board (Mount Desert), that this enterprise could be accomplished with little effort. The rolling stock is in good condition, and well adapted to the uses of the road.

L. L. Lincoln of Bucksport, is lessee and manager.

*European and North American Railway.*

From Bangor to Vanceboro, 114 miles.

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

Directors—Noah Woods, S. H. Blake, N. C. Ayer, T. J. Stewart, C. P. Stetson, J. S. Ricker, H. N. Fairbanks, Sprague Adams, F. A. Wilson, all of Bangor.

For several years this road has been managed by the Trustees, for the bondholders; but about the middle of September the Trustees were relieved of their charge, and a company organized, under the same style and name, viz., European and North American Railway Company, of which the Hon. Noah Woods, of Bangor, is President and Treasurer. This road is steadily gaining in importance and business, and the improvements made upon it have fully kept pace with the increased service required of it. The policy of the trustees has been to expend, so far as possible, the earnings of the road upon the road, in strengthening and renewing many of the bridges, doing away with others, and making permanent pile embankments in the place of the long pile bridges built across the bogs, and other places, in the first construction of the road. On a large portion of the road the embankments were left too low, and both excavations and embankments too narrow. These defects have been to a great extent remedied, by raising and widening, but it has required much time, labor and money to correct and perfect an originally faulty construction; but every year, during the administration of the Trustees, steady advances have been made, and the road bed

well ballasted and drained, the track in good line and surface, and a large portion of it renewed with new steel and iron rails, and cedar cross ties. The bridges are in good order and safe, and new timbers have been put into most of the smaller water-ways and culverts.

The following details will exhibit the additions and repairs for the past year: 2000 tons of steel rails were purchased, of which 1650 tons were laid in the track before the 1st of September, the balance since that time; also 25 new frogs, and about 23,000 sleepers; 80,000 yards of gravel ballast have been put on the road-bed. The approaches to the Red bridge near Bangor, and the Lincoln and Moluncus bridges have been repaired, and the abutments of the Oldtown and Sunkhaze bridges thoroughly grouted; the bridge at Passadumkeag repaired, and additional iron rods put into the truss. New stringers and ties have been laid on the iron span at Mattawamkeag bridge, and new caps in the Wytopotlock and Meadow Brook pile bridges, and the piles replaced with new timber wherever it was found necessary to do so. The stringers have been renewed on 14 culverts, 9 cattle-guards rebuilt, and 24 culverts and guards repaired.

The trestling at Kingman tannery and saw mill, 350 feet in length, has been rebuilt, and the Bangor wharves and high head tracks extensively repaired; and on the main line at Orono a fill 28 feet in length has been made across the caual, taking the place of a bridge. The Stillwater branch has been extended 1,800 feet from Stillwater Village to the steam mill, and six spur tracks built near the mill. A new siding 1,000 feet in length, has been built at Vanceboro. At Bangor, the engine and car houses; and at Oldtown, the engine house; Mattawamkeag, freight house; and the station buildings at Orono, Webster, Great Works and Passadumkeag, have all been repaired and painted. At Vanceboro two, at South Lincoln one, at Olamon one frost-proof water tanks have been erected, with wind-mills, and pipes complete at the two first-named places. Four and one-half miles of cedar bunk, two and a half miles of board and rail, and one-half mile of snow

fences, have been built this year. The rolling stock is in good condition. Two new freight locomotives and a new postal car have been purchased, and five box and ten stock cars built; seventy-six freight cars repainted or rebuilt; six locomotives, four passenger, one saloon and three baggage cars thoroughly overhauled, repaired, painted and varnished, at the company's shop in Mattawamkeag.

From the foregoing statements it will be seen that the trustees deliver the road up to the new organization in a greatly improved condition and higher state of efficiency than when they assumed charge of it, and we hope that the same good policy will be continued in the future, until the road is brought up to the highest condition of permanency and usefulness, which its position and location, as a part of the great east and west Trunk Line through the State, demand, and which the public is justified in expecting.

The European and North American Road connects at Bangor with the Maine Central Railroad, for all points west, and at Oldtown with the Bangor and Piscataquis Railroad, for Moosehead Lake; at Vanceboro', with the St. Johns and Maine Railway, for Fredericton, St. Johns and Halifax, also at the last named point, with the New Brunswick and Canada Railway, for St. Stephens, St. Andrews, in New Brunswick, and Calais in this State, also running in the northern direction to Houlton, in this State, and Woodstock, New Brunswick, connecting at the last named point with the New Brunswick narrow gauge railway, to Fort Fairfield and Caribou on the Aroostook river, in this State, and the whole valley of the St. John to Edmunston, in New Brunswick. The European and North American has the present advantage of being the only railroad communication between the east and west, for the large and rapidly improving portion of our own State and the Maritime Provinces, and its business and usefulness must increase in proportion to the facilities it affords for the safe, convenient and rapid transportation of passengers and freight to and from this fertile and attractive



territory. The road has been operated with great freedom from accidents, and the trains run with promptness and regularity.

Hon. Noah Woods of Bangor, President; F. W. Cram of Bangor, Superintendent.

*New Brunswick and Canada Railway.*

From Woodstock, New Brunswick, to St. Stephens, with branch to Houlton, from Debec Junction, N. B.,—8 miles in length, 3 miles of which, are within the limits of this State; also with a branch from McAdam Junction, about 7 miles in length, three-fourths of a mile of which is within the limits of this State, and with a branch from Watt Junction to St. Andrews, all in the Province of New Brunswick, making in all 129 miles.

Although but a small portion of this railway is in this State, still it is an important road, and one in which the people of Maine are greatly interested, as it is the only line of railway connecting the western portion of the State with the County of Aroostook, and the flourishing town of Houlton in particular; also at Woodstock, N. B., connecting with the New Brunswick Railway, affording us communication with the rapidly growing towns of the Aroostook and St. John valleys, also from McAdam Junction to St. Stephens and St. Andrews in N. B., and the city of Calais in this State. The road from Vanceboro to Debec Junction is in good condition, the contemplated improvements, to which reference was made in our report of last year, having been nearly completed. The road-bed has been raised and well ballasted, and the track relaid with steel rails and new ties. Many new ties and a large amount of ballast have been put upon the Houlton Branch, and this portion of the road is in fair condition. Two new passenger cars, of modern construction, have been added to the rolling stock, and the entire line from Vanceboro to Houlton, presents a greatly improved appearance, compared with its condition in the preceding years. The

traffic of the road has very largely increased since its extension to Vanceboro, and it has become a very valuable feeder to the European and North American Railway. The road is well managed, and its officers and employé's are always attentive to the wants, safety and convenience of its patrons.

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

*Knox and Lincoln Railroad.*

From Bath to Rockland, 49 miles.

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

Owing to the large number and various kinds of bridges upon the line of this road, it requires constant watchfulness and care, together with continual outlay of money, to keep it in good, safe running order. That it has received, and is still receiving this attention, is well known to your Commissioners, and the freedom from accident, and regularity with which the trains have been run, and the whole operations of the road conducted, are of themselves conclusive evidence of its good management, without further commendation from us.

The aim of the management is to reduce the number and length of the bridges by filling, and making permanent earth and stone embankments, as fast as their limited means will permit them to do so, and it is certainly necessary and desirable that this shall be accomplished as rapidly as the circumstances will admit, not only for the safety of the trains, but to save the large and ever-increasing expense of keeping the wooden structures in repair. In pursuance of the above policy, the company, year before last, filled the long pile and trestle bridge at Damariscotta Mills, and this year the location of the road has been changed at Dunton's cove, (between Wiscasset and Newcastle) and the long, high pile bridge

entirely superseded by a solid stone and earth embankment across a short portion of the cove, and a good road-bed the remaining portion of the distance, built along the side hill, a few rods east of the old bridge. This is a great improvement, and it is a matter of surprise that the original location was not made upon the ground now occupied by the new line. The cost of the change has been about \$8,700, and the cost of building 2,700 feet of pile, ranging from 15 to 35 feet in height on the old location, must have largely exceeded the cost of making this change. A portion of the trestle work at the west end of Nequasset bridge has been filled with earth, and several other places of minor importance improved in the same manner. The long pile bridge just west of Wiscasset has been thoroughly repaired, and most of the track stringers and caps renewed with good hard pine timber. The other bridges along the line have been kept in safe condition, and about 90,000 feet of hard pine timber has been used in repairing and strengthening some of them this season, and the renewal and repairing of others will be accomplished the coming summer. The track and road-bed is in very good condition, remarkably so, when we take into consideration the fact that it has thus far been maintained without much ballast, as the material suitable for this purpose is not found along the line in sufficient quantity. The rolling stock is in good condition.

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

#### *Lewiston and Auburn Branch.*

Four and one-half miles in length.

This road was built by the united action of the cities of Lewiston and Auburn, and leased to the Grand Trunk Railway. It is perhaps sufficient to say of this road that its original construction was well planned and executed, and

that it is in excellent condition at the present time, and comparing favorably in all respects with the main line of the Grand Trunk Railway.

*Consolidated Maine Central Railroad, and its Branches.*

Three hundred and fifty-five miles in all.

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

We are happy to report the continued excellent condition and successful operation of these important lines of road, under the same management and policy that has controlled it for several years, and established its character throughout the country as progressive, well managed, and safe in every respect.

The design of the company is to put their road in the best possible condition, to secure the safe and rapid transit of passengers and freight, between its terminal points, and to fully provide for the constantly increasing traffic. The past season has been one of unusual activity on this road, and has taxed its resources almost to their fullest capacity. The general prosperity of the country, and revival of business, together with the largely increased travel incident to an exciting State and National political campaign and election, have made extraordinary demands for transportation facilities, which have been promptly met and most successfully arranged and carried out.

While the company have fully met the wants of the business public, they have also made arrangements for pleasure parties, and those who are looking for a quiet and attractive place to spend a day away from business cares and the hot and dusty streets of the towns and cities; and for this purpose they selected a suitable spot on the line of the Lew-

iston and Waterville road, between Winthrop and Readfield, upon the shores of the beautiful Lake Maranacook, where they have built a long wharf or landing, for the accommodation of boating parties, and convenient buildings for all the purposes of a pleasure ground. The grove has been trimmed up and cleared of underbrush, paths graded, and seats arranged at regular intervals, in fact everything has been done to add to the natural beauties of the place, the conveniences and attractions of a first-class pleasure resort.

The following are some of the repairs and improvements made on the Maine Central road during the last year, ending September 1st, 1880.

Two thousand tons of steel rails and 45,000 ties or sleepers, have been laid in the track, and 20 miles of track ballasted and raised. About  $2\frac{1}{2}$  miles of new side track have been built, and the iron rails taken out, repaired, and relaid in nine miles of track. A second track has been built from Congress Street, Portland, to Woodford's Corner; also one from the iron bridge, between Waterville and Kendall's Mills, to Waterville, both adding greatly to the convenience and safety of the road. A new and commodious passenger station has been erected at the growing village of South Gardiner, and the passenger depot at Augusta has been remodeled and greatly improved. Twenty-two miles of new fence have been built. There have been several bridges built during the year on the main line and branches: one on Portland Street, Portland, an iron girder of 74 feet span. The length of the main line from Portland to Bangor, via Brunswick, Augusta, and Waterville, is  $136\frac{6}{10}$  miles, and from Cumberland Junction via Lewiston and Winthrop,  $72\frac{33}{100}$  miles;  $74\frac{1}{2}$  miles of the main track is laid with steel rails. The length of double track on the main line is 4 miles, and aggregate length of side tracks, etc.,  $47\frac{75}{100}$  miles.

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

36½ miles. The track and road-bed is in good condition throughout its entire length. The new iron bridge over the Androscoggin river, (referred to in our report of last year as being in process of construction) has been completed, and is in every respect a very reliable and graceful structure. It consists of four spans, two of 154 feet, one of 65 feet, and one of 20 feet in length,—total 393 feet, with a public roadway suspended from and under the main bridge. The masonry at Little River has been rebuilt in a substantial manner, and we believe it is entirely secure from the action of freshets, &c. At Crowley's, a queen truss of wood, 36 feet span, and between Crowley's and Leeds Junction, 3 spans of stringer bridge, 15 feet each in length, have been built.

At East Wilton, 249 feet of trestle, and three spans of queen truss bridge, two of 33½ feet, one of 31½ feet span, have been built, making a total length of 393 feet. At Farmington, the long pile bridge 2,000 feet in length, has been rebuilt, with ash piles and hard pine stringers, caps and cross-ties, making a very strong and durable structure. Granite abutments and wooden superstructure has been built at Lowell brook, between East Wilton and Farmington, taking the place of the old trestle bridge at that point. Several of the station buildings along the line, including that at Farmington, have been remodeled and repaired, and in some instances entirely new structures built.

**BATH BRANCH**—from Brunswick to Bath, 9 miles. This road branches from the Maine Central at Brunswick, running to Bath, and connecting there with the Knox and Lincoln Railroad. The whole road is in very good condition, and the only change or addition the past year is a new over-head bridge at Bath.

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

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

The road-bed and track is in about the same general condition as reported last year, safe, but not up to the standard of the other branches of the Maine Central Railroad. It needs more ballast, and the tracks should be surfaced and aligned. The two bridges over Wescott stream, referred to in our report of last year, as needing to be rebuilt, have both been removed, and substantial Howe truss, hard pine bridges erected in their places. The filling of the pile bridge at Belfast has been continued to some extent, but is not yet completed. This road is leased to the Maine Central Company.

DEXTER AND NEWPORT BRANCH—from Dexter to Newport, 14 miles. Leased to the Maine Central Company.

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

No material change has been made on this road since our last report. The bridges are in excellent condition, but the track, as in the case of the Belfast road, needs ballast, and to be surfaced and aligned; it is all, however, in fair condition, but would be greatly improved if the above suggestions should be adopted and carried out.

SKOWHEGAN BRANCH—from Waterville to Skowhegan, 18 1/2-100 miles. The Skowhegan branch, as it is called, is a portion of the Somerset and Kennebec Railroad from Augusta to Skowhegan, about  $37\frac{3}{4}$  miles in length. That portion of the road between Augusta and Waterville forms a portion of the main line from Portland to Bangor, while the other portion from Waterville to Skowhegan, is operated as a branch line. The track of the last named portion is in good, safe condition, but will soon need some new iron or steel rails on a considerable portion of it. A large amount of ballast was put on to the road-bed, and reported last year; also new iron in the track around several of the curves. There are but two important bridges on this line, one at Martin's stream in Fairfield, which is in good order; the other over the Kennebec river at Skowhegan, a wooden Howe

truss, which at the time of writing this report is being removed, and an iron bridge erected in its place, one span of which is already in position and use. The wooden span of about one hundred and fifty feet in length, and fifty in height from the surface of the water to the rail, has all been removed, and a new one put in place, under the supervision of Mr. D. A. Booker, the experienced Bridge Master of the road, without the slightest interruption of the trains; and not only this, but all the other bridges erected by him on the Maine Central Railroad have been put up in like manner, and without accident to person or property. The passenger stations at Somerset Mills and Pishon's Ferry have been rebuilt this year. The number of spans of wooden bridges on the Maine Central Railroad and its branches, of 25 feet and upwards, is 123 in 61 bridges, with an aggregate length of 12,900 feet; and there are 17 iron bridges, with an aggregate length of 5081½ feet. The rolling stock is in excellent condition throughout.

In closing this report of the Maine Central Railroad and its Branches, we congratulate the public and the officers of the road, upon the very successful manner in which it has been, and is at the present time operated; upon its fine condition, and future prospects, and the entire satisfaction the management is giving to its patrons, making it creditable both to the State and the company.

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

#### *Norway Branch Railroad.*

From Grand Trunk Station, South Paris to Norway, 1½ miles.

This road has been completed, and we have examined it since the date of our last report.

It is well located and constructed, and is proving a great



benefit and accommodation to the people of Norway and the surrounding country. The road is leased and run by the Grand Trunk Railway Company. George L. Beal, President, Norway.

*Orchard Beach Railroad.*

This is a short railroad, about three miles in length, extending from the Boston and Maine Station, at Old Orchard Beach, to the mouth of the Saco river, at which latter point it connects with the steamer running from Saco to Biddeford Pool. The road is built along the beach, and affords to those who travel over it a fine view of ocean scenery, projecting headlands, islands, &c. The road is well built and adapted to the purposes for which it was constructed, and is operated only during the season of pleasure travel, adding largely to the attractions of Old Orchard, which has of late become one of the most popular summer resorts on the whole Atlantic Coast. The company have built a wharf and convenient landing place at Saco river.

*Portland and Ogdensburg Railroad.*

From Portland, Maine, 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, Maine; Joel Eastman, Conway, N. H.

We report this line of road, for the most part, in good condition, but a considerable amount of new iron is needed, and should be laid in the track the coming spring. The ties are generally good, as a large proportion of them are nearly new, having been laid within the last two years. The road-bed is well ballasted and ditched. The bridges are in safe condition, several of them having been filled with earth, and others will be as soon as the resources of the company will permit.

A new pile bridge, for an ice-track, has been built at Portland harbor, and the track laid over it on to Jose's wharf. Extensive repairs have been made on the pile bridge at Stroudwater. This was originally designed for a temporary structure, but has been strengthened and repaired from time to time. But now, large water-ways have been constructed and sunk into place, with a view of making a permanent embankment, which has already been commenced; and while the bridge has been made safe for this winter, it will be entirely replaced by a solid embankment in the spring.

Freight tracks have been extended and connected with the tracks of the Maine Central Railroad in Portland. The side tracks at Cumberland Mills have been extended to accommodate the rapidly increasing business at that point. The ends of the stone arch at Inkhorn brook have been relaid in cement, and the high embankment raised and filled out over them, thus doing away with a very objectionable depression in the grade at this place. The embankments over the large culverts at Colloywright and Black brooks, have been filled, and the objectionable gradients at these points greatly improved, and permanent stone culverts and earth embankments substituted for the former perishable structures. The pile bridge across the Presumpscot river at Gambo has been greatly improved and strengthened, by driving intermediate bands of piles between the original bands forming the support of the superstructure. The steamboat wharf at Sebago lake has been rebuilt in a substantial manner, and about 10,000 cubic yards of good ballast distributed between Portland and Steep Falls, Standish. The Portland and Ogdensburg road will undoubtedly continue to increase in popular favor, as one of the most attractive and interesting avenues of travel in the whole country, passing as it does along the shores of the beautiful Sebago lake, and up the valley of the winding Saco river, with its picturesque falls and broad intervals, it boldly enters the gorge of the White Mountains, and clinging to their slopes, forces its way by steep and continuous

ascent, amidst the grandest of Nature's works, to a passage through the Notch into the heart of the mountains, presenting views upon which the eye never tires of looking, and once seen are impressed upon the mind, and never forgotten.

The road is well and safely managed. The rolling stock is in good order.

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

*Portland and Rochester Railroad.*

From Portland, Maine, to Rochester, New Hampshire—52 miles, 49½ miles in Maine.

George P. Wescott, President and Manager, Portland.  
W. H. Conant, Treasurer, Portland.

This road is partaking of the general spirit of improvement which has influenced the managers of the roads in this State for the last few years, and it is gradually gaining the confidence of the public as a safe and well conducted railroad, and your Commissioners are glad to note and report the efforts that are being made in this direction. The following are some of the items of repairs and renewals made the past year, one of the most important of which is the reconstruction of the truss bridge, over the Mousam river at Springvale, by putting in larger and stronger bottom chords, as suggested by your Commissioners, as the old chords were not, in our opinion, large or strong enough for the service required of them; new angle and packing blocks have been put in the top chords wherever needed, and some of the other bridges and culverts along the line have received necessary repairs. There have been laid in the main track the past season fifty tons of steel, and thirteen tons of iron rails, 26,000 cedar ties, 24,000 pounds of splices, 2,400 pounds of bolts, and 3,000 nut locks, and 37,000 feet of old rails laid in side tracks. In Portland a freight shed, 240 feet long, for local freight, has been built and a two-story addition to the passenger

depot made for the accommodation of the general officers of the company, and fitted for the occupancy of the Superintendent, Treasurer, General Ticket and Freight Agents, and an addition made to the machine shop for blacksmithing purposes. A new pile wharf, 70 feet front by 100 feet long, has been built near the Grand Trunk Railway bridge, which will greatly facilitate the handling of coal, railroad ties, and other freight consigned to this company. At Gorham a new turn-table has been built, and at South Waterboro' an addition has been built to the depot for freight purposes; and improvements made at East Lebanon, Springvale, and Center Waterboro' depots, and all repainted and whitewashed throughout.

The company has purchased from the Maine Central Railroad Company their one-half interest in the engine house and lot on Alder street, Portland, and from the city of Portland 5000 feet of land for additional tracks, to enable them to enter the engine house from the west instead of the east, and avoid crossing Preble and Alder streets some forty times daily, when the engines are going to and from the house. By reason of the above changes, and the occupancy of the land formerly used for coal pens, with the new tracks for passenger cars, and the increased track accommodations in the yard, the facilities for transacting the business of the company in a prompt and economical manner have been greatly improved. The rolling stock is in fair condition. One freight saloon car has been rebuilt, and many flat cars repaired. The engine Worcester has been rebuilt, and one first-class freight engine purchased. The track will need more iron and ties in the spring, and we trust that the want will be promptly and fully supplied. The road generally presents a greatly improved and creditable appearance, compared with its condition in former years; old bridges and station buildings along the line have been renewed, and better and more permanent structures substituted. The track and road-bed have been improved by ballast, ties and ditching, and the location between the fences cleared of trees, branches and rubbish; all indicating a more careful and experienced oversight, and increasing prosperity.

*Portland, Saco and Portsmouth Railroad.*

From Portland, Me., to Portsmouth, N. H.—52 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.

The above is a list of the directors of the Eastern Railroad, and we give them in this report because the P. S. & P. Railroad is leased to, and controlled by the Eastern Railroad Company, forming a part of the great through line from Boston to Portland, and from Boston via Portsmouth and Conway Junction to North Conway and the White Mountains, N. H. The commissioners are highly gratified to report this important line of railroad as being in all respects in excellent condition. The track is laid with steel rails, 63 pounds per yard, from Portsmouth, N. H., to within about three miles of Portland, and the last three miles will be renewed the coming season, thus completing the steel track from Boston to Portland. This being one of the great through routes between Portland and Boston, the East and the West, over which a large proportion of the passengers and freight between these points are transported, it was of the utmost importance that the road in all its parts should be brought up to such a condition that high rates of speed and rapid transit could, if necessary, be accomplished with entire safety. The location and construction of the road favors this, as the line is very direct, with long tangents, easy curves and light grades.

The Portland, Saco and Portsmouth Railroad was the first line of railroad built into, and the second built in the State, (the Bangor and Oldtown road being the first built entirely within the State,) and it has always deserved and maintained a high reputation as a safe and well managed avenue of travel, and it was never in better or perhaps as good condition to

claim these advantages, as at the present time. Twelve hundred and ninety-five tons of steel rails, and 21,218 ties or sleepers have been laid in the track, and  $3\frac{3}{4}$  miles of track ballasted, and 1,193 feet of new side track built. The re-building of the long pile bridge at Portland has been continued, and a new pile bridge built at Great Works river, No. Berwick. The masonry of the bridges at Nonesuch river, Scarboro', Old Orchard Road and Emery's Pass in Elliot, have all been re-built, and iron girders put on at these several points; 4 new culverts and cattle-passes, and 6 over-head bridges have been built in a substantial manner. At Saco a new passenger station, and at Conway Junction new water-works with tank and wind-mill, have been erected;  $6\frac{1}{2}$  miles of fence have been built. The long bridge across the Piscataqua river, at Portsmouth, is in its usual good condition, and great attention, care and expense are bestowed upon it to keep it perfectly safe for the passage of trains over it. The road-bed presents a very neat and finished appearance, and the location between the fences is thoroughly cleared up—in short, the appearance of the whole road indicates that it is controlled by competent and experienced officers, who fully understand their duties, and faithfully perform them. The rolling stock is well kept up, and in excellent order. The passenger cars are fitted with all the modern conveniences and appliances required for the safety and comfort of the travelling public. Mr. H. Bissell, Master of Maintenance of Way of the Eastern Railroad and its branches, in Massachusetts and New Hampshire, also has charge of the repairs and improvements on the road, and is eminently qualified for the duties of his position.

E. B. Phillips, President Eastern Railroad; N. G. Chapin, Treasurer Eastern Railroad; Daniel W. Sanborn, Master of Transportation; Lucius Tuttle, General Passenger and Ticket Agent; H. Bissell, Master of Maintenance of Way, all of Boston, Mass.

PORTSMOUTH, GREAT FALLS AND CONWAY BRANCH—From Brock's crossing in South Berwick, Maine, to Conway, New Hampshire,—72 miles;  $4\frac{1}{2}$  miles in this State.

Leased to and operated by the Eastern Railroad Company.

This road forms a portion of the line from Boston to Northern New Hampshire and the White Mountains, and during the summer months is a favorite and expeditious route to the various mountain resorts.

Only a small portion of the road is within the limits of this State, of which  $3\frac{1}{2}$  miles are from Brock's crossing, Maine, to Salmon Falls, New Hampshire. About 16 miles above the last named point, the line again crosses into Maine, and after running about three-fourths of a mile, re-crosses into New Hampshire.

There are two bridges at the last named point, both in very good order. At Salmon Falls there is a truss bridge of two spans, and this having been repaired and strengthened the past season is now in good order. The high trestle bridge just below Salmon Falls has been mostly filled with earth, and the old culvert repaired. The station buildings and platforms at Salmon Falls and South Berwick have been repaired and improved. New ties have been laid in the track, and a small amount of ballast under it, and the whole road from Brock's crossing to Milton is now in better repair than we have seen it for several years.

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

#### *Portland Horse Railroad.*

Six and three-fourths miles in length.

This road extends from the corner of Preble and Congress streets in Portland, to Stevens' Plains in Westbrook, and from the western portion of the city, one line along Spring, and one along Congress street to Congress Square, where they unite; thence to the corner of Preble street, where it divides again, one line running through Middle

Street to the Grand Trunk Station; the other through Congress Street to Munjoy Hill.

The road, for the most part, is in very fair order. The cars are comfortable and kept in good repair. The horses appear to be carefully used, and well fed. We would suggest that the crossings at the Maine Central and Portland and Rochester Railroads might be improved, and the jarring, jolting motion at these points avoided. The road is carefully and economically managed.

Almon Leach, Superintendent, Portland.

*Rumford Falls and Buckfield Railroad.*

From Mechanic Falls via Buckfield to Canton, 27½ miles.

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

Ever since this road passed into the hands of the present company, it has steadily gained the confidence of the public and increased its business by giving encouragement to various business enterprises along the line. The road is in good condition and rides well. Between Hartford and Canton the road-bed has been raised, widened, and well ditched, the track well lined and surfaced, presenting a very marked improvement when compared with the irregular line and surface of former years. The road was somewhat damaged two years since by the great freshet which occurred in December, at a time when the embankments were new and unsettled, but some of these wash-outs have been re-filled, and others are still crossed by trestle work, erected at that time, and are entirely safe for the present, but we advise the re-filling at an early day. Up to the time when this road was purchased by the present owners, its history had not been one of profitable or successful management, and it had become a bye-word and an impediment to the communities for whose benefit it was built; but now the character of the road is entirely changed, and we are glad to record our testimony in its favor as a permanent and well conducted railroad, operated in a



manner to secure the best good of all interested in its welfare and success.

*Somerset Railroad.*

From West Waterville to Anson—25 miles.

Directors—Edward Rowe, Norridgewock; Nathan Weston, Madison; John Ayer, West Waterville; William Atkinson, Embden; William H. Brown, North Anson; Nicholas Smith, Bingham; John Carney, Carratunk; R. B. Dunn, Waterville; F. W. Hill, Exeter; Benjamin Flint, California; W. W. Pease, North Anson.

No changes of importance have been made on this road during the past season, with the exception of the re-building of the bridge at Hale's Stream, in South Norridgewock, and this has been done in a very substantial manner. The road-bed is in very good condition, and the track in good alignment and surface, comparing very favorably in both respects with our best roads. The wash-outs caused by the great freshet of 1879, have not been re-filled, but the trestle bridges at these points are strong and safe for the present. The bridges across the Kennebec river, at Norridgewock and Madison, are in good order. A new station has been established at Madison Bridge Village, on the east side of the Kennebec river, adding greatly to the convenience of the inhabitants in that section. The road is operated with great economy and care, and traversing as it does one of the most picturesque and historically interesting portions of the State, it should attract the attention of tourists and pleasure seekers. The rolling stock, though limited in amount, is in good condition.

John Ayer, West Waterville, is President and General Manager.

*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, L. C. Downes, E. C. Gates, Calais, Me.

There has been some little change in the condition of this road since our last report. The company have purchased and laid about one hundred tons of steel rails, and many new ties. The track has been raised and ballasted on portions of the road. The long trestle bridge referred to in our last report, has been mostly rebuilt and is now in safe condition. The truss bridge at Baring has been repaired, and the crib-work approaches to the Sprague's Falls bridge on the St. Croix river, fully renewed. The principal business of this road is the transportation of lumber from the mills along the line to Calais; also freight to and from the tanneries at Grand Lake. The limited demand for lumber, and the drought of last season, affected the road unfavorably, but we trust that in the general revival of business it may receive its full share of benefit. The trains are run with great care, and the entire business of the road conducted in the most economical manner consistent with safety.

George M. Porter, President, St. Stephens, N. B.; Samuel Black, Treasurer, Calais; Wallace Haycock, Superintendent, Calais.

#### *Sandy River Railroad.*

From Farmington to Phillips,—18 miles. Gauge 2 feet.

Directors—N. B. Beal, Samuel Farmer, D. L. Dennison, Joel Wilber of Phillips; ——— Brown of New Hampshire, and P. H. Stubbs, Stephen Morrill, of Strong.

N. B. Beal, President; Joel Wilber, Superintendent.

It is to be regretted that in the first introduction of the narrow gauge railroad in this State, it could not have been done under more favorable circumstances than those that have controlled the location and construction of this road. It was an experiment to be tried, and should have had all the advantages of a proper location and construction; but in this respect it is an entire failure.

The road seems to have been built without regard to alignment or grade, and the structures, bridges, &c., were thrown

together, as it were, for a temporary purpose, without regard to adaptation or safety.

There are a large number of poorly constructed trestle bridges that ought not to have been built, and a large portion of them are entirely useless for the purposes of drainage, or as water-ways, and were placed there as substitutes for earth embankments. The location of the road does not conform to that submitted to, and approved by your Commissioners, neither would such a location as that upon which this road is built be approved by the Commissioners, as it is altogether faulty and without precedent. Indeed, the whole work seems to have been carried on with an entire disregard of all the rules, practice and precedents of engineering, and has imposed upon the company a largely increased construction account, which must be continued several years, but could have been avoided had the road been well constructed in the first place.

At our examination in the spring, we found the road deficient, and immediately gave directions for strengthening the bridges, &c., and this has been done to a considerable extent and must be continued the coming summer. Notwithstanding these faults of location and construction, the road rides smoothly, and has been successfully worked, up to the present time, and we doubt not will prove a success and a great convenience to the people along the line; but a great deal of work remains to be done to bring it up to a higher state of efficiency.

The road follows up the beautiful valley of the Sandy river, from Farmington to Phillips. The scenery along the line is rich and varied, presenting views of mountain, valley, and the winding river, unsurpassed by any other section of the State. This road is also the direct route to the famous Rangely lakes, which have become noted all over the country, as resorts for sportsmen and pleasure seekers. We would not be understood by the foregoing remarks that the road is now in an unsafe condition, as it is not; for the company,

since they received it from the contractors, have made marked improvements in the way of ballasting, lining and surfacing the track, and strengthening the bridges, and as we have said before, must continue to do so for some time to come. The rolling stock is in good order, the passenger cars very convenient and comfortable, and the trains have been run with care, promptness, and regularity.

*Whitneyville and Machiasport Railroad.*

Seven and one-half miles in length.

This road was built for the transportation of lumber from the mills in Whitneyville to Machiasport. Passengers are not transported over it, and therefore it is not inspected by the Commissioners.

Cornelius Sullivan is Treasurer and Manager.

GENERAL EXHIBIT FOR THE YEAR.

NAME OF ROAD.	Total Income.	Total expenses, including taxes.	Net income.	Rentals.	Interest accrued during year on		Dividends declared.	Balance for the year.	Balance at commencement of year.	Revised balance at commencement of year.
					Funded debt.	Other debt				
Atlantic and St. Lawrence..	-	-	-	-	-	-	-	-	-	-
Bangor and Piscataquis....	\$85,949 17	\$50,345 32	\$35,603 85	} M C R R \$36,000	-	-	-	-	-	-
Belfast and Moosehead Lake	36,000 00	-	-		-	\$9,000 00	\$6,039 00	\$12,046 50	\$	\$
Boston and Maine.....	2,505,752 23	1,511,081 42	994,733 81	87,200 00	245,000 00	908 83	455,000 00	206,624 98	1,628,993 41	1,555,370 43
Bucksport and Bangor.....	18,700 54	11,883 39	6,817 15	-	-	-	-	-	-	-
Dexter and Newport.....	18,000 00	46 42	17,953 58	-	10,500 00	-	{ 2½ per ct. Sem. An.	133 58	441 02	441 02
Great Falls and Conway....	-	-	-	-	-	-	-	-	-	-
Houlton Branch.....	5,921 00	2,311 00	3,610 00	-	-	-	-	-	-	-
Knox and Lincoln.....	123,112 55	60,185 59	62,926 96	-	-	-	-	-	-	-
Maine Central.....	1,668,198 53	1,030,869 45	637,329 08	54,000 00	569,003 56	1,769 58	{ Jan.1880 for prev. year, 5 per cent. 5 7.880	12,555 94	313,696 31	327,808 05
Portland (Horse).....	49,371 07	40,824 00	8,547 07	-	-	-	-	-	-	-
Portland and Ogdensburg...	292,659 38	193,774 46	98,884 92	-	66,720 00	21,012 20	-	11,152 72	71,202 11	68,001 46
Portland and Rochester.....	162,685 82	137,957 66	24,728 16	-	-	-	-	-	-	-
Portland, Saco & Portsmouth	90,244 93	-	90,244 93	-	-	-	90,000 00	244 93	-	845 80
Rumford Falls and Buckfield	29,946 04	23,048 50	6,897 54	748 00	5,176 10	1,044 12	-	Defic 70 68	-	-
Sandy River.....	9,251 47	8,841 58	383 69	-	-	26 20	-	383 69	-	-
Somerset.....	20,792 71	19,045 78	1,746 93	-	-	-	-	-	-	-
St. Croix R. R.....	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot....	37,911 72	25,757 67	12,154 05	-	10,463 93	-	-	1,690 12	-	-
European and No. American.	410,234 67	282,194 62	128,040 05	-	61,140 00	828 99	-	66,071 06	103,314 00	180,774 33
Orchard Beach.....	4,477 88	1,675 42	2,802 46	-	-	-	2,500 00	302 46	-	-
Aroostook River.....	8,030 00	5,880 00	2,170 00	-	-	-	-	-	-	-
Whitneyville & Machiasport.	-	-	-	-	-	-	-	-	-	-

## EXHIBIT. |

## ANALYSIS OF EARNINGS.

NAME OF ROAD.	Balance Sept. 30, 1880.	From local passen- gers.	Through passeng'rs.	Express and extra Baggage.	Mails.	Other sources, Passenger depart.	Total earnings Passenger depart.	Local freight.	Through freight.	Other sources Freight department
Atlantic and St. Lawrence..	-	\$112,969 09	\$95,396 07	\$15,262 61	\$12,144 17	-	\$235,871 94	\$275,410 05	\$444,920 46	-
Bangor and Piscataquis....	-	7,596 09	17,588 17	1,350 00	4,136 38	-	30,670 64	2,713 59	49,416 09	-
Belfast and Moosehead Lake	\$	-	-	-	-	-	-	-	-	-
Boston and Maine.....	1,761,995 41	1,225,330 64	190,836 78	68,097 88	23,990 90	-	1,508,256 20	637,877 90	292,137 03	-
Bucksport and Bangor.....	-	11,543 66	1,486 76	12 60	1,610 40	-	14,653 42	2,543 43	1,503 69	-
Dexter and Newport.....	574 60	-	-	-	-	-	-	-	-	-
Great Falls and Conway....	-	-	-	-	-	-	-	-	-	-
Houlton Branch.....	-	-	943 00	-	150 00	-	1,093 00	-	4,828 00	-
Knox and Lincoln.....	-	24,125 17	42,577 58	4,443 01	5,081 92	2,552 19	78,779 87	17,980 40	26,352 28	-
Maine Central.....	327,808 05	377,726 73	330,040 62	41,138 20	54,888 73	-	803,794 28	-	851,422 85	\$6,562 48
Portland (Horse).....	-	46,610 34	-	-	-	-	-	-	-	-
Portland and Ogdensburg...	79,154 18	50,435 68	58,717 88	3,000 00	9,609 88	887 05	122,650 49	127,281 10	42,727 79	-
Portland and Rochester....	-	50,496 55	-	2,012 25	7,293 08	50 00	59,801 88	94,373 99	-	8,214 40
Portland, Saco & Portsmouth	1,090 73	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield	-	9,867 14	-	725 00	1,234 60	-	11,827 24	14,837 51	-	350 79
Sandy River.....	383 69	4,838 12	1,050 23	195 53	-	-	6,083 88	824 58	2,343 01	-
Somerset.....	-	2,347 26	3,988 00	546 71	1,230 52	-	8,114 49	12,31 0.87	-	367 35
St. Croix R. R.....	-	-	-	-	-	-	200 00	-	-	-
St. Croix and Penobscot....	-	3,740 46	-	-	725 80	-	4,466 26	32,738 49	-	-
European and No. American.	246,845 39	52,959 90	78,635 86	6,595 31	18,845 01	-	157,036 08	106,509 34	141,832 30	-
Orchard Beach.....	-	3,677 80	797 08	-	-	-	4,474 88	3 00	-	-
Aroostook River.....	-	265 10	2,144 90	-	-	-	2,410 00	-	5,640 00	-
Whitneyville & Machiasport.	-	-	-	-	-	-	-	-	-	-

ANALYSIS OF EARNINGS.

ANALYSIS OF EXPENSES.

NAME OF ROAD.	Total earnings		Rents for use of road.	Income from all other sources.	Total income.	ANALYSIS OF EXPENSES.					
	Freight department	Total transportation earnings.				Taxes	Salaries, office expense, &c.	Insurance.	Telegraph expenses.	Repairs of roads.	
Atlantic and St. Lawrence..	\$720,330 51	\$956,202 45	\$ 1,831 27	-	\$958,033 72	-	-	-	-	-	-
Bangor and Piscataquis ...	52,129 68	-	-	-	85,949 17	\$ 336 45	\$ 4,555 71	\$ 516 38	\$ 618 56	\$13,368 49	-
Belfast and Mooshead Lake	-	-	-	-	-	-	-	-	-	-	-
Boston and Maine .....	930,014 93	2,438,471 13	18,566 67	\$48,914 43	2,505,752 23	98,652 31	79,495 23	3,835 81	6,498 58	139,905 53	-
Bucksport and Bangor.....	4,047 12	18,700 54	-	-	18,700 54	-	1,053 29	-	-	49 34	-
Dexter and Newport.....	-	-	18,000 00	18,000 00	-	-	16 05	-	-	-	-
Great Falls and Conway....	-	-	-	-	-	-	-	-	-	-	560 00
Houlton Branch.....	4,828 00	5,921 00	-	-	-	-	-	-	-	-	10,428 52
Knox and Lincoln.....	44,332 68	123,112 55	-	6,418 92	1,668,198 53	13,162 20	36,409 49	1,666 67	-	249,740 18	-
Maine Central.....	857,985 33	1,661,779 61	-	2,760 73	49,371 07	1,274 88	-	298 90	-	2,035 31	-
Portland (Horse) .....	-	46,610 34	-	-	292,659 38	209 96	14,708 45	861 58	-	33,319 22	-
Portland and Ogdensburg...	170,008 89	-	-	295 55	162,685 82	150 80	15,359 19	410 90	167 67	850 00	25,507 49
Portland and Rochester.....	102,588 39	-	-	-	90,244 93	-	-	-	-	-	-
Portland, Saco & Portsmouth	-	-	90,000 00	{ Int. on deposit,	29,946 04	50 88	6,652 77	-	-	-	4,942 26
Rumford Falls and Buckfield	15,188 30	-	-	244 93	29,946 04	10,435 29	13 33	1,011 33	-	-	2,588 50
Sandy River.....	3,167 59	9,251,47	-	-	20,792 71	16 50	748 56	110 00	15 00	5,691 18	-
Somerset.....	12,678 22	20,792 71	-	-	-	-	-	-	-	-	-
St. Croix R. R.....	800 00	1,000 00	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot....	32,738 49	37,204 75	-	-	37,911 72	354 27	2,110 74	512 50	-	3,680 58	-
European and No. American.	248,341 64	405,377 72	-	4,856 95	410,234 67	6,678 29	17,970 29	2000 00	900 09	46,361 50	-
Orchard Beach.....	3 00	4,477 88	-	-	4,477 88	-	232 17	-	-	287 01	-
Aroostook River.....	5,640 00	8,050 00	-	-	-	400 00	1,000 00	120 00	-	2,997 00	-
Whitneyville & Machiasport.	-	-	-	-	-	50 00	-	-	-	-	-

ANALYSIS OF EXPENSES.

NAME OF ROAD.	Iron Rails.		Steel Rails.		New Ties.		Repairs of Bridges.	Repairs of buildings	Repairs of machine shops & machinery.	Repairs of fences, road crossings and signs.	Removing ice and snow.	Repairs of Locomotives.
	Cost.	Tons.	Cost.	Tons.	Cost.	No. laid.						
Atlantic and St. Lawrence..	-	-	-	-	} Ties and spikes. \$4,866 68	18,506	\$310 77	\$487 88	\$67 17	\$252 40	\$183 28	\$4,036 44
Bangor and Piscataquis . . .	-	-	-	-		29,060 74	112,415	18,348 64	80,026 13	-	12,106 57	27,026 50
Belfast and Moosehead Lake	-	-	-	-	107 25	-	6 66	1 25	-	50 11	-	184 26
Boston and Maine.....	\$7,745 15	704	\$11,064 57	1,014	-	-	-	-	-	30 37	-	-
Bucksport and Bangor.....	-	-	-	-	-	-	-	-	-	-	-	-
Dexter and Newport.....	-	-	-	-	-	-	-	-	-	-	-	-
Great Falls and Conway....	-	-	-	-	-	-	-	-	-	-	-	-
Houlton Branch.....	-	-	-	-	-	-	-	-	35 00	42 00	-	141 00
Knox and Lincoln.....	-	-	-	-	1,794 60	7,114	3,812 78	617 99	142 39	421 70	-	1,821 21
Maine Central.....	-	-	-	-	-	-	58,473 47	34,610 53	-	-	1,309 42	48,581 98
Portland (Horse) .....	-	-	-	-	-	-	-	-	-	-	-	-
Portland and Ogdensburg...	-	-	15,949 07	-	-	-	4,099 17	3,137 98	1,571 31	1,547 32	1,409 22	7,788 83
Portland and Rochester....	728 00	13	2,900 00	50	6,500 00	26,000	1,859 84	11,479 26	-	1,029 87	264 76	7,803 60
Portland, Saco & Portsmouth	-	-	-	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield	1,089 34	20	-	-	331 00	1,825	65 57	10 65	21 75	296 45	-	1,606 41
Sandy River.....	-	-	-	-	-	-	-	-	-	-	73 52	800 00
Somerset.....	-	-	-	-	560 00	7,000	256 83	-	2,058 25	-	-	910 28
St. Croix R. R.....	-	-	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot....	-	-	3,282 10	45	638 99	3,937	1,813 79	541 04	241 19	122 92	74 50	1,942 37
European and No. American	-	-	72,119 40	1,650	3,349 05	22,327	3,385 54	3,027 73	223 22	1,790 07	535 40	9,112 61
Orchard Beach.....	-	-	-	-	-	-	-	-	-	-	-	41 09
Aroostook River.....	-	-	-	-	-	-	-	-	-	-	-	-
Whitneyville & Machiasport.	-	-	-	-	-	-	-	-	-	-	-	-



ANALYSIS OF EXPENSES.

NAME OF ROAD.	New locomotives.	Fuel—locomotive power.	Water, and water stations.	Fuel for cars, stations, shops and stationary engines.	Oil and waste.	Switchmen, watchmen, flag and signal men.	Repairs of passenger, mail and baggage cars.	New passenger, mail and baggage cars.	Damages and gratuities to passengers.	Salaries, wages and incidentals of passenger trains.	Salaries, wages and incidentals of passenger stations.
Atlantic and St. Lawrence..	-	-	-	-	-	-	-	-	-	-	-
Bangor and Piscataquis....	-	\$3,813 59	\$12 53	-	\$367 63	-	\$884 65	-	-	\$3,541 96	\$2,737 90
Belfast and Moosehead Lake	-	-	-	-	-	-	-	-	-	Loc'm serv.	Pas. tr. ser.
Boston and Maine.....	\$27,148 00	191,651 92	10,323 79	28,235 70	14,153 18	275,406 55	42,001 61	10,589 47	1,591 60	114,441 63	57,089 30
Bucksport and Bangor.....	-	2,013 51	61 56	-	255 18	2,334 36	323 20	-	-	1,259 40	1,126 28
Dexter and Newport.....	-	-	-	-	-	-	-	-	-	-	-
Great Falls and Conway....	-	-	-	-	-	-	-	-	-	-	-
Houlton Branch.....	-	874 00	-	18 00	14 00	120 00	-	-	-	180 00	-
Knox and Lincoln.....	-	7,873 73	966 35	2,250 00	630 57	-	-	1,449 13	-	5,895 12	7,503 23
Maine Central.....	-	3,414 80	7,550 85	12,474 63	12,521 91	-	45,809 96	-	-	303,409 11	-
Portland (Horse).....	-	-	-	-	-	-	1,082 69	-	-	-	-
Portland and Ogdensburg...	-	35,466 35	115 39	116 00	2,334 26	6,874 50	6,234 92	-	188 50	11,580 68	6,215 22
Portland and Rochester....	7,000 00	15,272 02	502 66	648 83	1,427 78	2,221 07	2,830 60	-	-	10,515 68	2,351 31
Portland, Saco & Portsmouth	-	-	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield	-	1,453 56	16 50	64 50	242 05	342 10	215 47	-	1 60	1,542 08	992 64
Sandy River.....	-	913 00	66 66	162 04	106 40	250 00	133 00	-	-	904 40	397 66
Somerset.....	-	2,350 00	-	150 00	140 00	425 00	-	-	-	3,700 14	1,415 48
St. Croix R. R.....	-	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot....	-	1,051 64	43 00	105 50	242 75	629 70	318 53	-	-	-	-
European and No. American.	17,500	21,830 75	2,506 14	2,172 60	2,172 96	4,106 90	5,280 19	3,000	-	13,000 91	6,420 40
Orchard Beach.....	-	273 56	-	-	38 50	-	-	-	-	703 09	100 00
Aroostook River.....	-	-	-	-	-	-	-	-	-	-	-
Whitneyville & Machiasport.	-	-	-	-	-	-	-	-	-	-	-

RAILROAD COMMISSIONERS' REPORT.

ANALYSIS OF EXPENSES.

PROPERTY ACCOUNT.

NAME OF ROAD.	Passenger car mileage.	Repairs of freight cars.	New freight cars.	Damages and gratuities, freight.	Salaries, wages and incidentals, freight trains.	Salaries, wages and incidentals, freight stations.	Freight, car mileage.	Total expenses.	Grading and masonry.	Bridging.	Superstructure, including rails.
Atlantic and St. Lawrence..	-	-	-	-	-	-	-	\$ 25,221 57	-	-	-
Bangor and Piscataquis ....	-	\$ 3,060 95	-	46 02	\$ 3,541 96	\$ 2,737 92	-	50,345 32	-	-	-
Belfast and Moosehead Lake	-	-	\$	\$	-	-	-	-	-	-	-
Boston and Maine.....	} Personal injuries. \$ 5,629 07	37,323 91	57,753 02	13,620 28	36,306 70	772 14	8,123 83	1,511,018 42	-	-	-
Bucksport and Bangor.....		214 53	-	5 00	1,259 41	1,126 28	452 52	11,883 39	-	-	-
Dexter and Newport.....	-	-	-	-	-	-	-	46 42	-	-	-
Great Falls and Conway....	-	-	-	-	-	-	-	-	-	-	-
Houlton Branch.....	-	-	172 00	-	-	-	30 00	1,408 00	-	-	-
Knox and Lincoln.....	-	1,811 16	-	170 37	2,947 56	1,597 79	-	60,185 59	-	-	-
Maine Central.....	-	31,444 06	23,422 10	2,272 10	-	-	-	1,039,869 45	-	-	-
Portland (Horse).....	-	-	-	-	-	-	-	40,324 00	-	-	-
Portland and Ogdensburg... 49 64	9,796 25	-	-	62 03	9,578 04	11,031 32	2,196 74	193,774 46	381 69	\$1,574 68	\$1,469 77
Portland and Rochester....	5,661 21	-	-	135 05	9,870 13	4,677 61	-	137,937 66	-	-	-
Portland, Saco & Portsmouth	-	-	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield	-	539 32	-	15 41	1,527 87	935 70	92 65	23,048 50	-	-	-
Sandy River.....	-	133 00	-	-	904 40	397 66	-	8,854 91	17,925 19	15,436 23	42,318 81
Somerset.....	-	-	-	11 17	-	-	487 39	19,045 78	-	-	-
St. Croix R. R.....	-	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot....	-	1,589 36	2,175 00	-	4,287 20	-	-	25,757 67	-	-	-
European and No. American	-	14,292 39	6,850 20	1,594 63	20,827 20	11,804 55	1,908 61	282,194 62	-	-	-
Orchard Beach.....	-	-	-	-	-	-	-	1,675 42	3,282 61	1,850 45	10,599 66
Aroostook River.....	-	-	-	-	-	-	-	-	-	-	-
Whitneyville & Machiasport.	-	-	-	-	-	-	-	5,880 00	-	-	-

PROPERTY ACCOUNTS. CHARGES AND CREDITS DURING THE YEAR.

NAME OF ROAD.	Land, land damages, and fences.	Stations and sheds.	Engine houses, car sheds, and turn tables.	Machine shops.	Engineering, agen- cies and salaries dur- ing construction.	Purchase of other roads.	Total for con- struction.	Locomotives.		Parlor and sleeping cars.		Passenger mail, and bag- gage cars.	
								No.	Cost.	No.	Cost.	No.	Cost.
Atlantic and St. Lawrence..	-	-	-	-	-	-	-	-	-	-	-	-	-
Bangor and Piscataquis....	-	-	-	-	-	-	-	-	-	-	-	-	-
Belfast and Moosehead Lake	-	-	-	-	-	-	-	-	-	-	-	-	-
Boston and Maine.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Bucksport and Bangor.....	-	-	-	-	-	-	-	2	\$8,000 00	-	-	3	\$ 5,150
Dexter and Newport.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Great Falls and Conway....	-	-	-	-	-	-	-	-	-	-	-	-	-
Houlton Branch.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Maine Central.....	\$1,590 00	-	-	-	-	-	\$ 1,590 00	-	-	-	-	-	-
Portland (Horse).....	775 00	-	-	-	-	-	-	-	-	-	-	-	-
Portland and Ogdensburg...	-	\$807 66	-	-	-	-	-	-	-	-	-	-	-
Portland and Rochester.....	1,450 00	-	-	-	-	-	{ dis. on bonds. 315,025 02	-	-	-	-	-	-
Portland, Saco & Portsmouth	-	-	-	-	-	-	{ \$310,791 22 1,450 00	-	-	-	-	-	-
Rumford Falls and Buckfield	-	-	-	-	-	-	-	-	-	-	-	-	-
Sandy River.....	3,649 34	1,500 00	\$773 10	\$352 85	\$1,673 66	-	83,629 18	2	-	-	-	5	-
Somerset.....	-	119 87	-	-	-	-	-	-	-	-	-	-	-
St. Croix R. R.....	-	-	-	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot....	-	-	-	-	-	-	-	-	-	-	-	-	-
European and No. American.	-	-	-	-	-	-	-	-	-	-	-	-	-
Orchard Beach.....	-	1,606 38	-	-	766 31	-	{ wh'f Saco riv. 1,918 35	2	17,500 00	-	-	1	3,000 00
Aroostook River.....	-	-	-	-	-	-	20,023 76	2	6,077 52	-	-	6	49 03
Whitneyville & Machiasport.	-	-	-	-	-	-	-	-	-	-	-	-	-

PROPERTY ACCOUNTS. CHARGES AND CREDITS DURING THE YEAR.

BALANCE SHEET (ASSETS)

NAME OF ROAD.	Freight and other cars,		Total for equipm't.	Other expenditures, charged to property account.	Total expenditures charged to property account.	Property sold.	Net addition to property account for the year.	Construction account.	Equipment account.	Other permanent investments.		
	No.	Cost.								Lands.	Stock.	Bonds.
Atlantic and St. Lawrence . . . . .	-	-	-	-	-	-	-	-	-	-	-	-
Bangor and Piscataquis. . . . .	-	-	-	-	-	-	-	-	-	-	-	-
Belfast and Moosehead Lake	-	-	-	-	-	\$	-	-	\$	-	-	-
Boston and Maine. . . . .	-	\$	\$	-	-	3,861 58	\$ 3,861 58	\$9,508,753 96	1,242,230 00	-	786,836 67	-
Bucksport and Bangor. . . . .	18	4,885 21	18,035 21	-	-	-	-	-	-	-	-	-
Dexter and Newport. . . . .	-	-	-	-	-	-	-	297,000 00	-	-	-	-
Great Falls and Conway. . . . .	-	-	-	-	-	-	-	-	-	-	-	-
Houlton Branch. . . . .	-	-	-	-	-	-	-	26,000 00	26,000 00	-	-	-
Knox and Lincoln. . . . .	-	-	-	-	-	-	-	2,579,532 54	125,300 00	-	-	-
Maine Central. . . . .	-	-	-	-	\$1,590 00	4,550 03	{ decrease 2,960 03	10,016,642 04	1,658,540 74	-	788,333 33	-
Portland (Horse). . . . .	-	-	-	-	-	-	-	-	-	-	-	-
Portland and Ogdensburg. . . . .	20	7,600 00	-	-	322,625 02	322,625 02	-	3,884,630 29	300,438 15	-	-	-
Portland and Rochester. . . . .	-	-	-	-	-	-	1,450 00	2,032 86	814 86	-	-	-
Portland, Saco & Portsmouth	-	-	-	-	-	-	-	1,334,090 53	96,555 00	-	69,354 47	-
Rumford Falls and Buckfield	-	-	-	-	-	-	-	-	-	\$	-	-
Sandy River. . . . .	6	-	17,958 12	-	-	-	-	83,629 18	17,958 12	2,383 34	-	\$
Somerset. . . . .	-	-	-	-	-	-	-	799,488 22	43,000 00	-	-	86,500 00
St. Croix R. R. . . . .	-	-	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot. . . . .	-	-	-	-	-	-	-	311,935 48	52,064 52	-	-	-
European and No. American. . . . .	-	-	20,500 00	-	20,500 00	20,500 00	-	112,044 72	23,187 40	-	-	-
Orchard Beach. . . . .	-	-	-	-	31,004 28	-	-	20,023 76	10,980 52	-	-	-
Aroostook River. . . . .	-	-	-	-	-	-	-	-	-	-	-	-
Whitneyville & Machiasport. . . . .	-	-	-	-	-	-	-	-	-	-	-	-

## BALANCE SHEET (ASSETS).

## (LIABILITIES).

NAME OF ROAD.	Cash Items.			Other Assets.			Profit and loss balance, (if deficit.)	Total Assets.	Capital Stock.	Funded Debt.
	Cash.	Bills rec.	Due from Agt. & Co's	Materials & supplies.	Sinking Fund.	Debit Balances.				
Atlantic and St. Lawrence..	-	-	-	-	-	-	-	-	-	-
Bangor and Piscataquis ...	-	-	-	-	-	-	-	-	-	-
Belfast and Moosehead Lake	\$ -	\$ -	-	-	-	-	-	-	\$648,000 00	\$150,000 00
Boston and Maine.....	311,842 62	132,219 75	37,639 37	\$ 298	011 05	-	-	\$12,317,533 42	6,921,274 52	3,500,000 00
Bucksport and Bangor.....	-	-	-	-	-	-	-	-	-	-
Dexter and Newport.....	574 60	-	-	-	-	-	-	297,574 60	122,000 00	175,000 00
Great Falls and Conway....	-	-	-	-	-	-	-	-	-	-
Houlton Branch.....	-	-	-	-	-	-	-	52,000 00	28,000 00	24,000 00
Knox and Lincoln.....	8,308 40	-	40,639 11	5,799 95	-	-	-	2,759,580 00	364,580 00	-
Maine Central.....	51,000 22	7,904 74	26,014 31	214,117 88	-	1,148,479 89	-	13,911,033 15	3,603,300 00	8,703,813 36
Portland (Horse).....	-	-	-	-	-	-	-	-	-	-
Portland and Ogdensburg...	26,755 77	32,993 97	52,750 18	25,092 50	-	13,874 07	-	4,336,534 93	1,052,185 55	3,068,000 00
Portland and Rochester....	-	-	-	18,752 93	48,500 00	-	\$66,687 63	2,166,755 42	636,011 86	1,500,000 00
Rortland, Saco & Portsmouth	5,865 71	-	-	-	-	-	-	1,505,865 71	1,500,000 00	-
Rumford Falls and Buckfield	-	-	-	-	-	-	-	-	-	-
Sandy River.....	14,507 79	450 00	-	-	-	-	-	118,928 43	68,200 91	50,000 00
Somerset.....	370 10	30 18	3,905 90	567 44	-	14,963 38	178,111 40	1,088,236 62	385,455 61	450,000 00
St. Croix R. R.....	-	-	-	-	-	-	-	-	4,000 00	-
St. Croix and Penobscot....	1,276 79	-	-	2,597 01	21,300 00	9,233 73	-	398,407 53	100,000 00	185,600 00
European and No. American	73,802 47	4,256 41	1,345 63	33,948 76	-	-	-	248,585 39	-	-
Orchard Beach.....	1,298 18	-	-	-	-	-	-	32,302 46	32,000 00	-
Aroostook River.....	-	-	-	-	-	-	-	-	-	-
Whitneyville & Machiasport.	-	-	-	-	-	-	-	-	-	-

BALANCE SHEET (LIABILITIES).

NAME OF ROAD.	Unfunded Debt.				Profit and Loss balance, (if surplus.)	Total liabilities.	Present liabilities not included in balance sheet.	Bonds guaranteed by this Company, or a lien on its road.	Overdue interest on same.	Other liabilities.	Total.
	Interest unpaid.	Dividends unpaid.	Notes payable.	Vouchers and accounts.							
Atlantic and St. Lawrence..	-	-	-	-	-	-	-	-	-	-	-
Bangor and Piscataquis....	-	-	-	-	-	-	-	-	-	-	-
Belfast and Moosehead Lake	-	-	87,900 00	-	-	-	-	-	-	-	-
Boston and Maine.....	\$ 5,022 50	12,315 50	7,009 08	109,916 41	1,761,995 41	12,317,533 42	-	-	-	-	-
Bucksport and Bangor.....	-	-	-	-	-	-	-	-	-	-	-
Dexter and Newport.....	-	-	-	-	574 60	297,574 60	-	-	-	300 00	300 00
Great Falls and Conway....	-	-	-	-	} City & town bonds,	52,000 00	-	-	-	} Int. pd. by cities and towns not incl. in total liabilities }	-
Houlton Branch.....	-	-	-	-		2,395,000	2,759,580 00	-	-		-
Knox and Lincoln.....	-	-	-	-	327,808 05	13,911,033 15	-	-	-	609,960 35	-
Maine Central.....	20,680 04	800 00	1,600 00	1,236,831 70	-	-	-	-	-	-	-
Portland (Horse).....	-	-	-	-	-	-	-	-	-	-	-
Portland and Ogdensburg...	1,869 60	-	92,186 97	43,138 63	79,154 18	4,336,534 93	-	-	-	-	-
Portland and Rochester....	-	-	17,099 31	8,007 14	5,637 11	2,116,755 42	-	-	-	-	-
Portland, Saco & Portsmouth	-	-	-	-	1,090 73	-	-	-	-	4,774 98	1,505,865 71
Rumford Falls and Buckfield	-	-	-	-	-	-	-	-	-	-	-
Sandy River.....	727 52	-	-	-	-	-	-	-	-	-	118,928 43
Somerset.....	174,646 50	-	71,748 42	6,386 09	-	1,088,236 62	-	-	-	26,020 45	-
St. Croix R. R.....	-	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot....	15 00	3 00	-	140 35	112,649 18	398,407 53	-	-	-	-	-
European and No. American	1,740 00	-	-	-	246,845 39	248,585 39	-	-	-	-	-
Orchard Beach.....	-	-	-	-	302 46	32,302 46	-	-	-	-	-
Aroostook River.....	-	-	-	-	-	-	-	-	-	-	-
Whitneyville & Machiasport	-	-	-	-	-	-	-	-	-	-	-

MILEAGE, TRAFFIC, &c.

NAME OF ROAD.	Pass. train mileage.	Freight train mileage.	Switching train mileage.	Other train mileage.	Total train mileage.	Number of season ticket passengers.	Number of local passengers.	Number of through passengers.	Total number of passengers.	Local passenger mileage.	Through passenger mileage.
Atlantic and St. Lawrence...	-	-	-	-	-	-	-	-	-	-	-
Bangor and Piscataquis....	40,398	39,438	-	7,688	87,524	-	14,007	16,836	30,843	223,184	674,454
Belfast and Moosehead Lake	-	-	-	-	-	-	-	-	-	-	-
Boston and Maine.....	997,442	473,678	223,143	40,840	1,735,103	1,367,970	4,745,806	83,222	4,829,028	59,026,340	9,570,530
Bucksport and Bangor.....	21,645	7,215	-	7,500	36,360	-	28,073	2,540	30,613	375,601	47,043
Dexter and Newport.....	-	-	-	-	-	-	-	-	-	-	-
Great Falls and Conway....	-	-	-	-	-	-	-	-	-	-	-
Houlton Branch.....	-	-	-	-	3,200	-	-	-	-	-	-
Knox and Lincoln.....	65,565	43,080	-	3,600	112,245	-	40,332	28,047	68,379	646,465	1,019,562
Maine Central.....	561,106	392,158	245,650	54,441	1,253,355	-	517,017	168,677	685,694	13,398,938	11,776,690
Portland (Horse).....	250,516	-	-	-	250,516	-	-	-	843,311	-	-
Portland and Ogdensburg...	140,381	71,174	126.20	-	224,175	-	-	-	-	-	-
Portland and Rochester....	90,059	86,067	-	7,351	183,477	-	93,962	21,874	115,683	-	-
Portland, Saco & Portsmouth	-	-	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield	1,083	1,023	8	10	2,124	-	7,811	6,192	14,003	218,708	173,376
Sandy River.....	9,576	9,576	.300	1,200	20,652	-	-	-	7,780	-	-
Somerset.....	2,950	2,700	} Mixed. 11,700	4,500	21,850	-	5,353	3,988	9,341	72,821	99,700
St. Croix R. R.....	-	-		840	25,654	1,248	14,704	-	-	-	165,263
St. Croix and Penobscot....	23,658	1,156	-	24,131	314,076	-	105,106	49,486	154,502	1,807,708	3,524,529
European and No. American	90,328	152,107	47,510 00	-	-	-	33,151	4,329	37,480	99,453	12,987
Orchard Beach.....	5,740	-	-	-	-	-	-	-	-	-	-
Aroostook River.....	4,695	4,695	-	-	9,390	-	-	-	-	-	-
Whitneyville & Machiasport	-	-	-	-	-	-	-	-	-	-	-

MILEAGE, TRAFFIC, &c.

NAME OF ROAD.	No. tons of local freight.	No. tons of through freight.	Total number tons freight carried.	Local freight mileage.	Through freight mileage.	Average weight of passenger trains.	Average number of cars in passenger trains.	Average weight of freight trains.	Average number of cars in freight trains.	Average number of persons employed.
Atlantic and St. Lawrence..	-	-	-	-	-	-	-	-	-	-
Bangor and Piscataquis....	3,070	32,089	35,159	43,219	99,045	-	-	-	-	62
Belfast and Moosehead Lake	-	-	-	-	-	-	-	-	-	-
Boston and Maine.....	544,303	265,819	810,122	19,564,904	20,387,100	136 tons.	6	253 tons.	25	1,646
Bucksport and Bangor.....	2,519	2,432	4,951	42,146	37,215	-	-	-	-	-
Dexter and Newport.....	-	-	-	-	-	-	-	-	-	-
Great Falls and Conway....	-	-	-	-	-	-	-	-	-	-
Houlton Branch.....	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	49,246	14,887	64,133	417,618	587,667	115 tons.	3	120 tons.	9	75
Maine Central.....	-	-	434,470	29,558,645	-	-	-	-	-	-
Portland (Horse).....	-	-	-	-	-	-	1	-	-	40
Portland and Ogdensburg...	-	-	-	-	-	-	3.45	-	15.83	-
Portland and Rochester....	52,952	52,865	105,817	-	-	-	3	-	16	-
Portland, Saco & Portsmouth	-	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield	11,000,000 lbs.	18,786,000 lbs.	29,786,000 lbs.	308,000,000 lbs.	526,008,000 lbs.	84 tons.	2	151½ tons.	7	5
Sandy River.....	1,363	-	-	-	-	21	2	19½	3	4
Somerset.....	4,197	4,130	8,327	63,710	100,715	71 tons.	1	75 tons.	4	23
St. Croix R. R.....	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot....	-	-	-	-	-	-	-	-	-	-
European and No. American	83,128	108,300	191,428	2,571,657	8,024,729	182,120	5	177,097	13	300
Orchard Beach.....	1-4 ton.	-	-	-	-	30,000 lbs.	3	-	-	10
Aroostook River.....	-	-	-	-	-	-	-	-	-	-
Whitneyville & Machiasport	-	-	-	-	-	-	-	-	-	-



MILEAGE, TRAFFIC, &c.

NAME OF ROAD.	Miles run by passenger, mail, and baggage cars		Miles run by freight cars.		Mileage local passengers.		Mileage through passengers.		Mileage local freight.		Mileage through freight.		Length of main line in	
	N. or E.	S. or W.	N. or E.	S. or W.	N. or E.	S. or W.	N. or E.	S. or W.	N. or E.	S. or W.	N. or E.	S. or W.	Maine.	Other States.
Atlantic and St. Lawrence..	-	-	-	-	-	-	-	-	-	-	-	-	82½	67
Bangor and Piscataquis....	-	-	-	-	-	-	-	-	-	-	-	-	62.8	-
Belfast and Moosehead Lake	-	-	-	-	-	-	-	-	-	-	-	-	33.5	-
Boston and Maine.....	-	-	-	-	-	-	-	-	-	-	-	-	44.	71.5
Bucksport and Bangor.....	-	-	-	-	-	-	-	-	-	-	-	-	18.5	-
Dexter and Newport.....	-	-	-	-	-	-	-	-	-	-	-	-	14.	-
Great Falls and Conway....	-	-	-	-	-	-	-	-	-	-	-	-	4.25	67.112
Houlton Branch.....	-	-	-	-	-	-	-	-	-	-	-	-	3	114
Knox and Lincoln.....	-	-	-	-	-	-	-	-	-	-	-	-	49	-
Maine Central.....	-	-	-	-	-	-	-	-	-	-	-	-	280.84	-
Portland (Horse).....	-	-	-	-	-	-	-	-	-	-	-	-	6½	-
Portland and Ogdensburg...	-	-	-	-	-	-	-	-	-	-	-	-	57½	36½
Portland and Rochester....	-	-	-	-	-	-	-	-	-	-	-	-	49.50	3½
Portland, Saco & Portsmouth	-	-	-	-	-	-	-	-	-	-	-	-	50.76	-
Rumford Falls and Buckfield	-	-	-	-	-	-	-	-	-	-	-	-	27½	-
Sandy River.....	4,788	4,788	5,188	5,188	-	-	-	-	-	-	-	-	18	-
Somerset.....	-	-	-	-	-	-	-	-	-	-	-	-	25.	-
St. Croix R. R.....	-	-	-	-	-	-	-	-	-	-	-	-	½ mile	-
St. Croix and Penobscot....	-	-	-	-	-	-	-	-	-	-	-	-	16½	4½
European and No. American	462	533	2,011	563	-	-	-	-	-	-	-	-	114	2-10
Orchard Beach.....	-	-	-	-	-	-	-	-	-	-	-	-	3.	-
Aroostook River.....	-	-	-	-	-	-	-	-	-	-	-	-	15	-
Whitneyville & Machiasport	-	-	-	-	-	-	-	-	-	-	-	-	7½	-

DESCRIPTION OF ROAD.

NAME OF ROAD.	Length of track laid if road not compl't.	Double track on main line.		Branches owned by Company.	Length of branches.		Length of double track on branches.	Same in Maine.	Total length of road belonging to Co.	Aggregate length of sidings and other tracks not enumer.	Same in Maine.
		Total length.	In Maine.		In Maine.	Other Sts.					
Atlantic and St. Lawrence..	-	-	-	Siding to Berlin Mills..1½ miles	-	-	-	-	150¾	28	16½
Bangor and Piscataquis ...	-	-	-	{ Medford ..... 2 miles.	-	-	-	-	-	3	3
Belfast and Moosehead Lake	-	-	-	{ Methuen ..... 3.75 "	-	-	-	-	-	-	-
Boston and Maine.....	-	46.30	2.46	{ Great Falls ..... 2.75 "	2.5	8.50	1	-	126.50	75.27	16.23
Bucksport and Bangor.....	-	-	-	{ Salmon Falls and	-	-	-	-	-	-	-
Dexter and Newport.....	-	-	-	{ So. Berwick Junct..2.50 "	-	-	-	-	-	-	-
Great Falls and Conway....	-	-	-	-	-	-	-	-	-	-	-
Houlton Branch.....	-	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	-	-	-	-	-	-	-	-	-	-	-
Maine Central .....	-	4 0	All.	{ Crowley's to Lewiston, 4.77 ms.	-	-	-	-	303.8	50.30	All.
Portland (Horse).....	-	-	-	{ Waterville to	22.96	-	-	-	6¾	-	-
Portland and Ogdensburg...	-	-	-	{ Skowhegan.....18.19 "	-	-	-	-	94	10½	6¾
Portland and Rochester ...	-	-	-	-	-	-	-	-	-	5½	-
Portland, Saco & Portsmouth	-	-	-	-	-	-	-	-	50.76	12.93	12.93
Rumford Falls and Buckfield	-	-	-	-	-	-	-	-	27½	1½	-
Sandy River.....	-	-	-	-	-	-	-	-	18	0.22	0.22
Somerset.....	-	-	-	-	-	-	-	-	-	-	-
St. Croix R. R.....	-	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot....	-	-	-	-	-	-	-	-	-	-	-
European and No. American	-	-	-	-	-	-	-	-	114 2-10	18 5-10	18 5-10
Orchard Beach .....	-	-	-	-	-	-	-	-	-	700 ft.	-
Aroostook River.....	-	-	-	-	-	-	-	-	15	-	-
Whitneyville & Machiasport	-	-	-	-	-	-	-	-	7¾	-	-

DESCRIPTION OF ROAD.

NAME OF ROAD.	Aggregate length of track computed as single track.	Same in Maine.	Steel rails laid.		Branches belonging to other Companies operated by this Company.	Length of Branches.		
			Total length.	Weight per yard.		Total.	In Maine.	Other Sts.
Atlantic and St. Lawrence..	177½	99.	149½	65	-	-	-	-
Bangor and Piscataquis....	65.8	65.8	-	-	{ West Amesbury..... 4.50 }	-	-	-
Belfast and Moosehead Lake	-	-	-	-	{ Newburyport ..... 26.975 }	-	-	-
Boston and Maine.....	249.07	68.53	125.44	60	{ Danvers..... 9.259 }	78.468	-	78.468
Bucksport and Bangor.....	-	-	-	-	{ Dover and Winnipiseogee..... 29 }	-	-	-
Dexter and Newport.....	-	-	-	-	{ Lowell and Andover..... 8.73 }	-	-	-
Great Falls and Conway....	-	-	-	-	-	-	-	-
Houlton Branch.....	-	-	-	-	-	-	-	-
Knox and Lincoln.....	-	-	-	-	{ Dexter and Newport..... 14 miles }	-	-	-
Maine Central.....	351.55	all	74.5	-	{ Belfast and Moosehead Lake. 33.15 “ }	47.15	all	-
Portland (Horse).....	-	-	-	-	-	-	-	-
Portland and Ogdensburg...	104½	57¾	2½	50 lbs.	-	-	-	-
Portland and Rochester....	-	-	-	-	-	-	-	-
Portland, Saco & Portsmouth	63.69	63.69	47 7-10	58 to 63	-	-	-	-
Rumford Falls and Buckfield	29.	-	¼ mile.	-	Rumford Falls and Buckfield..... 1½ miles.	29	29	-
Sandy River .....	18.22	-	-	25	-	-	-	-
Somerset.....	-	-	-	-	-	-	-	-
St. Croix R. R. ....	-	-	-	-	-	-	-	-
St. Croix and Penobscot....	-	-	-	-	-	-	-	-
European and No. American	132 7-10	132 7-10	22.	58	-	-	-	-
Orchard Beach.....	-	-	-	-	-	-	-	-
Aroostook River.....	-	-	-	-	-	-	-	-
Whitneyville & Machiasport.	-	-	-	-	-	-	-	-

RAILROAD COMMISSIONERS' REPORT.

## DESCRIPTION OF ROAD.

## EQUIPMENT.

NAME OF ROAD.	Miles of road operated by this company.		Stations in Maine.	No. Telegra. offices.	No. stations on all roads owned by this company.	Same in Maine.	Number of locomotives			No. of passenger cars.			No. baggage, mail and express cars.		
	Total.	In Maine.					Leased.	Owned	Total.	Leased.	Owned	Total.	Leased.	Owned	Total.
Atlantic and St. Lawrence..	-	-	21	21	35	21	-	-	-	-	-	-	-	-	-
Bangor and Piscataquis ....	62.8	62.8	15	9	15	15	-	4	-	-	3	-	-	2	-
Belfast and Moosehead Lake	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Boston and Maine.....	202.20	44	10	9	52	10	-	80	-	-	130	-	-	32	-
Bucksport and Bangor.....	-	-	-	-	-	-	-	2	-	-	2	-	-	1	-
Dexter and Newport.....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Great Falls and Conway....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Houlton Branch .....	-	-	-	-	-	-	-	-	2	-	2	-	-	-	-
Knox and Lincoln.....	-	-	10	None.	-	-	-	5	5	-	9	9	-	3	3
Maine Central.....	350.95	All.	81	60	71	All.	-	57	57	-	58	58	-	25	25
Portland (Horse).....	6½	-	1	-	-	-	-	-	-	-	* 24	24	-	-	-
Portland and Ogdensburg...	.94	57½	11	6	19	11	-	9	9	-	16	16	-	4	4
Portland and Rochester.....	-	-	13	8	15	-	-	7	-	-	9	-	-	4	-
Portland, Saco & Portsmouth	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield	29.	29	-	4	6	-	-	2	-	-	2	-	-	2	-
Sandy River.....	-	-	-	-	-	-	-	2	-	-	2	-	-	1	-
Somerset.....	25	-	-	-	5	-	2	-	2	-	1	-	-	1	-
St. Croix R. R.....	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-
St. Croix and Penobscot....	21	16	7	-	7	7	-	4	-	-	4	-	-	2	-
European and No. American.	114 2-00	114 2-10	25	13	25	25	-	13	13	-	15	-	-	8	8
Orchard Beach .....	-	-	-	-	-	-	-	2	2	-	6	-	-	-	-
Aroostook River.....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Whitneyville & Machiasport.	7½	-	2	-	-	-	-	2	2	-	-	-	-	-	-

\* And sleighs.

## EQUIPMENT.

## LIST OF ACCIDENTS.

NAME OF ROAD.	Number of parlor or sleeping cars.			Number of freight cars, basis of 8 wheels.			Number of other cars.			From causes beyond their own control (in Maine)		From their own misconduct or carelessness (in Me.)		Tot'l in Maine	
	Leased.	Owned	Total.	Leased.	Owned	Total.	Leased.	Owned	Total.	Killed.	Injured.	Killed.	Injured.	Killed	Injr'd.
Atlantic and St. Lawrence..	-	-	-	-	-	-	-	-	-	-	17	-	3	-	20
Bangor and Piscataquis....	-	-	-	-	70	-	-	-	-	-	Two.	Two.	-	Two.	-
Belfast and Moosehead Lake	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Boston and Maine.....	-	5	-	-	1324	-	-	134	-	-	-	2	-	2	-
Bucksport and Bangor.....	-	-	-	-	6	-	-	12	-	-	-	-	-	-	-
Dexter and Newport.....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Great Falls and Conway....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Houlton Branch.....	-	-	-	-	-	10	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	-	-	-	-	59	59	-	5	5	-	-	1	-	-	-
Maine Central.....	-	-	-	-	1123	1123	-	31	31	-	-	3	3	3	3
Portland (Horse).....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Portland and Ogdensburg...	-	-	-	-	188	188	-	-	5	1	1	2	-	1	1
Portland and Rochester....	-	-	-	-	137	-	-	26	-	-	-	-	-	-	-
Portland, Saco & Portsmouth	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield	-	-	-	-	29	-	-	9	-	-	-	-	-	-	-
Sandy River.....	-	-	-	-	6	-	-	2	-	-	-	-	-	-	-
Somerset.....	-	-	-	4	-	4	-	5	-	-	-	1	2	-	-
St. Croix R. R.....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot....	-	-	-	-	171	-	-	4	-	-	-	-	-	-	-
European and No. American	-	-	-	110	325	435	-	8	-	1	-	-	-	-	-
Orchard Beach.....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Aroostook River.....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Whitneyville & Machiasport	-	-	-	-	-	-	-	21	-	-	-	-	-	-	-

ACCIDENTS. |

GENERAL INFORMATION.

NAME OF ROAD.	Total on whole road operated.		Weight of locomotives in working order.		Tenders full of fuel and water.		Weight of passenger cars.		Weight of mail and baggage cars.	Weight of box cars.	
	Killed.	Injured.	Max.	Average.	Max.	Average.	Max.	Average.		8 wheel.	4 wheel.
Atlantic and St. Lawrence..	-	28	-	-	-	-	-	-	-	-	-
Bangor and Piscataquis ....	-	-	-	-	-	-	-	-	-	-	-
Belfast and Moosehead Lake	-	-	-	-	-	-	-	-	-	-	-
Boston and Maine.....	23	16	37 tons.	28.18 tons.	20.75 tons.	15.98 tons.	18 tons.	15 tons.	13 tons.	9 tons.	4.50 tons.
Bucksport and Bangor.....	-	-	-	-	-	-	-	-	-	-	-
Dexter and Newport.....	-	-	-	-	-	-	-	-	-	-	-
Great Falls and Conway....	-	-	-	-	-	-	-	-	-	-	-
Houlton Branch.....	-	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	-	-	-	25 tons.	-	15 tons.	-	18 tons.	15 tons.	9 tons.	-
Maine Central.....	3	3	36½ tons.	29½	24½	18½	-	-	-	17,000 lbs.	-
Portland (Horse).....	-	-	-	-	-	-	-	-	-	-	-
Portland and Ogdensburg...	3	1	-	-	-	-	-	-	-	-	-
Portland and Rochester....	-	-	32	27	14	13	19	16	13	9	-
Portland, Saco & Portsmouth	-	-	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield	-	-	28½	-	18	-	21	19	19	-	-
Sandy River.....	-	-	18,000 lbs.	-	6,000 lbs.	-	9,000 lbs.	-	5,500 lbs.	5,500 lbs.	-
Somerset.....	-	-	-	25 tons.	-	-	-	16	15	9 tons.	-
St. Croix R. R.....	-	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot....	-	-	25 tons.	21	16	12	14½	13½	10	14,200 lbs.	-
European and No. American	-	-	65,000 lbs.	50,539 lbs.	37,400 lbs.	35,500 lbs.	36,200 lbs.	32,000 lbs.	28,000 lbs.	16,750 lbs.	-
Orchard Beach.....	-	-	14,000	10,000 lbs.	-	-	10,000 lbs.	10,000 lbs.	-	-	-
Aroostook River.....	-	-	-	-	-	-	-	-	-	-	-
Whitneyville & Machiasport	-	-	9 tons.	-	-	-	-	-	-	-	-

GENERAL INFORMATION.

NAME OF ROAD.	Weight of platform cars.		Length of heaviest engine & tender.		Locomotives equipped with train brake.		Cars equipped with train brake.		No. of passenger cars with Miller platform and buffer.	No. of miles not furnished with telegraph.
	8 wheel.	4 wheel.	Cent'r to Cen.	Over all.	Number.	Kind.	Number.	Kind.		
Atlantic and St. Lawrence..	.	.	.	.	.	.	.	.	.	.
Bangor and Piscataquis ....	.	.	.	.	.	.	.	.	.	.
Belfast and Moosehead Lake	.	.	.	.	.	.	.	.	.	.
Boston and Maine.....	7 tons.	3.50 tons.	43 ft.	5 ft. 6 in.	46	Smith.	153	Smith.	128	12.75
Bucksport and Bangor.....	.	.	.	.	.	.	.	.	.	.
Dexter and Newport.....	.	.	.	.	.	.	.	.	.	.
Great Falls and Conway....	.	.	.	.	.	.	.	.	.	.
Houlton Branch.....	.	.	.	.	.	.	.	.	.	.
Knox and Lincoln.....	7 tons.	.	39½ ft.	46¾	None.	{ Westinghouse,	19 }	{ Westinghouse,	33 }	3
Maine Central.....	14,000 lbs.	4,500 lbs.	42 ft. 2 in.	51 ft. 2 in.	26	{ Vacuum .....	7 }	{ Vacuum .....	12 }	43
Portland (Horse) .....	.	.	.	.	.	.	.	.	.	.
Portland and Ogdensburg...	.	.	.	.	.	.	.	.	.	.
Portland and Rochester....	7½	.	42 ft.	50 ft. 4 in.	.	.	3	Westinghouse.	3	.
Portland, Saco & Portsmouth	.	.	.	.	.	.	.	.	.	.
Rumford Falls and Buckfield	.	.	40½ ft.	49 ft.	.	.	.	.	3	.
Sandy River.....	4,500 lbs.	.	14½ ft.	23 ft.	2	Empire.	Five.	Empire.	4	.
Somerset.....	7	.	.	.	.	.	.	.	.	25
St. Croix R. R. ....	.	.	.	.	.	.	.	.	.	.
St. Croix and Penobscot....	6 tons.	1½ tons.	35	40	.	.	.	.	.	.
European and No. American	13,990 lbs.	6,250 lbs.	43	49 66-100	5	Empire.	12	Empire.	10	.
Orchard Beach .....	.	.	.	.	.	.	.	.	.	.
Aroostook River.....	.	.	.	.	.	.	.	.	.	.
Whitneyville & Machiasport.	.	.	.	.	.	.	.	.	.	.

GENERAL INFORMATION.

NAME OF ROAD.	Road was opened the past year.	Bridges built during the year in Maine.					Bridges 25 ft. and upward.		
		Location.	Kind.	Material.	Length.	When built.	Number.	Iron.	Wood.
Atlantic and St. Lawrence...	-	-	-	-	-	-	30	19	5
Bangor and Piscataquis ....	-	-	-	-	-	-	12	-	-
Belfast and Moosehead Lake	-	-	-	-	-	-	-	-	-
Boston and Maine.....	-	-	-	-	-	-	65	25	6
Bucksport and Bangor.....	-	-	-	-	-	-	-	-	-
Dexter and Newport .....	-	-	-	-	-	-	-	-	-
Great Falls and Conway....	-	-	-	-	-	-	-	-	-
Houlton Branch.....	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	-	-	-	-	-	-	-	-	-
Maine Central.....	-	-	-	-	-	-	-	-	-
Portland (Horse) .....	-	-	-	-	-	-	-	-	-
Portland and Ogdensburg...	-	-	-	-	-	-	-	-	-
Portland and Rochester....	-	-	-	-	-	-	-	-	-
Portland, Saco & Portsmouth	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield	-	-	-	-	-	-	-	-	-
Sandy River.....	Nov. 20, 1879.	-	-	-	-	-	4	-	16
Somerset.....	-	-	-	-	-	-	3	-	77
St. Croix R. R.....	-	-	-	-	-	-	10	-	5
St. Croix and Penobscot....	-	-	-	-	-	-	-	-	-
European and No. American	-	-	-	-	-	-	4	-	3
Orchard Beach .....	-	-	-	-	-	-	30½	3	-
Aroostook River.....	-	-	-	-	-	-	-	-	-
Whitneyville & Machiasport	-	-	-	-	-	-	-	-	-
		Goose Fair Brook....		Spruce.	262 feet.	1880.			



GENERAL INFORMATION.

NAME OF ROAD.	Crossing highways.			Highway bridges.		Crossings at which gates or flagmen are maintained.	Electric signals.	Neither.	Railroad Crossings.			Average rate of fare per mile, local.
	Grade.	Over.	Under.	18 feet.	Less.				Grade.	Over.	Under.	
Atlantic and St. Lawrence..	62	7	4	-	7	-	-	62	2	-	-	-
Bangor and Piscataquis.....	49	2	-	-	2	-	-	49	-	-	-	03.40 ct.
Belfast and Moosehead Lake	-	-	-	-	-	-	-	-	-	-	-	-
Boston and Maine.....	23	18	15	3	15	3	-	20	4	0	0	2.663 cts
Bucksport and Bangor.....	-	-	-	-	-	-	-	-	-	-	-	-
Dexter and Newport.....	-	-	-	-	-	-	-	-	-	-	-	-
Great Falls and Conway....	-	-	-	-	-	-	-	-	-	-	-	-
Houlton Branch.....	-	-	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	39	8	1	2	6	-	-	-	-	-	-	-
Maine Central.....	292	26	10	4	22	24	-	268	6	1	-	3 73-100 2 82-100
Portland (Horse).....	-	-	-	-	-	-	-	-	-	-	-	-
Portland and Ogdensburg...	59	3	2	None.	3	1	None.	-	4	-	-	-
Portland and Rochester.....	76	6	1	-	-	-	-	-	5	-	-	-
Portland, Saco & Portsmouth	27	17	2	0	17	4	-	33	2	-	-	3 ½ c.
Rumford Falls and Buckfield	-	-	-	-	-	-	-	25	-	-	-	04
Sandy River.....	14	-	1	-	-	-	-	14	1	-	-	04 1-6
Somerset.....	-	-	-	-	-	-	-	19	-	-	-	-
St. Croix R. R.....	-	-	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot....	7	2	-	2	-	-	-	7	-	-	-	04
European and No. American	62	3	1	-	2	-	-	62	-	-	-	4
Orchard Beach.....	-	-	-	-	-	-	-	-	-	-	-	-
Aroostook River.....	-	-	-	-	-	-	-	-	-	-	-	-
Whitneyville & Machiasport	1	-	-	-	-	-	-	-	-	-	-	-

{ Deering lines:  
Tickets, 6 ½ cents.  
Cash, 8 cents.  
Woodford's, same  
as lead'g city line:  
Tickets, 5 cents.  
Cash fare, 6 cts. }

RAILROAD COMMISSIONERS' REPORT.

RATE OF FARE, &c.

CAPITAL STOCK.

NAME OF ROAD.	Passengers to and from other roads.	Season ticket passengers.	All passengers.	Average rate of freight per mile, Local.	To and from other roads.	Capital Stock.		Capital Stock Issued.	
						Authorized by charter.	By votes of Company.	Number Shares.	Amount paid in.
Atlantic and St. Lawrence..	-	-	-	-	-	\$5,484,000 00	\$5,484,000 00	-	\$5,484,000 00
Bangor and Piscataquis ....	2.68 cts.	-	2.80 cts.	6.28 cts.	4.95 cts.	1,000,000 00	-	7,138	356,900 00
Belfast and Moosehead Lake	-	-	-	-	-	-	648,100 00	6,481	648,100 00
Boston and Maine. ....	1.779 cts.	0.805 cts.	2.064 cts.	3.23 cts.	1.46 cts.	7,000,000 00	7,000,000 00	70,000	6,921,274 52
Bucksport and Bangor .....	-	-	-	-	-	-	-	-	-
Dexter and Newport.....	-	-	-	-	-	400,000 00	-	1,220	122,000 00
Great Falls and Conway .....	-	-	-	-	-	-	-	-	-
Houlton Branch .....	-	-	-	-	-	28,000	28,000 00	-	-
Knox and Lincoln.....	.04 17-100	-	.04	04 30-100	04 48-100	2,000,000	-	3,634	-
Maine Central.....	2 80-100	-	2 81-100 ct	-	-	5,000,000 00	-	35,894	30,700 00
Portland (Horse) .....	-	-	-	-	-	-	-	-	-
Portland and Ogdensburg...	-	-	-	-	-	2,000,000 00	2,000,000 00	10,056	1,005,100 00
Portland and Rochester ....	-	01	2½	-	-	1,000,000 00	-	-	-
Portland, Saco & Portsmouth	-	-	-	-	-	1,200,000 00	300,000	1,500	1,500,000 00
Rumford Falls and Buckfield	04	-	03½	-	-	-	-	-	-
Sandy River.....	5	-	-	\$2,00	\$2,00	60,000 00	40,000 00	1,308	65,400 00
Somerset .....	-	-	4	-	8½ cts.	2,500,000 00	600,000 00	-	385,455 61
St. Croix R. R.....	-	-	-	-	-	-	-	-	-
St. Croix and Ponoisoot....	-	01	02½	-	-	2,000,000 00	100,000 00	1,000	100,000 00
European and No. American	2 35-100	-	2 468-1000	4 14-1000	1 77-100 ct	-	-	-	-
Orchard Beach.....	-	-	2 85-100	-	-	50,000 00	32,000 00	-	32,000 00
Aroostook River .....	-	-	-	-	-	-	-	-	-
Whitneyville & Machiasport.	-	-	-	-	-	-	-	-	-

## CAPITAL STOCK.

## DEBT.

NAME OF ROAD.	Total am't paid in, as per books of Company.	Stockholders.			Bonds due.		
		Total No.	In Maine.	Amount of stock held in Maine.	Date.	Rate of Inter's.	Paid on same during year.
Atlantic and St. Lawrence..	\$5,484,000 00	1,268	103	-	November 2, 1880.	6 pr. ct.	\$47,220 00
Bangor and Piscataquis....	357,148 50	201	196	\$356,150 00	April 1, 1899.	6 pr. ct.	600,000 00
Belfast and Moosehead Lake	648,100 00	173	150	636,000 00	1890.	-	9,000 00
Boston and Maine.....	6,921,274 52	4,371	266	372,200 00	January 1, 1893.	7 pr. ct.	103,897 50
Bucksport and Bangor.....	-	-	-	-	-	-	-
Dexter and Newport.....	-	137	126	97,500 00	-	-	-
Great Falls and Conway....	-	-	-	-	-	-	-
Houlton Branch.....	28,000 00	-	-	-	-	6 pr. ct.	1,440 00
Knox and Lincoln.....	364,580 00	252	239	362,680 00	-	-	-
Maine Central.....	3,620,100 00	592	482	1,163,100 00	-	-	-
Portland (Horse).....	157,600 00	110	103	147,200 00	-	-	-
Portland and Ogdensburg...	1,052,185 55	245	237	1,027,285 55	November 1, 1900.	6 pr. ct.	66,720 00
Portland and Rochester....	636,011 86	6,345	141	126,400 00	July 1, 1887.	6 pr. ct.	-
Portland, Saco & Portsmouth	1,500,000 00	1,462	106	160,100 00	-	-	-
Rumford Falls and Buckfield	-	-	-	-	-	-	-
Sandy River.....	68,200 91	201	194	54,100 00	May 1, 1900.	6 pr. ct.	50,000 00
Somerset.....	385,455 61	-	-	-	July, 1891.	7 pr. ct. gold	-
St. Croix R. R.....	-	-	-	-	-	-	-
St. Croix and Penobscot....	100,000 00	64	25	32,700 00	July 1, 1879.	6 pr. ct.	4,487 93
European and No. American	-	-	-	-	-	-	-
Orchard Beach.....	32,000 00	11	8	19,200 00	-	-	-
Aroostook River.....	-	-	-	-	-	-	-
Whitneyville & Machiasport	-	-	-	-	-	-	-

DEBT.

NAME OF ROAD.	Bonds due.			Bonds due.			Certificates of indebtedness.		Total am't. funded debt.
	Date.	Rate of Int	P'd on same during year.	Date.	Interst.	P'd on same during yr.	Certificates	Intr. paid during yr.	
Atlantic and St. Lawrence..	October 1, 1884.	6 pr. ct.	\$89,994 96	May 1, 1891.	6 pr. ct.	\$42,775 92	-	-	\$3,000,000 00
Bangor and Piscataquis....	April 1, 1899.	7 pr. ct.	325,000 00	February 1, 1899.	7 pr. ct.	200,000 00	-	-	1,125,000 00
Belfast and Moosehead Lake	-	-	-	-	-	-	\$87,900 00	\$6,039	-
Boston and Maine.....	January 1, 1894.	7 pr. ct.	140,525 00	-	-	-	-	-	3,500,000 00
Bucksport and Bangor.....	-	-	-	-	-	-	-	-	-
Dexter and Newport.....	-	-	-	-	-	-	175,000 00	-	175,000 00
Great Falls and Conway....	-	-	-	-	-	-	-	-	-
Houlton Branch.....	-	-	-	-	-	-	-	-	24,000 00
Knox and Lincoln.....	-	-	-	-	-	-	-	-	-
Maine Central.....	-	-	-	-	-	-	-	-	8,703,813 36
Portland (Horse).....	-	-	-	-	-	-	-	-	-
Portland and Ogdensburg...	Nov'r 1, 1901.	6 pr. ct.	None.	-	-	-	-	-	3,068,000 00
Portland and Rochester.....	October 1, 1887.	7 pr. ct.	-	September 1, 1891.	6 pr. ct.	-	-	-	1,500,000 00
Portland, Saco & Portsmouth	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield	-	-	-	-	-	-	-	-	137,000 00
Sandy River.....	-	-	-	-	-	-	-	-	50,000 00
Somerset.....	-	-	-	-	-	-	-	-	-
St. Croix R. R.....	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot....	July 1, 1879.	6 pr. ct.	696 00	-	-	-	88,000 00	5,280	185,600 00
European and No. American.	-	-	-	-	-	-	-	-	-
Orchard Beach.....	-	-	-	-	-	-	-	-	-
Aroostook River.....	-	-	-	-	-	-	-	-	-
Whitneyville & Machiasport.	-	-	-	-	-	-	-	-	-

# ACCIDENTS.

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## ATLANTIC AND ST. LAWRENCE RAILROAD.

July 1, 1879, Portland, A. W. Willman, brakeman, struck by overhead bridge, head injured.

July 1, 1879, Portland, P. Welsh, laborer, platform between two cars gave way, side injured.

September 4, 1879, Portland, Thomas King, porter, case of marble fell on finger and crushed it.

October 27, 1879, Portland, Thomas Lee, coupler, shoving cars with a plank, injured in stomach.

October 31, 1879, Portland, A. McCallum, stranger, crossing in front of engine, legs broken and cut.

November 4, 1879, Portland, M. Cavenough, street conductor, making up train, slipped, foot injured.

December 16, 1879, Portland, George Porin, stranger, climbing between cars, hips injured.

December 27, 1879, Portland, John Hogg, laborer, slipped while carrying grain, back injured.

December 30, 1879, Portland, J. R. Wright, checker, jambed between cask and iron, bruised about thigh.

January 15, 1880, Portland, J. H. Salmond, brakeman, coupling cars, hand crushed.

February 16, 1880, Portland, George Hayes, coupler, caught between car and chain, hip broken.

February 19, 1880, Portland, W. Entwistle, coalman, coupling cars, thumb jambed.

March 10, 1880, Bethel, P. C. Evans, baggageman, pulling pin, leg, side and arm injured.

March 11, 1880, Portland, A. Brown, laborer, unloading cars, hand injured.

March 22, 1880, Portland, H. Green, laborer, slipped while working, ear injured.

March 30, 1880, Portland, A. J. Peterson, laborer, lifting flour, back strained.

April 24, 1880, Portland, R. McAuley, laborer, loading timber, chest injured.

April 27, 1880, Portland, J. Anderson, laborer, girder fell on foot and injured it.

April 3, 1880, W. Gloucester, A. J. Lyon, brakeman, getting on train when in motion, arm injured.

May 15, 1880, Portland, W. Price, porter, slipped stepping off car, leg broken.

#### BOSTON AND MAINE RAILROAD.

October 3, 1879, Myron P. Stevens, walking on the track near Scarboro station, was struck by a train and killed.

August 5, 1880, John Murray jumped off a moving train at Biddeford, was run over, and died the same day.

#### BUCKSPORT AND BANGOR RAILROAD.

July 14, 1880, at night, Michael Carline, while lying on or near track in Bangor yard, was run over and had one leg taken off. He died the next day. He was not on or near a street or road crossing.

#### EUROPEAN AND NORTH AMERICAN RAILROAD.

The only accident during the year resulting in injury to any person, occurred on the morning of September 13, when Conductor Edward D. Lunt, in making up his train, received injuries which resulted in his death.

#### BANGOR AND PISCATAQUIS RAILROAD.

Saturday, October 25, 1879, mixed train collided with three box cars on main track at Low's Bridge, and F. W. Green, engine driver, was injured so that he died October 28, caused by the forgetfulness and disobedience of orders on the part of the engineer, who died, and the conductor and brakemen, who were discharged.

Tuesday, October 28, 1879, B. F. Hodgkins, brakeman on the mixed train, fell from the train near Milo station, about 5.30 o'clock

P. M., and was injured so that he died about 11 o'clock the same night.

#### KNOX AND LINCOLN RAILROAD.

June 23, George W. Mulligan, a child twenty-six months old, was run over by a passenger train and instantly killed. He was lying on the track, and was not discovered by the engine driver in time to stop the train, which had just passed a curve and was on down grade at the time.

#### MAINE CENTRAL RAILROAD.

May 1, Frank Vigue, brakeman, foot hurt.

May 2, William Sprague, baggage master, hand badly injured.

August 2, Enoch Alexander, aged 41, walking on railroad bridge at Brunswick, killed.

August 17, Elmer E. Drew, brakeman on special train, shackling cars, killed.

August 18, Arthur Philbrick, brakeman, injured by bridge at Pittsfield.

September 11, James H. Skillings, section man, jumped from train and was killed.

#### PORTLAND AND OGDENSBURG RAILROAD.

June 14, 1880, Joseph Paine, foreman Sebago Lake ice houses, fell from the top of box car and was run over. He died the same night.

June 15, 1880, Peter Bufore, gravel train hand, unloading car at Crawford Notch Trestle in New Hampshire, fell about forty feet upon the rocks and was killed.

September 30, 1880, O. J. Riley, section foreman, caught his hand in his car crank and was so badly injured as to require the amputation of his arm.

August 20, 1880, Daisy M. Bessom, a child twenty-two months old, was run over and killed near the Glen station in Bartlett, N. H.

## SOMERSET RAILROAD.

June 15, 1880, a Mrs. Bunker and child were struck by the engine in attempting to cross the track in a carriage near Old Point. She was slightly injured, and the child's arm broken.

August 11, 1880, Abel Wood, jr., an employe, was injured while in the discharge of his duty, so that he died the next day.

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

AUGUSTA, December 31, 1880.