

# 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

1882.

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VOLUME II.

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AUGUSTA:

SPRAGUE & SON, PRINTERS TO THE STATE

1882.

REPORT  
OF THE  
RAILROAD COMMISSIONERS  
OF THE  
STATE OF MAINE,  
FOR THE YEAR  
1881.



AUGUSTA:  
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# REPORT.

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*To the Governor of Maine:*

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

Among the more important duties imposed by statute upon the Railroad Commissioners, is "annually, between the first day of April and October, and at any other time, on application or without, when they think necessary," to "carefully examine the tracks, rolling-stock, bridges, viaducts and culverts of all railroads" in the State.

The duties thus imposed we have endeavored faithfully to perform, and from our repeated careful inspection we are enabled to render a very gratifying account of all the passenger railroads, and to report them, in our judgment, not only *safe*, but the principal lines in excellent condition, and most of the others quite satisfactory.

In making these examinations, we are usually conveyed by special car (at least twice every year) over the entire line of each road, stopping at all points deemed necessary to a particular and complete knowledge of their condition. The superintendents, engineers, road-masters and bridge-builders usually accompany us, to whom we point out any repairs or improvements deemed necessary to the safety of travel and transportation. We are, also, accompanied in some instances by the President, and occasionally by others of the Board of Directors of their respective roads.

It again becomes a pleasing duty to bear testimony to the good management of the several railroad corporations, the

efficient and excellent manner in which the principal officers of the roads have discharged their highly responsible duties, and to the skill and fidelity of their numerous subordinates in the railroad service. To all of these, under the superintendence of a good Providence, are the public indebted for the continued remarkable exemption, during another year, from any great railroad casualty within the State.

In our last report (1880) we wrote as follows :

"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 awaits not only our railroads in the future, but, also, all the industries and enterprises of our common country."

These anticipations and desires have been fully realized up to the present time, the year just closing having been one of very general prosperity in our own State, and, with few exceptions, throughout the country. In this prosperity the railroads have largely shared. And we have been gratified to observe a corresponding improvement in those of our State, and in the public conveniences and accommodations connected therewith. This is as it should be, and is an additional testimonial to the liberality and enlightened management of the officials in charge.

The following pages of this report will give more in detail the particular condition and operations of each road that has come under our inspection during the year.

#### NEW ROADS.

Under the provisions of the general railroad law, chapter 120, laws of 1876, and by the approval of the Railroad Commissioners, five new railroad corporations have been organized during the year, viz. :

*Old Orchard Junction Railroad.*—Extending from a point on the Boston and Maine railroad, near the Old Orchard House at Old Orchard Beach, to a point on the Portland,

Saco and Portsmouth Railroad in the city of Saco, a distance of two and one-half miles. This road has been built and is in good running order, with neat and ample depot accommodations, but is operated only during the summer and early autumn months.

*Bangor and Katahdin Iron Works Railway.*—To extend from the Bangor and Piscataquis Railroad, in the town of Milo, through Milo, Brownville and Williamsburg, to the Katahdin Iron Works, in No. 6 Range 9. Length of the road, nineteen miles. This road has been built and is now in use to Brownville, a distance of six miles. The remaining part is in process of construction and will be completed early the coming season.

*Aroostook River Railroad Company.*—The road to extend from East Lyndon, in the town of Caribou, to Presque Isle Village, a distance of twelve and one-half miles.

*Bridgton and Saco River Railroad Company.*—The road to extend from Bridgton Center, through Bridgton, Sebago and Denmark, to a point on the line of the Portland and Ogdensburg Railroad, in the town of Hiram, a distance of fifteen and one-half miles.

*Lewiston and Auburn Horse Railroad Company.*—The track to be laid through certain streets in the cities of Lewiston and Auburn; whole length, about five miles. Cars are now running regularly.

In its practical workings we have found the general railroad law in several respects defective. For instance, the Bangor and Katahdin Iron Works Railway was at first organized for a narrow gauge road. Subsequently, the company decided to build to the standard gauge, but it was found there was no legal way to make the change, except by commencing anew and organizing a second time, which was done. The law should be amended, so as to provide for such a case as this. The "profile of the line on a vertical scale of *ten to one* compared with the horizontal scale," required by section 6:

to be presented to the Board of Railroad Commissioners, is unusual and inconvenient, and suggests also an amendment to the law. We might indicate other amendments, but as there will be no regular session of the Legislature until 1883, we defer, for the present, doing so.

#### LOCATION OF DEPOT.

Under the provisions of chapter 204, laws of 1871, upon petition of responsible parties, and after due notice and hearing, we ordered the erection of depot buildings for passengers and freight, at the junction of the Old Orchard Junction Railroad with the Portland, Saco and Portsmouth Railroad, in the city of Saco, to be maintained and kept open for the accommodation of the public four months in each year, viz: from June first to October first. We understand that subsequently to these proceedings, and soon after the decision of the Railroad Commissioners, a mutual and amicable arrangement was made between the officers of the Portland, Saco and Portsmouth Railroad Company, through its lessee or agent (Eastern Railroad Company,) and the officers of the Old Orchard Junction Railroad, by which the order of the Commissioners will be carried into full effect.

#### RAILROADS IN MAINE.

	Miles.	Whole length main line op.
Androscoggin (see Maine Central,) . . . . .	70.5	70.5
Aroostook River.. . . .	29.	29.
Atlantic and St. Lawrence (see Grand Trunk)..	82.	149.5
Bangor and Piscataquis . . . . .	62.5	62.5
*Bangor and Katahdin Iron Works Railway . . .	19.	19.
Bath Branch (see Maine Central,) . . . . .	9.	} 76.1
Brunswick to Farmington, including branch to Lewiston . . . . .	67.1	
Belfast and Moosehead Lake (see Me. Central,)	33.33	33.33

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\*Six miles built and operated, and the remainder to be completed early the coming season.

RAILROADS IN MAINE—*Concluded.*

	Miles.	Whole length main line op.
Boston and Maine.....	44.	116.
Bucksport and Bangor .....	18.8	18.8
European and North American.....	114.2	114.2
Grand Trunk.....	—	1,388.5
Houlton Branch (see N. B. and Canada,).....	3.	8.
Knox and Lincoln.....	49.	49.
Lewiston and Auburn (see Grand Trunk,).....	5.5	5.5
Lewiston and Auburn Horse.....	5.	5.
Maine Central (to Bangor via Augusta,).....	136.6	136.6
Maine Central (Cumberland via Lewiston to Waterville .....	72.93	72.93
New Brunswick (see Aroostook River,).....	—	132.
N. Brunswick and Canada (see Houlton Branch,).....	—	122.
Newport and Dexter (see Maine Central,).....	14.	14.
Norway Branch (see Grand Trunk,).....	1.5	1.5
Old Orchard Junction.....	2.5	2.5
Orchard Beach.....	3.	3.
Portland and Kennebec (see Maine Central,)...	63.	63.
Portland and Ogdensburg.....	51.	110.
Portland and Rochester.....	49.5	52.
Portland, Saco and Portsmouth .....	50.75	51.
Portland (Horse).....	6.75	6.75
Portsmouth, Great Falls and Conway .....	3.25	72.
Rumford Falls and Buckfield. ....	27.5	27.5
Sandy River.....	18.	18.
Somerset .....	25.	25.
Somerset and Kennebec (Waterville to Skowhe- gan,).....	18.19	37.75
St. Croix and Penobscot.....	18.	22.
St. Croix (see New Brunswick and Canada) ...	.50	7.
Whitneyville and Machias .....	7.5	7.5
	1,181.40	3,128.96

*Aroostook River Railway.*

From State line to Presque Isle. About 29 miles.

The Aroostook River Railroad commences at a point on the line between Maine and New Brunswick about three miles below the village of Fort Fairfield, and follows up the valley of the Aroostook river via the last named village and the village of Caribou, to Presque Isle. That portion of the road between the State line and Caribou has been in operation for several years, and is, at the present time, in good condition. The division between Caribou and Presque Isle has been partially built during the past summer, and is in a rough and unfinished state. Trains are run over it at a very slow rate of speed at the present time, but we are inclined to think that it will be necessary to suspend operations for a time, in the spring, until the road-bed can be properly completed and ballasted.

As we stated in our report of last year, this road is leased to and operated by the New Brunswick Railway Company, whose line extends from Fredericton and Woodstock, in New Brunswick, up the valley of the St. John river to Edmundston. At Woodstock the New Brunswick Railway connects with the New Brunswick and Canada Railway, for Houlton, St. John, St. Andrews and St. Stephens in New Brunswick, and Calais and Vanceboro in our own State, forming a junction at the last named point with the European and North American Railway for all points west.

The New Brunswick and the Aroostook River railways were originally built on a narrow gauge of  $3\frac{1}{2}$  feet; but this not proving satisfactory, the new management have, at great expense, during the past summer changed to the standard gauge of 4 feet,  $8\frac{1}{2}$  inches, and made other improvements upon their road. When all the changes and improvements contemplated have been fully completed, and the trains run through without change of cars or tedious delays, we think the business of the road will be largely increased and the County of Aroostook greatly benefitted.

Hon. L. R. King of Caribou is President of the Aroostook River Railway Company. E. R. Burpee, Esq., of Fredericton, N. B., is General Manager of the 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—Charles E. Barrett, H. J. Libby, Samuel E. Spring, Franklin R. Barrett, Francis K. Swan, Phillip H. Brown, Portland, Me.; Joseph Hickson, Montreal, and Sir A. T. Galt, Sherbrook, Province of Quebec.

This important line of railway is fully maintained and kept up to the standard of excellence given it in our report of last year, and we cheerfully accord to the managers the highest praise for the skilful manner in which the road has been operated, and the success of their well-directed efforts to put the road-bed and track in a perfect condition, second to no other road in the country. Its wide, well-drained and ballasted road-bed, steel rails (extending throughout its entire length,) substantial masonry and iron bridges, all bear witness to the enterprise and liberality of the management, and their desire to insure the safety and convenience of the public. The construction of this road has proved of great advantage to our State, giving us direct and expeditious communication with the Great West; and each year it is forming new connections, extending its main line and adding branches, all tending to a greater development of the resources of the country, and making them tributary to this line of road. Of course, as the traffic of the road increases corresponding facilities for the proper accommodation and transacting of the increasing business must be furnished at the terminus of the road in Portland, and we trust that this

matter will be so satisfactorily arranged that no other terminus or outlet will be sought for, or found.

Franklin R. Barrett, Clerk; Charles S. Barrett, Treasurer; Portland, Maine.

Joseph Hickson, General Manager, Montreal, Canada; E. P. Hanaford, Chief Engineer, Montreal, Canada; John Loyd, Assistant Engineer, in charge of Maine Division, Richmond, Province of Quebec.

*Bangor and Piscataquis Railroad.*

From Oldtown to Blanchard, 63 miles.

Directors—Moses Giddings, A. G. Wakefield, J. S. Wheelwright, Arad Thompson, M. S. Drummond, Charles L. Marston, John S. Ricker, Newall Blake, T. S. Moore, William H. Strickland, all of Bangor, and A. M. Robinson, Dover.

At our several examinations of this road we found it much improved as compared with preceding years, and in good condition throughout its entire length. A gravel train has been run the whole season, and a large amount of excellent gravel put on to the road-bed. Fifteen thousand new ties, and a small amount of iron have been laid in the track, which has been well surfaced and aligned. New sidings have been built and others lengthened at different points along the line. The bridges have been strengthened and repaired wherever it was found necessary to do so, and we think the road is as good, or perhaps in better condition, at this time than it has been for several preceding years.

During the year the company have purchased one new first-class passenger car, and rebuilt one passenger and one baggage car, and built several new freight cars at their shop in Oldtown, so that the rolling stock of the road now consists of four passenger, two baggage, forty-one box and thirty-six platform cars, all in good condition. There are four engines, two good snow plows, and one first-class flange scraper, all in good working order. The station buildings at Milo,

Dover, Guilford and Sangerville have been thoroughly repaired and painted.

It will be seen by the tabulated returns, in another part of our report, that the gross earnings of the road have increased about \$12,000 and the net earnings about \$6,000, this year. We think that the business of the road is steadily increasing under its present management and affords good ground for faith in its future success. The extension of the road from Blanchard to Moosehead Lake is of the greatest importance, and should command the united effort and energy of its friends until it is accomplished.

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

*Bangor and Katahdin Iron Works Railway.*

From the station of the Bangor and Piscataquis Railroad at Milo, to the Katahdin Iron Works, 19 miles.

The construction of this road was commenced last summer, and the road was partially completed and opened to Brownville late this fall. The road-bed and track are in an incomplete condition, and will require surfacing and ballasting the coming spring. That portion of the road between Brownville and Katahdin Iron Works is in process of construction, and will probably be opened for travel next summer. This road, when completed, will prove a valuable feeder to the Bangor and Piscataquis Railroad, particularly in the two items of freight from the famous slate quarries of Brownville and iron from the Katahdin Iron Works.

O. W. Davis, Bangor, is President.

*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.; Amos Paul, South Newmarket, N. H.; William S. Stevens, Dover, N. H.; Nathaniel G.

White, Lawrence, Mass. ; James R. Nichols, Haverhill, Mass. ; George C. Lord, Boston, Mass. ; Nathaniel J. Bradley, Boston, Mass. ; John F. Osgood, Boston, Mass.

The Boston and Maine Railroad has, during the past year, maintained its deserved reputation of a well managed and popular line of travel and business, and although we have no important changes or improvements to report, we can safely say that the road has been kept up to the high standard of excellence which has characterized it from the time it was first opened for travel. A new shelter shed for passengers has been built, and a large coal shed is in process of construction near the transfer station in Portland. A new station building has been erected at Old Orchard Beach, in the vicinity of the camp ground, adding greatly to the comfort and convenience of the summer visitors at this popular resort. The company have also added to the attractions of their road and Old Orchard by purchasing about fifteen acres of heavily wooded land on the sea-shore, for the use of pleasure and picnic parties.

Many of the bridges along the line have been painted, and new floor timbers laid on them. The long, wooden lattice bridge at Salmon Falls, which has been in position so many years, is, so far as we can discover, in good condition, but we would suggest that the covering be removed the coming spring, in order that the timbers may be thoroughly exposed and examined. The abutment at the easterly end of the bridge should also be repaired. The abutments of the bridge at Mitchell's Crossing in Kennebunkport have bulged out by the action of the frost. These should be rebuilt, or the road crossing changed to another point, which can be done at comparatively slight expense. The equipment of the road has been greatly enlarged during the past year, and it now consists of eighty-four locomotives, one hundred and seventy-six passenger and baggage cars, and one thousand, nine hundred and twenty-four freight and other cars. Of these, five locomotives, nine first-class passenger cars, one combined passenger and baggage car, two baggage cars, and ninety-three

freight cars, have been purchased, or built in the company's shops during the past year.

The tabulated returns on other pages of this report will show the business and financial standing of the road, and present satisfactory exhibit of its condition.

President, Nathaniel G. White; Vice President, George C. Lord\*; General Superintendent, James T. Furber; Treasurer, Amos Blanchard; Auditor, H. W. B. Wichtman; Clerk, Chauncy P. Judd. S. H. Stevens, General Agent, Portland, Me.

### *Bucksport and Bangor Railroad.*

From Bucksport to Bangor, 18 8-10 miles.

This road has been successfully operated the past season, and is in very good condition. The track is in good surface and alignment. The bridges are strong and substantial. No accident or detention has occurred to interfere with the regular running of the trains. This road has proved a great convenience to the citizens of Bangor and Bucksport, who have business along the river, and particularly to those who ship and receive freight or travel by steamboat. During the winter months the trains connect at Bucksport with the Sanford line of steamers to and from Boston, delivering and receiving passengers and freight at Bucksport.

It is confidently believed that the road will be extended to Ellsworth at an early day, and we understand that surveys and estimates of the cost have already been made for that purpose. The construction of the road from Bucksport to Ellsworth would add largely to the value and business of this road, and, without doubt, would prove a great benefit to the city of Ellsworth and the neighboring towns.

Levi L. Lincoln is its manager.

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\*Elected President at the last annual meeting.

*European and North American Railway.*

From Bangor to Vanceboro, 114 miles.

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

It will be seen by the following statements and figures, that the managers of the European and North American Railroad are earnestly and successfully laboring to bring this road up to the highest condition of usefulness and efficiency, and to place it in the front rank of first-class railroads in the country. Liberal expenditure has been bestowed upon it this year, and the same policy is to be pursued in the future, until the aims of the company (as before stated) are accomplished. During the year there was laid (including 350 tons of steel purchased by the trustees and turned over to the company) re-rolled iron rails, 1,029 tons, 5 cwt.; new steel, 2,148 tons, 2 cwt. In addition to the above, 800 tons of steel were purchased for August and September delivery, but were not delivered until October. They are now in the track, with those previously laid, a total of 55 miles of steel and 12 miles new iron now in the road. Thirty-two thousand and eighty-three new ties were laid during the year, average cost  $16\frac{1}{2}$  cents each. About 80,000 yards of gravel ballast were distributed, mostly between Mattawamkeag and Bancroft, where the new steel was laid.

Kenduskeag bridge, Bangor, has new top chords, (hard pine) fifty new floor timbers, new roof, outside painted, inside white-washed. "Red Bridge," Bangor, overhauled and painted. Milford, one new span complete at west end, 60 feet. Costigan and Olamon bridges, (iron) and Danforth bridge (wood) overhauled and painted. Trestling at Stillwater Mills repaired and partly rebuilt; 163 feet of trestling rebuilt at the Ring mill, Orono. New trestling built to the steam and Webster mills at Webster, for 954 feet of single track. Trestling at Kingman and Danforth mills repaired. At Highland bog, between Mattawamkeag and

Kingman, 200 feet, and at Vanceboro bog, 350 feet in length, there has been serious difficulty, caused by the settling of the embankments, presumably on account of the unusual amount of rain during the summer months. For some five or six weeks Vanceboro bog settled so rapidly as to necessitate the employment of a large force there constantly, in order to keep the track in a safe condition for the passage of trains. It is believed that both have been permanently repaired, and although the embankments will settle more or less each year for some years to come, the expense of keeping them up to grade will be trifling.

The depot and freight buildings at Bangor, and stations at Costigan, Tomah, and Lambert Lake, have been repaired, and all the buildings at Bangor painted. At Olamon a new passenger and freight platform has been built, the freight-house enlarged and the road shed extended 200 feet. At Passadumkeag, new platforms built. At Lincoln, Lincoln Centre and Winn, platforms have been renewed and lengthened. At Mattawamkeag a new tank house was built, freight house floor renewed, and a new wood-shed built to replace the one burned. At Kingman the freight house was extended 50 feet, and one story added to the station; this story to be used as a dwelling house for the agent. At Bancroft a new tank house has been built, 18x36, and tanks, capacity 16,000 gallons, placed therein. Passenger platforms were lengthened at Danforth and Forest, all buildings at Vanceboro repaired, and the turn-table there renewed. Semaphore signals have been placed at Bangor and Oldtown, the wharves at Bangor repaired, and Bangor yard enlarged by the removal of the old brick building on Washington street and a large portion of the ledge above to the toll house. The embankments on either side of the water-works dam have been strengthened, and, we believe, made secure against ordinary spring freshets, by the material from the building and the ledge.

Fences have been built as follows: Cedar bunk fence,  $1\frac{3}{4}$  miles;  $4\frac{1}{2}$  miles board and  $1\frac{1}{4}$  miles snow fence, making  $7\frac{1}{2}$  miles, besides which  $4\frac{1}{2}$  miles have been repaired.

New sidings have been built as follows: On Front street wharves, Bangor, 329 feet. Freight sidings extended where ledge was removed at Bangor, 897 feet; 1,080 feet at Roberts' dock, Bangor; 150 feet, Stillwater Mills; 1,200 feet, Webster mills; 798 feet at Oldtown; 609 feet of siding extended at Costigan, 480 feet at Passadumkeag, 599 feet at Enfield; also new sidings at Lincoln Centre, and 1,500 feet at Bancroft; total, 8,442 feet.

There were purchased during the year two new passenger locomotives from the Manchester Locomotive Works, and four passenger cars, fifty flat cars and twenty-five box cars from the Wason Car Works, Springfield, Mass. Also built at the Mattawamkeag shops, one postal car, one box car and fifteen four-wheeled flat cars for construction train. Now partly built at Mattawamkeag, one new combination car (passenger and baggage,) and one baggage car. At the shops six passenger and four baggage cars were thoroughly repaired, one passenger car changed into a combination car for mixed trains, two passenger cars into second-class, and four box cars into refrigerator cars, the latter for through service between St. John and Boston. Painted and varnished six passenger cars, six baggage cars, one postal car and three locomotives and tenders. Varnished seven passenger cars, one postal car and one locomotive. Repaired one box car complete; twenty-four box cars, new sills; seven box cars, new roofs; five box cars, new floors; five stock cars, new sills; twenty flat cars, new tops complete; four flat cars, new sills. Equipped two locomotives and five passenger cars with vacuum brakes. There were destroyed by fire during the year three flat cars and one box car; the flat cars partially insured, the box car burned west of Bangor and paid for by the railroad company having it in use.

The rolling stock of the road consists of fifteen locomotives (six with power brakes,) nineteen passenger cars (thirteen with power brakes,) seven baggage, two postal, two salmon and four refrigerator cars, one hundred and twenty-two covered freight cars, owned by the company, and

one hundred and ten covered freight cars leased, twenty-one stock cars, two hundred and eight flat cars, fifty-three four-wheeled flat cars, one relief car, four flangers and three snow plows. All the rolling stock is in good order, and all in use. A large amount of work not specified in this report has been done upon the railway and its equipments during the year, and the average condition of both is better than ever before.

During the summer months, two and sometimes three construction trains have been worked, and the ballasting and ditching are so far advanced as to require but one train in this service hereafter. The annual outlay for rails need not be so great hereafter as in the past two years, but 1,000 tons should be procured early next season in order that they may be properly laid in the track during the summer months. Considerable fencing will also be required, and better repair shops ought to be provided.

The night train, started experimentally last winter, has proved a success. The Post Office Department has authorized and fixed the compensation for a postal apartment thereon, and the night passenger and freight traffic has steadily increased.

It has been intimated that a fast train is to be run the coming summer in connection with the St. John and Maine, Maine Central, Eastern, and Boston and Maine roads, from St. John to Boston. Should this proposed arrangement go into effect, increased vigilance and expenditure will be required. In the spring an alliance known as the Provincial and New England *All Rail Line*, was formed with the Maine Central Railroad and St. John and Maine Railway, for the purpose of developing and increasing the business between the Lower Provinces and New England. We believe the alliance has been of much value to the lines interested and all connected, with indications that the business may still be very largely increased.

Hon. Noah Woods of Bangor is President and Treasurer ; J. F. Leavitt of Bangor is General Passenger Agent.

*New Brunswick and Canada Railroad.*

From Woodstock, New Brunswick to St. Stephens, N. B. While the main line of this road extends from Woodstock to St. Stephens, a branch line, connecting at Debec Junction, runs to Houlton in Maine, about eight miles long, and another, connecting at McAdam Junction, connects with the St. John and Maine Railway, running to St. John; also with the St. Croix Railway, connecting with the European and North American Railroad at Vanceboro in this State. At Watt Junction there is another branch to St. Andrews. The whole length of the road, with its branches is 129 miles. This road has been greatly improved during the past two years; a large portion of the track on the main line has been relaid with new steel rails and cedar ties, the road-bed has been raised, well ballasted and drained, and the bridges repaired and strengthened. Several new passenger cars have been added to the rolling stock, and the old ones repaired. There are only about three miles of this road within the limits of this State, being a portion of the branch to Houlton, which is in safe running order. This line of railway is so closely connected with the railroad interests in this State, as forming a part of the line of railroad communication with the counties of Aroostook and Washington in our State, that we have almost regarded it as an important part of our own railroad system, and have marked with deep interest its gaining importance, increasing business and improved condition.

The destruction of the machine shops and several locomotives by fire at St. Andrews, in the month of December, was a serious loss and inconvenience to the company, but we trust that this will soon be made good and not interfere with or discourage the management from continuing the improvement of their road.

F. H. Todd, President; Henry Osburn, General Manager; John Stuart, Superintendent, all of St. Stephens, N. B.

*Knox and Lincoln Railroad.*

From Bath to Rockland—49 miles.

Directors — John T. Berry, Rockland; Francis Cobb, Rockland; Edmund Wilson, Thomaston; E. O. Clark, Waldoboro'; D. W. Chapman, Damariscotta; Edwin Flye, Newcastle; Henry Ingalls, Wiscasset; George A. Preble and J. G. Richardson, Bath.

From our repeated examinations of this road during the past year, your Commissioners feel justified in reporting it to be in good condition. Many changes have been made by substituting earth embankments for portions of the original pile and trestle bridges, which were beginning to show signs of weakness and decay. The bridges at Marsh Creek and Nichols' River have been strengthened and repaired, also the truss bridge at Wright's mill stream, and many of the pile and trestle bridges have been strengthened with new piles, caps and stringers. The track is in good condition and rides well. The want of gravel for ballasting purposes renders it difficult to keep the track in good line and surface, but notwithstanding the lack of material, it compares well with many other roads in the State, where this deficiency is not felt. The utmost care is exercised by the Superintendent of the road in the management of the trains, and looking after the condition of the track and bridges, and your Commissioners have always felt that this road was under the supervision of a vigilant and faithful officer, devoted to the interests of the road and with an eye quick to detect defects and danger.

The trestle bridge at Thomaston, and the pile bridge at Pottle stream near Wiscasset will need to be rebuilt the coming summer. At Thomaston the location of the road can be changed for a short distance and a solid road-bed formed, as we think, at less expense to the company than rebuilding the bridge, and it certainly will be safer and better in every respect. A culvert should be built at the Pottle stream, and an embankment made over it, thus doing away with another perishable wooden structure.

We understand that a proposition has been made by the Maine Central Railroad Company, to lease the Knox and Lincoln road for a term of years. Should this proposition be accepted, and the arrangement perfected, it will become necessary to make large expenditure in strengthening and rebuilding the several bridges, and making other additions and improvements to prepare the road for the increased service that will be required of it, and to receive and carry safely the heavier rolling stock now in use upon the Maine Central Railroad. That the road has thus far been managed cautiously and successfully, notwithstanding the disadvantages under which it has labored, the remarkable freedom from accident up to this time furnishes abundant and conclusive proof. The rolling stock is in good condition.

John T. Berry of Rockland is President; Edmund Wilson of Thomaston, Clerk; C. A. Coombs of Bath, Superintendent; L. L. Alexander of Bath, Treasurer; Wm. A. Field, Master Mechanic and Wm. B. Ludwick, Road Master.

*Lewiston and Auburn Horse Railroad.*

Five miles in length.

The track of this road is laid through the streets of Lewiston and Auburn, and cars are running upon it. The road is well built and successfully operated, and, we think, will prove a great convenience to the citizens of the above named cities.

*Lewiston and Auburn Branch Railroad.*

From Lewiston to its junction with the Grand Trunk Railroad—5½ miles.

This road is leased and operated by the Grand Trunk Railway Company. It is only necessary to say in regard to it, that the road in the manner of its construction and present condition compares very favorably with the best portions of the Grand Trunk Railway, and is second to no other in the State.

*Consolidated Maine Central and its Branches.*

Three hundred and fifty miles in all.

Directors—George E. B. Jackson, Portland; William G. Davis, Portland; H. N. Jose, Portland; Stephen J. Young, Brunswick; Arthur Sewall, Bath; Abner Coburn, Skowhegan; Darius Alden, Augusta; George S. Morison, New York; Elijah B. Phillips, Boston, Mass.; William B. Bacon, Boston, Mass.; Alfred P. Rockwell, Boston, Mass.; George P. King, Boston, Mass.; Willard P. Phillips, Salem.

The year just closing has been one of prosperity and marked success for this important line of railroad. No accidents have occurred to interrupt or interfere with the regular running of the trains, and the report of the directors shows largely increased receipts for this year, when compared with several preceding years. It is certainly a matter of congratulation for the people of this State, that this line of railway, so important in its relation to the business of the whole State, and upon which the public are so dependent, is controlled by a most liberal management and one that not only makes provision for the business demands of the present, but is looking forward to and providing for the future development of the great resources of the country through which the road passes and to which it extends. It will be seen by the following statements that extensive improvements, repairs and renewals have been made during the past year, and that it is proposed to continue the work the coming season. Two thousand, nine hundred and seventy-seven tons of steel rails have been laid, equal to 32 miles of track, and iron rails repaired and relaid, equal to  $20\frac{1}{2}$  miles of track; 79,000 new sleepers were laid in the track, and  $46\frac{1}{2}$  miles of track ballasted with 70,000 yards of gravel. Two new Howe truss bridges were built at Bowdoinham, on the main line to Augusta, and three spans of stringer bridges between Brunswick and Waterville. A new floor has been laid on the lower bridge over the Androscoggin at Brunswick, and an iron bridge built over Topsham street. At Etna bog, on the

main line, Waterville to Bangor, 125 feet of pile bridge has been built. One overhead bridge has been built at Freeport, and one at Bowdoinham. Two Howe truss bridges have been built over the Wescott stream on the Belfast branch, and the long pile bridge at Belfast filled with stone and earth. A new Queen truss bridge has been built over the Lowell stream on the Farmington branch. The wooden bridge at Skowhegan has been removed, and an iron bridge  $315\frac{1}{2}$  feet in length erected in its place, making the total length of new bridges built this year on the main line and branches,  $820\frac{1}{2}$  feet. There are seventy-nine bridges on the main line and branches, and all but seven of them have been rebuilt since the year 1870. The total length of bridges rebuilt since 1870 is, wooden bridges,  $9,038\frac{1}{2}$  feet; iron bridges, 5,417 feet, or 14,155 feet in all. The total length of bridges on the road is, 18 iron bridges, 5,417 feet, and 61 wooden bridges,  $10,623\frac{1}{2}$  feet, or  $16,040\frac{1}{2}$  feet in all. There are 1,406 culverts and 229 cattle passes under the track of the main line and branches. A new freight office has been erected at Augusta, and a new building at Waterville station for offices and baggage room, water station at Thorndike, lumber shed and coal shed at Auburn, a coal shed at Lewiston upper station, and one at Readfield; a dining hall and coat room at Maranacook, and freight sheds at the Lewiston Fair Grounds and Emery's siding. One thousand, six hundred seventy-six cubic yards of stone masonry were built at different points on the main line and branches; fifteen miles of rail, eight miles of board, sixteen of barb steel wire, and one mile of snow fence have been built, and seven miles of old fence repaired and rebuilt. Two new turn-tables have been built, one at Bath and one at West Farmington. The entire length of steel track is now  $108\frac{1}{10}$  miles, and a purchase of 4,500 tons of steel rails has been made, to be delivered in 1882. The foregoing statements include the renewals and repairs made on the main lines and branches. Main line from Portland via Brunswick, Augusta and Waterville to Bangor, 136.6 miles in length; line from Cumberland Junction via

Lewiston and Winthrop to Waterville, 72.5 miles; Bath Branch, Brunswick to Bath, 8.7 miles; Skowhegan Branch, Waterville to Skowhegan, 18.2 miles; Belfast Branch, from Burnham to Belfast, 33.1 miles; Dexter and Newport Branch, from Dexter to Newport, 14 miles; Androscoggin, Leeds and Farmington Branches, Brunswick to Leeds Junction, including Branch from Crowley's to Lewiston, 30.6 miles. From Leeds Junction to Farmington, 36.3 miles.

The track on the Skowhegan Branch has been much improved since our last report. On the Belfast Branch a large amount of gravel has been placed under the track, the wash-out near Thorndike refilled, two new Howe truss bridges built, the long pile bridge at Belfast filled with a permanent embankment of stone and earth, and the road much improved in other respects. The Bath, Newport and Dexter and Farmington Branches are in about the same general good condition as reported last year.

The rolling stock of the road consists of 58 locomotive engines, 29 of which are equipped with train brakes. There are 17 snow plows, 62 passenger cars, 53 of which are equipped with Miller platforms, buffers and air brakes; 23 baggage and mail cars, 21 of which are equipped with Miller platform and air brakes; 678 freight cars, including box, hay and cattle cars; 509 platform freight cars, 10 flange scrapers and 5 postal cars. There have been added to the equipment during the past year, 2 locomotives, 2 postal cars, 50 box and 50 platform freight cars, all from the Portland Company's Works; 6 passenger cars from the Wason Car Works at Springfield, Mass.; 1 passenger and 2 baggage cars, built in the Maine Central Railroad Company's shop.

At many points along the road the unoccupied lands near the several stations have been tastefully laid out and planted with flowering shrubs and plants, relieving to a great extent the usually bare and neglected appearance of railroad stations. The trains have been run with great regularity, and no accident has occurred by which passengers have been injured or property damaged.

The officers of the Maine Central Railroad are gentlemen who fully understand and appreciate the duties of their various positions and their great responsibility to the public. They are quick to detect and prompt to remedy any defects in the road or rolling stock, that would endanger the trains or cause injury to passengers or property. Always kind and courteous in their intercourse with all who have business transactions with them, they have secured the respect and confidence of the public, and the best wishes of all for the success of the road under their administration. The employes are intelligent and faithful in the discharge of their various duties, and devoted to the interest of the road.

George E. B. Jackson, President; J. S. Cushing, Treasurer; Payson Tucker, Superintendent; Fred E. Boothby, General Ticket Agent; J. A. Linscott, Auditor, all of Portland; George Alden, General Eastern Agent, Waterville.

#### *Norway Branch Railroad.*

From Grand Trunk Railway Station at South Paris to Norway,  $1\frac{1}{2}$  miles.

This road is leased to and operated by the Grand Trunk Railway Company, and it is in good condition. The road was built by the enterprising citizens of Norway, and is proving a valuable aid to the business interests of the town.

George L. Beal is President.

#### *Orchard Beach Railroad.*

From Boston & Maine Station at Old Orchard to the mouth of the Saco River, 3 miles in length.

This road was built for the accommodation and amusement of visitors at Old Orchard during the summer season. The road is located upon the beach, and connects at the Saco river with steamers for the Pool and other points in that vicinity. The road and rolling stock is well adapted to the purposes for which it was built, and is a great addition to the attractions of Old Orchard Beach. At our examination, the past summer, we found it in good condition.

Jas. T. Furber of Lawrence is President; M. L. Williams of Portland is Treasurer; George W. Hill of Boston is Superintendent.

*Old Orchard Junction Railroad.*

Two and one-half miles in length. From Old Orchard Beach to a connection with the Portland, Saco and Portsmouth Railroad. This road was built last summer for the accomodation of visitors at Old Orchard Beach, in giving them a direct connection with the Portland, Saco and Portsmouth Railroad. The road is well constructed, and the station building tastefully and commodiously built. The road is operated during the season of pleasure travel only.

President, Charles Fairchild, Boston, Mass.; Treasurer and Superintendent, John S. Morris, Portland.

*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. Miliken, J. S. Ricker, James P. Baxter, Francis Fessenden, R. M. Richardson, W. W. Thomas, Jr., Samuel Waterhouse, Portland; Joel Eastman, Conway, N. H.

In no former years since the opening of the road has there been made so great and permanent improvement in road-bed, sidings and station-houses and grounds.

The more important items of track and road-bed improvements have been as follows, viz:

The pile bridge—from fifteen to twenty feet in height and quarter of a mile long—over the flats of Fore river and across the canal basin, near this city, has been replaced by solid earth embankment; the grade having been lowered throughout the bridge from five to seven feet, and from three to five feet through the old "trotting park" and "Thompson" cuts immediately beyond, from which excavation the material was largely obtained for making the new embankment; the

filling in, also, of the long pile bridge over Stroudwater marsh, commenced last year, has been completed; so that these two old and nearly worn-out structures, having a combined length of more than half a mile, are now entirely replaced by solid earth embankment.

A general improvement of the gradient of this road between Portland and Cumberland Mills has been undertaken by lowering summits and lifting depressions at the meeting points of the more natural grade planes—adopted for the sake of economy in the original construction of this road—which have, until recently, met the requirements of train movement reasonably well. Considerable progress has been made in this direction, as: in the more regular and gentle ascent from the level grade over Fore river flats to the Stroudwater highway crossing; in the lifting and extending out the foot of the sharp grade of ascent from the embankment level of Stroudwater marsh, and in lowering the summits in Lamb's woods, near the Westbrook station, from four to seven feet, and although the project is yet incomplete, the approaching result is becoming quite apparent in the already easier movement of the now very heavy freight trains over this road.

A new siding has been put in at Mallison Falls, Windham, to better accomodate the woolen mill there, and at South Windham the siding has been lengthened at both ends, in all, eleven hundred feet; and at the Oriental Powder Mills, in Windham, the siding has been lengthened, and a new spur track added for that company's business.

About one and a quarter miles of re-rolled iron has been laid between the White Rock and Lake Sebago stations.

At the lake a new siding seven hundred feet long has been laid for the accommodation of the general freight business of the town of Standish, as well as for the corn-packing company located there.

A spur track has been put in two miles east of Steep Falls station in Standish, for the wood and lumber business, and the siding at Steep Falls has been lengthened about a thousand feet, to facilitate the crossing of freight trains.

The siding at Brownfield has been lengthened three hundred feet, and the pile bridge over the meadow west of Shephard's river, six hundred feet long and ten feet high, has been filled with earth. The so-called "Cotton Siding" at Conway Centre, has been extended three hundred feet, and both ends of it are now connected with the main line.

The sidings and spur tracks added this year aggregate a mile in length. Some four miles of steel rail have been laid in Bartlett, and the iron thus replaced was used to improve the track of the first division.

About twelve thousand new cross-ties have been put into the whole road, and ten thousand cubic yards of ballast put under the track between Portland and East Baldwin.

The station houses have been kept in good repair. The great need of the road is a large amount of new steel or iron rails for the track, and we respectfully suggest to the officers of the company that this need should be supplied without further delay. As the road is seeking and making important business connections with other lines of railroads, and is the principal route of travel, during the summer months, from the sea-board to the White Mountains, and has many other attractive points of interest along its line, we hope to see it put in that condition of permanency and usefulness which its position demands and should receive. The trains have been run with regularity and freedom from accidents.

The equipment of the road is in good condition. One new locomotive and 30 platform freight cars have been added; it now consists of 9 locomotives, 18 passenger and baggage cars, 110 box freight cars, 152 platform freight cars, 5 vans and 1 crane car, 3 snow plows.

Samuel J. Anderson, President; Jonas Hamilton, Superintendent; J. W. Dana, Treasurer; Charles H. Frye, Clerk and General Ticket Agent; John F. Anderson, Chief Engineer, all of Portland.

*Portland and Rochester Railroad.*

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

Directors—George P. Wescott, Samuel E. Spring, Nathan Webb, William L. Putnam, Richard O. Conant, of Portland; Stephen J. Young, Brunswick; John A. Waterman, Gorham; E. B. Phillips, Boston, Mass; George C. Lord, Newton, Mass.

Your Commissioners take pleasure in reporting the gradual improvement of the road from year to year, under the management of its present efficient officers. During the past year, 14 miles of track have been brought up to grade and ballasted, 229½ tons of steel and 40½ tons of iron rails, 7,679 cedar ties, 7,849 pounds of iron splices, 650 wood splices, 11,889 pounds of bolts, 4,000 nut locks and 125 kegs of spikes have been used in track repairs and renewals. One stone culvert and four cattle passes have been rebuilt, and others repaired. New hard pine track stringers and cross ties have been put into the bridge across the Mousam river at Springvale, and the bridge covered with sheathing to protect it from the weather. At Saccarappa a branch track has been built, extending across the Presumpscot river, on a bridge of hard pine resting on iron columns firmly set in the ledge bottom of the river, thence extending to the store houses and coal pens of the Westbrook Manufacturing Company. One thousand feet of this track has been built this year. At Portland a new turn table, and two new buildings to be used, one for a paint shop and the other for storage of tools, have been built. The freight house has also been enlarged; about 250 feet of the pile bridge through the mill pond, and 70 feet of the trestle bridge on the marginal way have been filled with solid earth embankment. At Gorham, Hollis Centre, South Waterboro' and Springvale, the buildings have been improved and refitted for passenger and freight purposes, and the spur and side track extended. At East Lebanon, a new depot to be used for passenger and freight,

and a new building for a water station have been built. The long truss bridge over the river at East Rochester has been rebuilt. One new passenger car and one new combination smoking, mail and baggage car have been added to the rolling stock, and all the old passenger cars have been refitted and painted.

No accident has occurred to any passenger or employe during the year. The road-bed is well drained, and the whole location between the fences cleared from brush, rubbish and bushes, presenting a neat and well-ordered appearance.

George P. Wescott, President ; William H. Conant, Treasurer and Clerk ; J. W. Peters, General Ticket Agent ; Albion Hersey, General Freight Agent, all of Portland.

*Portland, Saco and Portsmouth Railroad.*

Portland, Maine, to Portsmouth, N. H.—51 miles, 50 $\frac{76}{100}$  in Maine. Leased to the Eastern Railroad Company.

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

This road is now in better condition than ever before, and is not excelled by any road in the State, or perhaps in the whole country. The track is laid with steel rails the entire distance from Portsmouth to Portland. The road-bed is well ballasted and drained, and of good width. The bridges are all in good order. The long bridge across Fore river at Portland has been mostly rebuilt. The iron bridge over the Saco river at Biddeford has received new flooring and other repairs, and the bridge over the Piscataqua river, between Kittery and Portsmouth, repaired during the past season. A new station building has been erected at South Berwick, and others repaired at Portland and different points along the line. The rolling stock of the Eastern Railroad in use upon the Portland, Saco and Portsmouth Railroad is in every respect

first-class, and the locomotives and cars fitted with all the modern appliances to secure the safety and convenience of passengers. The rolling stock owned by the Eastern Railroad consists of 80 locomotives, 203 passenger, baggage, mail and express cars, and 1,583 freight and other cars. A very large proportion of the locomotives, passenger and other cars are equipped with Westinghouse brakes, Miller platforms and buffers. The above statement does not include the equipments belonging to leased roads.

Much credit is due to the officers of this road, for the manner in which the road has been brought up to its present high condition of safety and efficiency, and for their continued efforts in the same direction.

E. B. Phillips, President; N. G. Chapin, Treasurer; C. S. Sergeant, Auditor; D. W. Sanborn, Master of Transportation; W. F. Berry, General Freight Agent; Lucius Tuttle, General Passenger Agent; G. J. Fisher, Purchasing Agent; H. Bissel, Master of Maintenance of Way; Amos Pillsbury, Master of Rolling Stock; all of Boston, Mass.

*Portsmouth, Great Falls and Conway Railroad.*

From Conway Junction in South Berwick, Maine, to North Conway, New Hampshire—71 $\frac{36}{100}$  miles, 3 $\frac{1}{4}$  miles in Maine.

This road is leased by the Eastern Railroad Company, and is operated under the same general management. During the summer months it is one of the popular routes for pleasure travel between the seaboard and the White Mountains, and secures a large share of patronage. The road passes through a picturesque and attractive country, and by several flourishing towns and villages to North Conway in New Hampshire, long noted as one of the most desirable summer resorts in the country. Only a small portion of the road is within the limits of this State, and at our several examinations this year, we found that portion in good condition. The track has been ballasted and surfaced, and many new

ties laid in it. The bridge on the Great Works Stream, in South Berwick, though safe at present, should be rebuilt at an early day. The bridges at Salmon Falls and Milton are both in good order.

John W. Sanborn of Wolfboro' Junction, New Hampshire, is Superintendent.

#### *Portland Horse Railroad.*

Through the streets of the city of Portland, and from the corner of Congress and Preble streets to Stevens' Plains in the town of Westbrook,  $6\frac{3}{4}$  miles in length. The track of this road is well maintained, and is in good order. The cars are comfortable and convenient, and run with regularity and care. The drivers and conductors are respectful and attentive to passengers, and the horses appear to be well-fed and kindly treated. The affairs of the Company seem to be well managed and in a prosperous condition.

E. A. Norton, President, Portland; E. A. Newman, Treasurer, Deering; H. S. Bennett, Superintendent, Portland.

#### *Rumford Falls and Buckfield Railroad.*

From junction with Grand Trunk Railway at Mechanic Falls, to Canton,  $27\frac{1}{2}$  miles.

This road is in successful operation and, we believe, is fulfilling the anticipations of the gentlemen who purchased it under adverse circumstances, when it was in very dilapidated condition, and apparently almost useless. Under the present ownership the road has been put in good order, and has acquired the reputation of a safe and well conducted railroad. The business is increasing from year to year, and new and important industries are being established along the line and at the northern terminus in Canton, all tending to build up a permanent and profitable business for the road, and to the great benefit of the towns through which it is located. The rolling stock is in good order.

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

*Somerset Railroad.*

From West Waterville to Anson—25 miles.

Directors—R. B. Dunn, Waterville; John Ayer, G. T. Stevens, West Waterville; Edward Rowe, Norridgewock; William H. Brown, Albert Moore, W. W. Pease, North Anson; Nathan Weston, Madison; William Atkinson, Embden; F. W. Hill, Exeter; John Carney, Moscow.

Your commissioners report this road in about the same general good condition as stated in our report of last year. The track is in good surface and line, but will need many new sleepers laid in the coming spring. The bridges over the Kennebec river at Norridgewock and Madison are safe and the trusses well protected from the action of the weather and fire by a good board covering, and whitewash. The trestle bridges at the different points along the line have been repaired and strengthened, wherever it was necessary to do so. The building of the large woolen mill at Madison Bridge village will undoubtedly add considerably to the business of the road, and we trust that other enterprises will be established at Madison and other points along the line, by which the revenues of the road will be largely increased. The rolling stock is in good condition.

John Ayer, President; A. R. Small, Treasurer; W. M. Ayer, Superintendent, all of West Waterville.

*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.

This road commences at Calais and follows up the valley of the St. Croix river to Baring, at which point it crosses the river from Maine into New Brunswick, and following up

the east bank of the St. Croix, about four miles, to Sprague's Falls, recrosses the river into Maine, and continues on to Princeton. The principal business of the road (as stated in a former report) is in the transportation of lumber from different points along the line to Calais, where its tracks are laid to the wharves, and the lumber is piled conveniently for loading on to vessels. The road also transports considerable freight to and from the tanneries at Princeton and Grand Lake. While the road is not in good condition, it is safe at the present time for the service required of it, but it needs many new rails and ties and ballasting, particularly on that section of the road between Calais and Baring. The erection of a large cotton factory at Milltown, on the New Brunswick side of the St. Croix, has added considerably to the business of the road during the last season, and this, together with the increased demand for lumber, will doubtless prove of much advantage. The trains are run with great care and at a low rate of speed. The rolling stock is in fair condition.

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

#### *St. Croix Railway.*

From McAdam Junction, N. B., to Vanceboro in this State—7 miles,  $\frac{1}{2}$  mile in Maine.

This road was built by the New Brunswick and Canada Railway Company, to secure direct connection with the European and North American Railway at Vanceboro. One half of the bridge over the St. Croix, and about half a mile of the road is in this State, and all of it in good condition. The road is operated and controlled by the New Brunswick and Canada Railway Company.

F. N. Todd, President; Henry Osborn, Treasurer, St. Stephens.

*Sandy River Railroad.*

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

This road has been successfully operated since the date of our last report, and the officers of the company have exerted themselves to overcome and repair some of the errors of location and construction referred to in our report of last year. The entire completion of this work will require time and a liberal expenditure of money, and, until these changes and improvements can all be accomplished, the road must be operated at considerable disadvantage, even with great prudence and care. The trains must be run over the bridges and around the sharp curves at very low rate of speed, and no departure from this rule should be allowed. The track and road-bed have been greatly improved during the past season. The rolling stock is in good condition and well adapted to the uses of the road.

D. L. Dennison, President, Phillips; Joel Wilbur, Superintendent, Farmington; D. L. Dennison, Philip H. Stubbs, Daniel M. Bonney, Directors.

*Whitneyville and Machiasport Railroad.*

Seven and one-half miles in length.

This road is used for the transportation of lumber alone, and as passengers are not transported over it, the commissioners are not required to inspect it.

Cornelius Sullivan is Treasurer and Manager.

*Surveys for New Roads.*

Surveys and estimates for the construction of new roads have been made from Bucksport to Ellsworth, about 18 miles. From Bridgton to Hiram, 15 miles, and from Presque Isle to Houlton, in Aroostook County, 47 miles. Also from Dexter in Penobscot County, to Presque Isle in Aroostook County, 172 miles. These are all important lines, and worthy of the highest consideration, and the construction of some of these involves questions of the utmost importance, affecting the interests of the whole State.

# ACCIDENTS.

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## ATLANTIC AND ST. LAWRENCE RAILROAD.

B. F. Tewksbury, Portland, draw-bridge tender, fell to deck of vessel, injured.

J. Breman, Portland, watchman, foot caught in rail, back injured.

I. Pairier, Mechanic Falls, laborer, fell off train, killed.

A. McKennon, Portland, laborer, skid broke, back injured.

I. Corridon, Portland, laborer, caught between car bunters, back injured.

I. Dolan, Portland, coupler, finger crushed coupling cars.

G. M. Bryant, Bryant's Pond, section foreman, arm broken by hand car.

I. Ford, Bryant's Pond, brakeman, slightly injured by hand car.

J. P. Hart, message boy, Portland, killed jumping off train.

F. H. Sinclair, Yarmouth, brakeman, arm jammed coupling cars.

I. F. Audley, Bryant's Pond, brakeman, struck bridge and killed.

F. Dyer, Yarmouth Junction, brakeman, fell from train, arm cut off.

D. Knight, South Paris, trackman, struck by car, head injured.

Capt. E. Wentworth, Portland, walking on track, struck by engine and killed.

## BANGOR AND PISCATAQUIS RAILROAD.

June 9, 1881, Jonathan Shaw of Dover, attempting to get upon the down passenger train, while passing the village of Guilford, was so injured that he died June 15th.

## BOSTON AND MAINE RAILROAD.

Oct. 4th, 1880, Frank J. Lynde, attempting to get on a moving train, was run over and killed.

Dec. 9, 1880, Delphos Dugues, a small boy, was crushed between freight cars at Biddeford, and killed.

June 1881, James Hayes, found dead beside track at Biddeford.

Aug. 16, 1881, Ralph Littlefield, 9 years old, jumped from a moving train at camp ground station Old Orchard, and was seriously injured.

Sept. 23, 1881, Robert Douglass, while playing on the track near Ligonía was struck by a train and somewhat injured.

## EUROPEAN AND NORTH AMERICAN RAILROAD.

Oct. 27, 1880, William Henry Tozier, section man, while pushing a car into Oldtown bridge, fell through on to the rocks and was killed.

Nov. 29, 1880, Wyatt of Veazie in attempting to step on to a moving train, at Bangor, fell under the wheels, and was so injured that he died.

Aug. 28, 1880, Rory McLeod found upon or near the track, and supposed by the coroner's jury to have been crushed by the train.

## KNOX AND LINCOLN RAILROAD.

Nov. 13, 1881, E. T. Hodge of Edgecomb, caught between the cars and badly jammed.

## MAINE CENTRAL RAILROAD.

June 12, 1881, Marcenus A. L. Crummett, brakeman, jumped from freight train in motion, and died from the effects of the fall.

July 3, 1881, Daniel Sweeney, struck by an overhead bridge and killed.

Aug. 25, 1881, William Brackett, brakeman, fell from freight car and killed.

## PORTLAND HORSE RAILROAD.

Passenger ran in front of a car passing another on a turn out, knocked down by the horses, the car ran over him and he died from his injuries.

A policeman attempting to get on a car in motion, his foot slipped and he fell under the car and broke his leg.

## PORTLAND AND OGDENSBURG RAILROAD.

March 2, 1881, saloon car attached to freight train No. 5 was thrown from track by spreading of the rails near South Windham station. The car was dragged some distance and finally turned over upon its side. Conductor Edwin Dow, the only occupant of the car at the time of the accident, was severely bruised by being thrown partly through the side window.

March 11, 1881, George Kane, brakeman of freight train No. 6, had an arm badly crushed and lacerated between bunters, while making up train in Portland.

April 13, 1881, W. M. Smith, brakeman, fell from a box car between Bartlett and Livermore stations, and was severely bruised.

April 26, Charles Nute, section man, was struck on the head by a falling plank while unloading a car at Glen station, and died in a few hours from the effects of the injury.

May 26, 1881, as passenger train No. 1 was crossing the Saco River bridge, above Glen Station, it overtook a man named Daniel Grant, who

was walking across the bridge carrying a bag of potatoes. He did not drop the bag nor take any measures to escape, until too late. He was struck and instantly killed by the engine.

September 17, 1881, Fred Wescott, freight brakeman, while coupling cars at Fabyans', was caught astride the draw bar and badly jammed.

September 20, 1881, George S. Kane, yardman in Portland yard, in attempting to get on an engine, slipped and fell under the wheels, losing one leg and part of the foot on the other leg. He was carried to the Maine General Hospital, where he died Sept. 22, 1881.

No accident has happened to any passenger train, and no passenger has been injured during the past year.

#### ST. CROIX AND PENOBSCOT RAILROAD.

Jan. 29, 1881, James McFarland, trackman, fell from snow plow and died from the injuries then received Feb. 18th.

A. W. WILDES, JOHN F. ANDERSON, CHARLES J. TALBOT,	}	<i>Railroad Commissioners.</i>
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AUGUSTA, Dec. 31, 1881.



GENERAL EXHIBIT FOR THE YEAR.

NAME OF ROAD.	Total Income.	Total expenses, including taxes.	Net income.	Rentals.	Interest accrued dur- ing year on		Dividends declared.	Balance for the year.	Balance at com- mencement of year.	Revised balance at commencement of year.
					Funded debt.	Other debt				
Atlantic and St. Lawrence..	\$1,020,802 67	\$840,404 52	\$180,398 15	180,398 15	\$140,142 19	-	{ 6 per ct.	{ Deficit	-	-
Bangor and Piscataquis....	102,022 81	58,985 24	43,037 57	-	-	-	{ \$329,040	{ 289,784 04	-	-
Belfast and Moosehead Lake	36,379 95	145 35	36,234 60	-	9,000 00	\$5,409 00	{ 4 1/2 per cent	-	-	\$
Boston and Maine.....	2,667,245 91	1,727,089 56	940,156 35	87,200 00	245,000 00	1,632 59	{ 8 per ct.	46,323 76	-	1,627,505 71
Bucksport and Bangor.....	19,801 51	13,465 25	6,336 26	-	-	-	{ \$560,000	-	-	-
Dexter and Newport .....	18,000 00	39 00	17,961 00	-	10,500 00	-	{ 3 per ct.	140 00	-	574 60
European and N. American.	477,937 11	398,168 31	79,768 80	-	61,140 00	-	{ \$7,320	18,628 80	-	-
Great Falls and Conway....	45,059 80	-	-	-	45,000 00	-	-	59 80	-	340 64
Houlton Branch.....	6,930 00	3,130 00	3,800 00	-	-	-	-	-	-	-
Knox and Lincoln.....	124,058 48	93,007 12	31,051 36	-	-	-	-	-	-	-
Maine Central.....	1,885,735 06	1,229,357 43	656,377 63	54,000 00	569,882 93	583 59	{ 5 per ct.	31,911 11	-	-
Portland (Horse).....	50,238 70	43,357 45	6,881 25	-	-	-	{ \$7,880	-	-	-
Portland and Ogdensburg..	304,245 33	213,168 21	91,077 12	-	66,720 00	3,514 46	-	20,842 66	-	78,175 73
Portland and Rochester....	168,328 58	153,293 68	15,034 90	-	-	-	{ 6 per ct.	-	-	-
Portland, Saco & Portsmouth	90,243 83	-	90,243 83	-	-	-	{ \$90,000	243 83	-	1,090 73
Rumford Falls and Buckfield	45,069 91	29,329 26	15,740 65	2,476 00	9,590 00	275 38	-	3,399 27	-	-
Sandy River.....	13,863 06	11,228 43	2,634 63	-	3,000 00	-	-	{ Deficit	-	-
Somerset.....	26,881 40	21,153 28	5,728 12	-	31,560 00	14,267 21	-	365 37	-	-
St. Croix R. R. ....	1,200 00	650 00	550 00	-	-	-	-	-	-	-
St. Croix and Penobscot ....	47,384 00	31,350 31	15,933 69	-	4,772 00	5,280 00	-	5,981 69	-	-
Orchard Beach.....	3,938 41	4,874 34	-	-	-	-	-	{ Deficit	-	-
Aroostook River.....	-	-	-	-	-	-	-	935 93	\$302 46	-
Whitneyville & Machiasport	-	-	-	-	-	-	-	-	-	-

## EXHIBIT. |

## ANALYSIS OF EARNINGS.

NAME OF ROAD.	Balance Sept. 30, 1881.	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..	{ June 30,	\$123,122 91	\$105,439 35	\$15,737 97	\$12,503 21	-	\$256,803 44	\$321,143 51	\$440,720 43	-
Bangor and Piscataquis....	{ 289,784 04	9,428 35	20,026 50	1,350 00	4,478 11	-	35,282 96	2,615 13	62,300 42	-
Belfast and Moosehead Lake	-	-	-	-	-	-	-	-	-	-
Boston and Maine.....	1,673,829 47	1,288,310 44	201,224 05	69,159 98	23,663 92	-	1,582,358 39	704,808 46	314,048 55	-
Bucksport and Bangor.....	-	11,744 02	1,762 17	185 28	1,526 80	-	15,218 27	2,923 72	1,659 52	-
Dexter and Newport.....	714 60	-	-	-	-	-	-	-	-	-
European and N. American.	20,781 86	60,506 30	91,452 05	7,440 01	20,913 18	-	180,311 54	118,769 44	166,377 47	\$5,934 39
Great Falls and Conway ....	400 44	-	-	-	-	-	-	-	-	-
Houlton Branch.....	-	-	1,395 00	-	150 00	-	1,545 00	-	5,385 00	-
Knox and Lincoln.....	-	26,054 72	46,197 22	3,205 02	5,303 83	1,839 07	82,599 86	9,264 83	32,193 79	-
Maine Central.....	374,792 84	407,791 73	365,041 72	41,422 08	56,102 37	-	870,357 90	1,003,853 71	-	2,867 32
Portland (Horse).....	-	47,907 48	-	-	-	-	-	-	-	-
Portland and Ogdensburg..	99,018 39	63,312 03	63,145 77	3,814 79	9,382 83	747 58	140,403 00	130,396 08	32,827 27	618 98
Portland and Rochester.....	-	53,626 50	-	2,052 58	7,225 50	-	62,904 58	104,651 47	-	-
Portland, Saco & Portsmouth	1,334 56	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield	-	4,344 28	8,002 75	839 67	1,224 78	23 00	14,434 48	9,687 80	15,594 74	343 34
Sandy River.....	{ Surplus,	1,633 50	5,379 30	490 70	808 41	-	8,311 91	1,599 87	3,941 28	-
Somerset.....	{ 18 32	2,743 65	5,043 59	362 00	1,270 30	-	9,419 54	5,033 25	12,002 37	426 24
St. Croix R. R. ....	-	-	-	-	-	-	300 00	-	-	-
St. Croix and Penobscot.....	-	4,343 43	-	-	773 41	-	5,116 84	40,929 09	-	-
Orchard Beach.....	-	3,002 75	902 58	-	-	-	3,905 33	5 75	-	-
Aroostook River.....	-	-	-	-	-	-	-	-	-	-
Whitneyville & Machiasport.	-	-	-	-	-	-	-	-	-	-

## ANALYSIS OF EARNINGS.

## ANALYSIS OF EXPENSES.

NAME OF ROAD.	Total earnings Freight department	Total transportation earnings.	Rents for use of road.	Income from all other sources.	Total income.	Taxes.	Salaries, office ex- pense, etc	Insurance.	Telegraph expenses	Repairs of road.
Atlantic and St. Lawrence ..	\$761,863 94	\$1,018,667 38	\$2,135 29	-	\$1,020,802 67	16,563 92	\$242,868 31	\$21,508 84	\$6,769 84	170,755 55
Bangor and Piscataquis.....	64,915 55	-	-	1,824 30	102,022 81	308 10	5,674 34	562 95	137 36	16,037 76
Belfast and Moosehead Lake	-	-	36,000 00	379 95	36,379 95	-	145 35	-	-	-
Boston and Maine.....	1,018,857 01	2,601,215 40	17,500 00	48,530 51	2,667,245 91	96,589 84	168,809 81	6,410 00	7,535 45	158,207 12
Bucksport and Bangor.....	4,583 24	19,801 51	-	-	19,801 51	54 78	910 85	268 24	-	35 38
Dexter and Newport.....	-	-	18,000 00	-	18,000 00	-	10 25	-	-	-
European & North American	285,146 91	471,392 84	-	6,544 27	477,937 11	6,507 97	16,928 34	2,067 00	963 01	88,995 73
Great Falls and Conway....	-	-	45,000 00	59 80	45,059 80	-	-	-	-	-
Houlton Branch.....	5,385 00	6,930 00	-	-	-	82 25	-	-	-	1,113 00
Knox and Lincoln.....	41,458 62	124,058 48	-	-	124,058 48	-	4,081 49	-	-	17,265 54
Maine Central.....	1,006,721 03	1,877,078 93	-	8,656 13	1,885,735 06	29,334 22	40,209 74	1,335 76	-	289,187 31
Portland (Horse).....	-	47,907 48	-	2,331 22	50,238 70	1,260 77	-	290 15	-	229 17
Portland and Ogdensburg. .	163,842 33	304,245 33	-	-	304,245 33	354 50	16,074 06	1,331 80	197 47	42,214 28
Portland and Rochester.....	-	167,556 05	-	77,253 00	168,328 58	391 80	16,117 85	508 30	1,020 00	30,282 33
Portland, Saco & Portsmouth	-	-	90,000 00	-	-	-	-	-	-	-
Rumford Falls and Buckfield	25,625 88	-	-	40,060 36	40,060 36	41 05	7,038 93	250 00	-	7,539 65
Sandy River.....	5,541 15	13,853 06	-	10 00	13,863 06	54 45	1,003 07	-	-	2,868 68
Somerset.....	17,461 86	26,881 40	-	-	26,881 40	125 38	1,480 64	118 25	20 00	5,296 96
St. Croix R. R.....	900 00	1,200 00	-	-	-	-	-	-	-	-
St. Croix and Penobscot ....	40,929 09	46,045 93	-	1,338 07	47,384 00	314 76	2,101 12	512 50	-	4,794 98
Orchard Beach.....	5 75	3,911 08	-	-	-	-	530 75	-	-	1,542 97
Aroostook River.....	-	-	-	-	-	-	-	-	-	-
Whitneyville & Machiasport..	-	-	-	-	-	-	-	-	-	-

## 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..	-	-	-	-	-	-	-	-	-	-	-	\$277,789 19
Bangor and Piscataquis....	\$515 81	24	\$1,247 01	24	\$3,570 68	15,235	\$784 18	\$1,115 46	\$65 06	\$337 62	-	\$1,682 26
Belfast and Moosehead Lake	-	-	-	-	-	-	-	-	-	-	-	-
Boston and Maine.....	-	{ Iron and steel. }	992	22,415 48	63,976	30,397 46	82,549 15	{ b'ld'ngs, }	{ 16,061 91 }	11,384 64	-	74,388 76
Bucksport and Bangor.....	-			161 00	-	69 51	103 98			32 36	-	144 46
Dexter and Newport.....	-	64.7	41,607 29	-	-	-	-	-	-	18 75	-	-
European & North American	24,224 59	1,029	75,670 47	2,248	5,293 70	32,083	8,250 15	8,630 91	439 38	2,678 02	-	7,888 23
Great Falls and Conway ....	-	-	-	-	-	-	-	-	-	-	-	-
Houlton Branch.....	-	-	-	-	-	-	30 00	-	65 00	-	-	212 00
Knox and Lincoln.....	7,792 10	150	-	-	5,433 62	15,982	12,028 20	630 65	412 49	432 92	\$	3,139 64
Maine Central.....	-	-	-	2,978	-	79,961	35,571 31	34,017 52	-	-	3,376 53	56,672 49
Portland (Horse).....	-	-	-	-	-	-	[Stables,	\$175.15; House,	\$153.44]	-	[Horses	\$2,294 00]
Portland and Ogdensburg...	-	-	26,228 11	400	2,395 14	-	2,994 98	5,428 12	825 07	1,214 11	3,083 67	13,373 67
Portland and Rochester. ....	2,106 00	40.5	14,507 37	229.4	2,302 40	7,679	1,732 37	4,615 89	3,215 58	873 70	543 74	3,550 09
Portland, Saco & Portsmouth	-	-	-	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield	1,141 26	20	-	-	179 60	948	278 58	234 71	543 74	304 86	-	1,303 00
Sandy River.....	-	-	-	-	-	-	-	-	-	-	431 20	549 16
Somerset.....	-	-	-	-	-	-	815 72	149 69	2,348 92	122 76	-	1,642 30
St. Croix R. R.....	-	-	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot ....	-	-	-	55	618 76	3,195	2,279 28	774 69	326 28	156 62	248 33	2,501 78
Orchard Beach.....	-	-	-	-	-	Wharf,	14 00	-	-	-	-	80 38
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..	-	-	-	-	-	-	\$82.5	24 37	-	-	-
Bangor and Piscataquis ....	-	4,516 31	\$76 38	-	\$499 77	-	2,886 67	3,753 03	-	\$3,713 45	\$2,750 20
Belfast and Moosehead Lake	-	-	-	-	-	\$	-	-	-	-	-
Boston and Maine .....	36,280 07	218,997 57	12,447 69	-	12,914 75	301,134 07	41,908 95	40,534 78	9,297 36	65,403 65	-
Bucksport and Bangor .....	-	1,887 52	51 80	-	236 98	3,024 31	187 07	-	4 15	1,633 62	1,183 24
Dexter and Newport .....	-	-	-	-	-	-	-	-	-	-	-
European and N. American.	-	30,835 68	1,089 96	\$2,475 50	3,162 44	4,217 89	8,627 49	3,000 00	-	6,631 55	7,647 47
Great Falls and Conway ....	-	-	-	-	-	-	-	-	-	-	-
Houlton Branch .....	{ Ferry boat, } &c 4,193 45	780 00	45 75	36 00	30 00	48 00	43 00	-	-	320 00	150 00
Knox and Lincoln .....		8,914 06	1,248 82	2,781 84	877 53	-	1,523 56	-	-	5,813 44	7,896 18
Maine Central .....	18,500 00	178,737 12	7,991 01	18,006 75	19,256 08	-	37,917 89	39,357 11	-	334,628 39	{ Tools &c.,
Portland (Horse) .....	-	-	Food, Bedding, Harnesses, &c.	17,581 62	1,012 46	1,264 00	111 50	-	-	19,937 00	127 14
Portland and Ogdensburg...	-	23,544 36	172 90	388 61	2,221 88	7,206 64	5,726 80	-	31 50	11,125 62	6,601 62
Portland and Rochester .....	-	20,238 89	863 46	876 42	1,894 81	3,056 21	3,620 08	10,280 75	-	9,037 84	2,412 56
Portland, Saco & Portsmouth	-	-	-	-	-	-	-	-	-	-	-
Rumford Falls & Buckfield..	-	2,900 00	72 92	306 97	630 66	630 00	294 29	-	-	1,173 82	700 08
Sandy River .....	-	950 00	-	100 00	125 00	121 94	549 16	-	-	1,114 56	533 91
Somerset .....	-	2,350 00	864 88	150 00	145 00	500 00	-	-	-	3,296 85	1,150 16
St. Croix R. R. ....	350 00	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot ....	-	2,349 34	58 43	206 25	513 47	646 86	315 45	-	-	-	-
Orchard Beach .....	-	222 38	24 81	-	74 79	-	1,521 22	-	-	763 04	100 00
Aroostook River .....	-	-	-	-	-	-	-	-	-	-	-
Whitneyville & Machiasport	-	-	-	-	-	-	-	-	-	-	-

PROPERTY ACCOUNT.

[illegible]

## PROPERTY ACCOUNT.

## CHARGES AND CREDIT 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 construc- tion.	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.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Dexter and Newport .....	-	-	-	-	-	-	-	-	-	-	-	-	-
European and N. American.	-	-	-	-	-	-	\$3,170,205 23	2	\$ 17,163 34	-	-	5	\$ 17,091 85
Great Falls and Conway ....	-	-	-	-	-	-	-	-	-	-	-	-	-
Houlton Branch .....	-	-	-	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Maine Central.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Portland (Horse) .....	-	-	-	-	-	-	-	-	-	-	-	2	1,264 00
Portland and Ogdensburg...	-	\$22 56	-	-	-	-	22 56	1	10,000 00	-	-	-	-
Portland and Rochester.....	\$250 00	-	-	-	-	-	-	-	-	-	-	-	-
Portland, Saco & Portsmouth	-	-	-	-	-	-	-	-	-	-	-	-	-
Rumford Falls & Buckfield..	-	-	-	-	\$	-	-	-	-	-	-	-	-
Sandy River .....	1,855 42	1,268 54	-	-	1,272 87	-	11,163 62	-	-	-	-	-	-
Somerset .....	-	864 88	-	-	-	-	-	-	-	-	-	-	-
St. Croix R. R. ....	-	-	-	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot ....	-	-	-	-	-	-	-	-	-	-	-	-	-
Orchard Beach.....	454 18	4,861 91	-	-	773 31	{ wharf, Saco	23,876 58	2	6,077 52	-	-	-	4,903 00
Aroostook River. ....	-	-	-	-	-	{ riv. 1,918 35	-	-	-	-	-	-	-
Whitneyville & Machiasport.	-	-	-	-	-	-	-	-	-	-	-	-	-

## PROPERTY ACCOUNT. CHARGES AND CREDITS DURING THE YEAR.

## BALANCE SHEET (ASSETS).

NAME OF ROAD.	Freight and other cars.		Total for equipment	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..	-	-	-	-	-	-	-	\$8,484	000 00	-	-	-
Bangor and Piscataquis....	-	-	-	-	-	-	-	-	-	-	-	-
Belfast and Moosehead Lake	-	-	-	-	-	-	-	-	-	-	-	\$6,832 50
Boston and Maine.....	-	-	-	-	-	-	-	9,508,753	96 1,242,230 00	-	\$592,575 43	125,000 00
Bucksport and Bangor.....	8	\$2,927 76	\$2,927 76	-	-	-	-	-	-	-	-	-
Dexter and Newport ..	-	-	-	-	\$	-	\$	297,000	00	-	-	-
European and N. American.	25	11,443 75	285,698 94	-	45,698 94	-	45,698 94	3,170,205 23	285,698 94	-	-	-
Great Falls and Conway ....	-	-	-	-	-	-	-	2,086,850	00 64,050 00	-	-	-
Houlton Branch .....	-	-	-	-	-	-	-	26,000	00 26,000 00	-	-	-
Knox and Lincoln.....	-	-	-	-	-	\$	{ decr'se in	2,579,532 54	125,300 00	-	-	-
Maine Central.....	-	-	-	-	-	6,400	{ 6,400 00	10,016,642 04	1,652,140 74	768,333 33	5,000 00	15,000 00
Portland (Horse) .....	-	-	-	-	-	-	-	-	-	-	-	-
Portland and Ogdensburg...	{ 50	24,500 00	34,500 00	-	34,522 56	-	34,522 56	3,884,652 85	334,938 15	-	-	-
Portland and Rochester.....	{ Freight.	-	-	-	-	-	250 00	2,033	064 86	-	-	-
Portland, Saco & Portsmouth	-	-	-	-	-	-	-	1,336,090 53	96,555 00	-	69,3	54 47
Rumford Falls and Buckfield	10	4,560 00	-	-	-	-	-	-	-	-	-	-
Sandy River.....	6	1,731 45	1,731 45	\$	12,895 07	-	12,895 07	95,464 02	19,689 57	3,524 86	-	-
Somerset.....	-	-	-	296 35	-	-	-	799,488 22	4,300 00	-	-	86,500 00
St. Croix R. R.....	-	-	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot....	-	-	-	-	-	-	-	311,935 48	52,064 52	-	-	-
Orchard Beach.....	-	-	10,980 52	-	34,857 10	-	3,852 82	23,876 58	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 receivable.	Due from Agt. & Co's	Materials & supplies.	Sinking Fund.	Debit Balances.				
Atlantic and St. Lawrence..	-	-	-	-	-	-	-	\$8,484,000 00	\$5,484,000 00	\$3,000,000 00
Bangor and Piscataquis....	-	-	-	-	-	-	-	-	-	-
Belfast and Moosehead Lake	\$9,868 39	\$-	\$-	-	-	-	-	-	648,100 00	150,000 00
Boston and Maine.....	135,983 12	172,219 75	63,540 45	-	\$3 02	977 18	-	12,212,541 13	6,921,274 52	3,500,000 00
Bucksport and Bangor.....	-	-	-	-	-	-	-	-	-	-
Dexter and Newport .....	714 60	-	-	\$-	-	\$-	-	297,714 60	122,000 00	175,000 00
European and N. American.	87,950 05	256 25	11,424 32	42,027 07	-	40,500 00	-	3,638,061 86	2,156,000 00	1,019,000 00
Great Falls and Conway ....	500 94	-	-	-	-	-	-	2,151,400 94	1,150,300 00	1,000,000 00
Houlton Branch.....	-	-	-	-	-	-	-	-	28,000 00	24,000 00
Knox and Lincoln.....	11,868 30	-	47,457 75	7,289 71	-	-	-	2,759,580 00	364,580 00	-
Maine Central.....	15,553 53	5,866 93	50,805 00	188,335 58	-	33,489 39	-	12,751,166 54	3,620,100 00	8,703,223 28
Portland (Horse).....	-	-	-	-	-	-	-	-	-	-
Portland and Ogdensburg...	35,737 48	30,230 09	51,745 84	14,008 75	-	9,448 61	-	4,360,761 77	1,052,185 55	3,068,000 00
Portland and Rochester.....	24,094 58	-	-	-	48,500 00	-	\$51,652 70	2,157,312 14	636,011 86	1,500,000 00
Portland, Saco & Portsmouth	5,525 62	-	-	-	-	-	-	1,505,525 62	1,500,000 00	-
Rumford Falls & Buckfield..	-	-	-	-	-	-	-	-	-	137,000 00
Sandy River.....	1,929 41	-	738 59	1,941 00	-	-	1,941 00	123,287 45	68,509 77	50,000 00
Somerset.....	2,806 98	714,63	2,914 62	863 79	-	17,293 63	12,621 45	917,503 32	385,455 61	450,000 00
St. Croix R. R.....	-	-	-	-	-	-	-	-	4,000 00	-
St. Croix and Penobscot ....	9,126 88	-	-	-	3,500 00	6,008 08	-	382,634 96	100,000 00	165,500 00
Orchard Beach.....	-	-	-	-	-	-	633 47	35,490 57	32,000 00	-
Aroostook River.....	-	-	-	-	-	-	-	-	-	-
Whitneyville & Machiasport	-	-	-	-	-	-	-	-	-	-

**BALANCE SHEET (LIABILITIES).**

NAME OF ROAD.	Unfunded Debt				Profit and Loss balance, (if sur- plus.)	Total liabilities.	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 & acc'ts.						
Atlantic and St. Lawrence...	-	-	-	-	-	\$8,484,000 00	435,600 00	-	-	\$435,600 00
Bangor and Piscataquis....	-	-	-	-	-	-	\$	-	-	-
Belfast and Moosehead Lake	-	\$	\$87,900 00	\$	-	-	-	-	-	-
Boston and Maine.....	\$8,835 00	14,764 00	500 00	93,318 14	1,673,829 47	12,212,541 13	-	-	-	-
Bucksport and Bangor.....	-	-	-	-	-	-	-	-	-	-
Dexter and Newport.....	-	-	-	-	714 60	297,714 60	-	-	-	335 00
European and N. American.	345,880 00	-	20,000 00	76,400 00	20,781 86	3,638,061 86	-	-	-	-
Great Falls and Conway....	697 50	3 00	-	-	1,100 94	2,151,400 94	-	-	-	-
Houlton Branch.....	-	-	-	-	-	52,000 00	-	-	-	-
Knox and Lincoln.....	-	-	-	-	2,395,000 00	2,759,580 00	5,624 83	-	637,132 44	-
Maine Central.....	25,287 54	P. & K. R. R. stock 800 00	1,000 00	25,962 88	374,792 84	12,751,166 54	-	-	-	-
Portland (Horse).....	-		-	-	-	-	-	-	-	-
Portland and Ogdensburg...	2,273 85	-	103,570 91	35,713 07	99,018 39	4,360,761 77	-	-	-	-
Portland and Rochester....	-	-	13,801 98	5,922 49	1,575 81	-	-	-	-	2,157,312 14
Portland, Saco & Portsmouth	-	4,191 06	-	-	1,334 56	-	-	-	-	1,505,525 62
Rumford Falls and Buckfield	-	-	-	-	10,019 68	147,019 68	-	-	-	-
Sandy River.....	1,250 00	-	-	470 81	18 32	120,248 90	-	-	600 00	600 00
Somerset .....	14,267 21	-	71,620 42	6,160 08	-	927,503 32	-	{ Bonds 206,146 50	19,325 56	225,472 06
St. Croix R. R.....	-	-	-	-	-	-	-		-	-
St. Croix and Penobscot....	450 00	3 00	-	2 06	116,679 90	382,634 96	-	-	-	-
Orchard Beach.....	-	-	-	3,490 57	-	35,490 57	-	-	-	-
Aroostook River.....	-	-	-	-	-	-	-	-	-	-
Whitneyville & Machiasport	-	-	-	-	-	-	-	-	-	-

MILEAGE, TRAFFIC, &c.

NAME OF ROAD.	Passenger 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..	181,939.	577,127.	226,366.	108,145.	1,093,577.	-	129,577.	84,766	214,343.	3,693,374	5,177,518
Bangor and Piscataquis.....	399.18	394.38	-	83.18	876 74	-	14,572	18,129	32,701.	259,508	723,898
Belfast and Moosehead Lake	-	-	-	-	-	-	-	-	-	-	-
Boston and Maine.....	1,087,942.	462,100.	253,621.	50,385.	1,854,048.	1,412,001	5,238,915.	86,460	5,325,375.	63,634,773	9,942,900
Bucksport and Bangor.....	21,645.	7,215.	-	7,500.	36,360.	-	35,370.	2,440	37,810.	411,740	45,064
Dexter and Newport.....	-	-	-	-	-	-	-	-	-	-	-
European and N. American.	104,255.	184,347.	58,778.	34,007.	391,387.	-	121,351.	52,524	173,875.	1,913,817	3,945,911
Great Falls and Conway....	-	-	-	-	-	-	-	-	-	-	-
Houlton Branch .....	-	-	-	-	47,000.	-	-	-	-	-	-
Knox and Lincoln.....	66,660.	36,300.	-	9,150.	112,110.	-	41,756.	34,644	76,400.	732,030	1,273,404
Maine Central.....	610,217.	454,875.	265,266.	62,542.	1,392,900.	-	575,515.	185,229	760,744.	15,256,123	13,288,110
Portland (Horse).....	245,591.	-	-	-	245,591.	-	-	-	887,015.	-	-
Portland and Ogdensburg...	132,240.	61,539.	27,757.	19,005	240,541.	-	61,705.	45,506	107,211.	1,817,465	1,944,487
Portland and Rochester.....	89,971.	78,615.	-	9,148.	177,734	-	106,370.	21,510	127,880.	-	-
Portland, Saco & Portsmouth	-	-	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield	108,300.	102,300.	800.	1,000.	212,400.	-	8,412.	8,004	16,416.	-	-
Sandy River.....	12,132.	10,800.	725.	4,140.	27,797.	-	4,902	6,822	11,724.	64,303	93,529
Somerset .....	7,600.	7,100.	650.	8,500.	23,850.	-	5,883.	5,148	11,031.	76,479	128,100
St. Croix R. R.....	-	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot....	22,838.	2,227.	-	1,026.	26,091.	300	16,037.	-	16,037.	175,575	-
Orchard Beach.....	4,340.	-	-	-	-	-	22,140.	10,426	32,566.	66,420	26,214
Aroostook River.....	-	-	-	-	-	-	-	-	-	-	-
Whitneyville & Machiasport	-	-	-	-	-	-	-	-	-	-	-

MILEAGE, TRAFFIC, &c.

NAME OF ROAD.	Number tons of local freight.	Number 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 train.	Average weight of freight trains.	Average number of cars in freight trains.	Average number of persons employed.
Atlantic and St. Lawrence..	215,243.	471,107.	686,350.	18,531,320	57,655,953	161 tons.	5	261 tons.	20	888
Bangor and Piscataquis.....	1,760	40,248	42,008	368.07	13,482.14	"	"	"	"	65
Belfast and Moosehead Lake	"	"	"	"	"	"	"	"	"	"
Boston and Maine.....	540,042.	302,562.	842,604.	18,219,078	23,670,582	136 tons.	6	253 tons.	25	1,763
Bucksport and Bangor.....	3,215	2,520	5,735	53,103	41,389	"	"	"	"	"
Dexter and Newport.....	"	"	"	"	"	"	"	"	"	"
European and N. American.	95,973.	126,187	222,160.	2,640,703	10,763,846	102 tons.	5½	200 tons.	14	300
Great Falls and Conway....	"	"	"	"	"	"	"	"	"	"
Houlton Branch.....	"	"	"	"	"	"	"	"	"	"
Knox and Lincoln.....	11,203	17,904	29,107	202,620	694,819	"	"	125 tons.	10	90
Maine Central.....	270,130.75	245,815.13	515,946	13,708,991	22,986,252	"	"	"	"	"
Portland (Horse).....	"	"	"	"	"	"	1	"	"	41
Portland and Ogdensburg...	129,490	28,706	158,196	3,319,582	1,836,248	"	"	"	"	"
Portland and Rochester.....	53,089	48,783.	101,872	"	"	"	"	"	16	130
Portland, Saco & Portsmouth	"	"	"	"	"	"	"	"	"	"
Rumford Falls and Buckfield	12,139½	139.63½	26,103	"	"	84	2	195 tons.	9	6
Sandy River.....	1,726	2,246	3,972	18,986	40,428	21 tons.	2	19½ tons.	3	4
Somerset.....	6,131.29	7,086.499	13,937.528	91,965.435	195,156,475	71 tons.	2	85 tons.	5	25
St. Croix R. R.....	"	"	"	"	"	"	"	"	"	"
St. Croix and Penobscot....	"	"	"	"	"	"	"	"	"	35
Orchard Beach.....	½	"	"	"	"	36,000	4	"	"	5
Aroostook River.....	"	"	"	"	"	"	"	"	"	"
Whitneyville & Machiasport	"	"	"	"	"	"	"	"	"	"

MILEAGE, TRAFFIC, &c.

NAME OF ROAD.	Miles run by passenger, mail, & baggage cars.		Miles run by freight cars.		Mileage local passengers.		Mileage through passengers.		Mileage local freight.		Mil'age through freight.		Main Line of Road.			
	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.	Length	In	Me.	Other States.
Atlantic and St. Lawrence..	-	-	-	-	-	-	-	-	-	-	-	-	149.5	82.5	67.	-
Bangor and Piscataquis....	-	-	-	-	-	-	-	-	-	-	-	-	62.8	62.8	-	-
Belfast and Moosehead Lake	-	-	-	-	-	-	-	-	-	-	-	-	33.5	-	-	-
Boston and Maine.....	-	-	-	-	-	-	-	-	-	-	-	-	115.5	44.	71.5	-
Bucksport and Bangor.....	-	-	-	-	-	-	-	-	-	-	-	-	18.5	-	-	-
Dexter and Newport.....	-	-	-	-	-	-	-	-	-	-	-	-	14.	14.	-	-
European and N. American.	725	132	2,276	785	-	-	-	-	-	-	-	-	114.2	114.2	-	-
Great Falls and Conway....	-	-	-	-	-	-	-	-	-	-	-	-	71.37	2.92	68.45	-
Houlton Branch.....	-	-	-	-	-	-	-	-	-	-	-	-	117.	3.	-	-
Knox and Lincoln.....	-	-	-	-	-	-	-	-	-	-	-	-	49.	-	-	-
Maine Central.....	-	-	-	-	-	-	-	-	-	-	-	-	136.6	280.84	-	-
Portland (Horse).....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Portland and Ogdensburg...	-	-	-	-	-	-	-	-	-	-	-	-	94.	57½	-	-
Portland and Rochester.....	-	-	-	-	-	-	-	-	-	-	-	-	52.50	49.	3.50	-
Portland, Saco & Portsmouth	-	-	-	-	-	-	-	-	-	-	-	-	50.76	50.76	-	-
Rumford Falls and Buckfield	-	-	-	-	-	-	-	-	-	-	-	-	27.50	27.50	-	-
Sandy River.....	6.066	6.066	5.400	5.400	-	-	-	-	-	-	-	-	18.	18.	-	-
Somerset.....	-	-	-	-	-	-	-	-	-	-	-	-	25.	-	-	-
St. Croix R. R.....	-	-	-	-	-	-	-	-	-	-	-	-	½ mile.	½ mile.	-	-
St. Croix and Penobscot....	-	-	-	-	-	-	-	-	-	-	-	-	21.	16.25	4.75	-
Orchard Beach.....	-	-	-	-	-	-	-	-	-	-	-	-	3.	3.	-	-
Aroostook River.....	-	-	-	-	-	-	-	-	-	-	-	-	7½	7½	-	-
Whitneyville & Machiasport	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

# DESCRIPTION OF ROAD.

NAME OF ROAD.	Length of track laid if road not compl't.	Double track on main line.		Branches owned by Company.	Branches.			Double track on Branches		Total length of road belonging to Co.	Aggregate length of sidings and other tracks not enum'r.	
		Total length.	In Maine.		Length.	In Maine.	Other States.	Length.	In Maine.		Same in Maine.	
Atlantic and St. Lawrence..	-	-	-	Siding to Berlin Mills....	1.25	-	1.25	-	-	150.75	28.0	16.5
Bangor and Piscataquis.....	-	-	-	-	-	-	-	-	-	-	3.2	3.2
Belfast and Moosehead Lake	-	-	-	{ Medford .....	2.00	-	2.00	} 1.00	-	-	-	-
Boston and Maine.....	-	52.15	6.96	{ Methuen .....	3.75	-	3.75		-	124.00	76.31	16.57
Bucksport and Bangor.....	-	-	-	{ Great Falls.....	2.75	-	2.75		-	-	-	-
Dexter and Newport .....	-	-	-	-	-	-	-	-	-	-	-	-
European and N. American.	-	-	-	-	-	-	-	-	-	114.2	20.20	20.20
Great Falls and Conway....	-	-	-	-	-	-	-	-	-	71.37	9.59	1.75
Houlton Branch .....	-	-	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	-	-	-	{ Crowley's to Lewiston ..	4.77	} 22.96	-	-	-	-	3.50	-
Maine Central.....	-	4 miles.	-	{ Waterville to Skowheg'n	18.19		-	-	-	303.8	106.20	-
Portland (Horse).....	-	-	-	-	-	-	-	-	-	6 1/2 miles.	-	-
Portland and Ogdensburg...	-	-	-	-	-	-	-	-	-	9 1/4 miles.	12	6 1/4
Portland and Rochester.....	-	-	-	-	-	-	-	-	-	6	-	-
Portland, Saco & Portsmouth	-	-	-	-	-	-	-	-	-	50.76	13.56	-
Rumford Falls and Buckfield	-	-	-	-	-	-	-	-	-	27.50	150	-
Sandy River.....	-	-	-	-	-	-	-	-	-	18	.35	18.35
Somerset .....	-	-	-	-	-	-	-	-	-	-	-	-
St. Croix R. R.....	-	-	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot....	-	-	-	-	-	-	-	-	-	21	3.34	2.81
Orchard Beach.....	-	-	-	-	-	-	-	-	-	-	700 feet	-
Aroostook River.....	-	-	-	-	-	-	-	-	-	-	-	-
Whitneyville & Machiasport	-	-	-	-	-	-	-	-	-	-	-	-

DESCRIPTION OF ROAD.

NAME OF ROAD.	Aggregate length of track computed as single track.	Same in Maine.	Steel rails laid.		Branches belonging to other Com- panies operated by this Company.	Length of Branches.		
			Total length.	Weight per yard.		Total.	In Maine.	Other States.
Atlantic and St. Lawrence..	178.75	99.	149.5	65	-	-	-	-
Bangor and Piscataquis....	66	66	-	-	{ Newburyport.....	26.979	-	-
Belfast and Moosehead Lake	-	-	-	-	{ Danvers.....	9.259	-	-
Boston and Maine.....	253.45	68.87	135.97	60	{ Dover and Winnipiseogee.....	29.00	-	-
Bucksport and Bangor.....	-	-	-	-	{ West Amesbury.....	4.50	-	-
Dexter and Newport... ..	-	-	-	-	{ Lowell and Andover.....	8.73	-	-
European and N. American.	134.40	134.40	47.5	58	-	-	-	-
Great Falls and Conway....	80.96	2.92	67	60 lbs.	-	-	-	-
Houlton Branch.....	-	-	-	-	-	-	-	-
Knox and Lincoln.....	-	-	-	-	{ Dexter and Newport.....}	-	-	-
Maine Central.....	354.35	-	106.5	58 & 60	{ Belfast & Moosehead Lake....}	47.15 m.	all	-
Portland (Horse).....	-	-	-	-	-	-	-	-
Portland and Ogdensburg...	104½	63½	7½	-	-	-	-	-
Portland and Rochester....	-	-	5	56 lbs.	-	-	-	-
Portland, Saco & Portsmouth	64.32	-	50.76	58 and 63	-	-	-	-
Rumford Falls and Buckfield	29.	-	25	-	Rumford Falls and Buckfield.....	150	-	-
Sandy River.....	18.35	18.35	-	25 lbs.	-	-	-	-
Somerset.....	-	-	-	-	-	-	-	-
St. Croix R. R.....	-	-	-	-	-	-	-	-
St. Croix and Penobscot ....	24.34	19.06	1.14	52 to 56 lbs.	-	-	-	-
Orchard Beach.....	-	-	-	-	-	-	-	-
Aroostook River.....	-	-	-	-	-	-	-	-
Whitneyville & Machiasport	-	-	-	-	-	-	-	-

## DESCRIPTION OF ROAD.

## EQUIPMENT.

NAME OF ROAD.	Miles of road operated by this company.		Stations in Maine.	Number Telegraph offices.	Stations on all roads owned by this company.		Number of locomotives			Number of passenger cars.			No. baggage, mail and express cars.		
	Total.	In Maine.			Number.	Same in Maine	Leased.	Owned	Total.	Leased.	Owned	Total.	Leased.	Owned	Total.
Atlantic and St. Lawrence..	150.75	82.5	35	21	35	21	-	-	47	-	-	25	-	-	20
Bangor and Piscataquis....	62.8	62.8	15	9	15	15	-	4	-	-	4	-	-	2	-
Belfast and Moosehead Lake	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Boston and Maine.....	199.70	44.	10	10	52	10	-	84	84	-	138	138	-	33	33
Bucksport and Bangor.....	-	-	-	-	-	-	-	2	-	-	2	-	-	1	-
Dexter and Newport .....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
European and N. American.	114.20	114.20	-	13	25	-	-	15	15	-	19	19	-	9	9
Great Falls and Conway....	71.37	2.92	2	1	18	2	-	-	-	-	-	-	-	-	-
Houlton Branch.....	-	-	-	-	-	-	-	-	2	-	-	2	-	-	-
Knox and Lincoln.....	-	-	10	-	-	-	-	5	-	-	9	-	-	3	-
Maine Central.....	350.95	350.95	82	60	71	71	-	-	-	-	58	58	-	62	62
Portland (Horse).....	6½	1.	-	-	-	-	-	-	-	-	24	-	-	-	-
Portland and Ogdensburg...	94.	57½	11	6	21	11	3	6	9	-	8	8	-	4	4
Portland and Rochester....	-	-	15	8	15	13	-	7	7	-	10	10	-	4	4
Portland, Saco & Portsmouth	50.76	-	15	11	15	-	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield	29.	-	6	4	6	6	-	2	-	-	2	-	-	2	-
Sandy River.....	18.	-	4	1	4	4	-	2	2	-	2	2	-	1	1
Somerset.....	25.	-	-	-	5	-	2	-	2	1	-	1	-	1	1
St. Croix R. R. ....	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-
St. Croix and Penobscot....	21.	16.25	7	-	7	7	-	4	4	-	4	4	-	2	2
Orchard Beach.....	-	-	-	-	-	-	-	2	2	-	6	6	-	-	-
Aroostook River.....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Whitneyville & Machiasport	-	-	-	-	-	-	-	2	2	-	-	-	-	-	-

## 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..	All supplied	by the		Grand	Trunk	Co.	-	-	-	3	20	1	-	4	20
Bangor and Piscataquis....	-	-	-	-	77	-	-	-	-	-	-	1	-	-	-
Belfast and Moosehead Lake	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Boston and Maine.....	-	5	5	-	1,402	-	-	135	135	-	-	3	2	3	2
Bucksport and Bangor.....	-	-	-	-	14	-	-	17	-	-	-	-	-	-	-
Dexter and Newport .....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
European and N. American.	-	-	-	110	405	-	-	8	8	-	1	3	-	-	-
Great Falls and Conway....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Houlton Branch.....	-	-	-	-	-	10	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	-	-	-	-	58	-	-	6	-	-	-	-	-	-	-
Maine Central.....	-	28	28	-	-	1,130	-	-	116	-	2	3	-	3	-
Portland (Horse).....	{ Observation	-	-	and smoki'g.	-	-	-	-	-	-	-	1	2	1	2
Portland and Ogdensburg...		6	6		70	168	-	3	3	-	1	1	1	1	2
Portland and Rochester....	-	-	-	-	140	-	-	14	14	-	-	-	-	-	-
Portland, Saco & Portsmouth	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield	-	-	-	-	39	-	-	9	-	-	-	-	-	-	-
Sandy River.....	-	-	-	-	11	-	-	2	2	-	-	-	-	-	-
Somerset .....	-	-	-	4	-	-	-	5	5	-	-	-	-	-	-
St. Croix R. R.....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot....	-	-	-	-	179	-	-	4	4	-	-	-	1	-	1
Orchard Beach.....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Aroostook River.....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Whitneyville & Machiasport	-	-	-	-	-	-	-	42	42	-	-	-	-	-	-

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 ..	7	35	35 tons.	33 tons.	30 tons.	28 tons.	25 tons.	20 tons.	20 tons.	9½ tons.	-
Bangor and Piscataquis.....	1	-	-	-	-	-	-	-	-	-	-
Belfast and Moosehead Lake	-	-	-	-	-	-	-	-	-	-	-
Boston and Maine.....	23	17	37 tons.	28.18 tons.	20.75 tons.	15.98 tons.	18 tons.	15 tons.	13 tons.	9 tons.	4.5 tons.
Bucksport and Bangor.....	-	-	40,000 lbs.	-	-	-	16,000 lbs.	-	10,000 lbs.	8,000 lbs.	4,500 lbs.
Dexter and Newport.....	-	-	-	-	-	-	-	-	-	-	-
European and N. American.	3	1	65,000 lbs.	50,539 lbs.	37,400 lbs.	35,500 lbs.	36,200 lbs.	32,000 lbs.	28,000 lbs.	16,700 lbs.	-
Great Falls and Conway....	-	-	-	-	-	-	-	-	-	-	-
Houlton Branch.....	-	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	-	-	-	25 tons.	-	15 tons.	-	18 tons.	15 tons.	9 tons.	-
Maine Central.....	3	-	36½ tons.	28½ tons.	28.4 tons.	19½ tons.	-	-	-	17,000 lbs.	-
Portland (Horse).....	1	2	-	-	-	-	-	-	-	-	-
Portland and Ogdensburg...	3	4	-	-	-	-	-	-	-	-	-
Portland and Rochester....	-	-	32 tons.	27 tons.	14 tons.	13 tons.	19 tons.	16 tons.	13 tons.	9 tons.	-
Portland, Saco & Portsmouth	-	-	-	-	-	-	-	-	-	-	-
Rumford Falls & Buckfield..	-	-	28½ tons.	28½ tons.	18 tons.	18 tons.	21 tons.	19 tons.	19 tons.	19 tons.	-
Sandy River.....	-	-	9 tons.	9 tons.	3 tons.	3 tons.	4½ tons.	4½ tons.	2½ tons.	2½ tons.	-
Somerset.....	-	-	-	25 tons.	-	-	-	16 tons.	15 tons.	9 tons.	-
St. Croix R. R.....	-	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot....	-	1	25 tons.	21 tons.	16 tons.	12 tons.	14½ tons.	13½ tons.	10 tons.	7 tons.	-
Orchard Beach.....	-	-	14,000 lbs.	10,000 lbs.	-	-	10,000 lbs.	10,000 lbs.	-	-	-
Aroostook River.....	-	-	-	-	-	-	-	-	-	-	-
Whitneyville & Machiasport.	-	-	-	-	-	-	-	-	-	-	-

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...	8 tons.	-	42½ ft.	52 ft.	14	Vacuum.	45	Vacuum.	All.	None.
Bangor and Piscataquis.....	-	-	-	-	-	-	-	-	3	-
Belfast and Moosehead Lake	-	-	-	-	-	-	-	-	-	-
Boston and Maine.....	7 tons.	3.5 tons.	43 ft.	50.6	49	Smith vac.	171	Smith vac.	138	12.75
Bucksport and Bangor.....	7,000 lbs.	4,000 lbs.	33 ft.	41 ft.	-	-	-	-	-	-
Dexter and Newport.....	-	-	-	-	-	-	-	-	-	-
European and N. American.	13,990 lbs.	6,250 lbs	43 ft.	49¾ ft.	6	Vacuum.	16	Vacuum.	None.	None.
Great Falls and Conway ....	-	-	-	-	-	-	-	-	-	-
Houlton Branch .....	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	7 tons.	-	39½ ft.	46¾ ft.	-	{ Westinghouse,	-	{ Westinghouse,	3	-
Maine Central.....	14,000 lbs.	4,500 lbs.	42 ft. 11 in.	53 ft. 6 in.	29	{ Vacuum .....	53	{ Vacuum .....	53	-
Portland (Horse) .....	-	-	-	-	-	-	-	-	-	-
Portland and Ogdensburg...	-	-	-	-	-	-	-	-	-	-
Portland and Rochester.....	7½ tons.	-	42 ft.	50 ft.	2	Westinghouse.	5	Westinghouse.	3	-
Portland, Saco & Portsmouth	-	-	-	-	-	-	-	-	-	-
Rumford Falls & Buckfield..	15 tons.	-	40½ ft.	49 ft.	-	-	4	-	3	-
Sandy River.....	2½ tons.	-	14½ ft.	23 ft.	2	Vacuum.	5	Vacuum.	4	18
Somerset.....	7 tons.	-	-	-	-	-	-	-	-	25
St. Croix R. R.....	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot ....	6 tons.	1½ tons.	35 ft.	40 ft.	4	Hand.	7	Hand.	-	21
Orchard Beach.....	-	-	-	-	-	-	-	-	-	-
Aroostook River.....	-	-	-	-	-	-	-	-	-	-
Whitneyville & Machiasport.	-	-	-	-	-	-	-	-	-	-

GENERAL INFORMATION.

NAME OF ROAD.	Date, if road was opened past year.	Bridges built during the year in Maine.					Bridges 25 feet and upwards.		
		Location.	Kind.	Material.	Length.	When built.	Number.	Iron.	Wood.
Atlantic and St. Lawrence..	-	{ Royal's river.....	Girder.	Iron.	All 60 feet.	All in Jan. '81	30	23	1
Bangor and Piscataquis ....	-	{ Peabody " .....	Lattice.	-	-	-	-	-	-
Belfast and Moosehead Lake	-	{ Pleasant " .....	Lattice.	-	-	-	-	-	-
Boston and Maine.....	-	-	-	-	-	-	65	25	6
Bucksport and Bangor.....	-	-	-	-	-	-	-	-	-
Dexter and Newport .....	-	-	-	-	-	-	-	-	-
European and N. American.	-	{ Bet. Brunswick & Waterville	Stringer	Hard pine.	64	1881.	30½	3	27½
Great Falls and Conway ....	-	{ Wescott stream No. 1. ....	Howe truss.	Hard pine.	50	Oct. 1880.	25	3	29
Houlton Branch .....	-	{ " " No. 2. ....	Howe truss.	Hard pine.	50	Oct. 1880.	-	-	-
Knox and Lincoln .....	-	{ Etna bog.....	Piling.	Ash & hard pine.	125	Nov. 1880.	30	-	28
Maine Central.....	-	{ Lowell's, W. Farmington..	Queen truss.	Hard pine.	36	Nov. 1880.	123	18	61
Portland (Horse) .....	-	{ Skowhegan .....	Warren truss	Iron.	312½	Dec. 1880.	-	-	-
Portland and Ogdensburg...	-	{ Bowdoinham No. 1. ....	Howe truss.	Hard pine.	45	1881.	59	6	26
Portland and Rochester....	-	{ " No. 2 .....	Howe truss.	Hard pine.	35	1881.	16	1	8
Portland, Saco & Portsmouth	-	-	-	-	-	-	13	2	11
Rumford Falls & Buckfield..	-	-	-	-	-	-	4	-	16
Sandy River.....	-	-	-	-	-	-	5	-	77
Somerset.....	-	-	-	-	-	-	10	-	5
St. Croix R. R.....	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot ....	-	-	-	-	-	-	4	-	3
Orchard Beach .....	-	-	-	-	-	-	-	-	-
Aroostook River .....	-	-	-	-	-	-	-	-	-
Whitneyville & Machiasport	-	Goose Fair Bridge .....	Pile.	Spruce.	262 ft.	1880.	-	-	262 ft
	-	-	-	-	-	-	-	-	-

GENERAL INFORMATION.

NAME OF ROAD.	Crossing highways.			Highway bridges.		Crossings at which gates or flagmen are maintained.	Electric signals.	Neither.	Crossings with other Railroads.			Average rate of fare per mile for local passengers.	Passengers to and from other roads.
	Grade.	Over.	Under.	18 feet.	Less.				Grade.	Over.	Under.		
Atlantic and St. Lawrence ..	62	7	4	-	7	-	-	62	2	-	-	3½	2 1-25
Bangor and Piscataquis. ....	-	-	-	-	-	-	-	-	-	-	-	3.25	2.77
Belfast and Moosehead Lake	-	-	-	-	-	-	-	-	-	-	-	-	-
Boston and Maine .....	23	18	15	3	15	3	-	20	4	-	-	2.487 c.	1.775 c.
Bucksport and Bangor.....	-	-	-	-	-	-	-	-	-	1	-	.031	.032
Dexter and Newport .....	-	-	-	-	-	-	-	-	-	-	-	-	-
European & North American	63	3	1	-	2	-	-	63	-	-	1	4 c.	.02 318-1000
Great Falls and Conway ....	65	3	3	-	3	-	-	-	2	-	-	-	-
Houlton Branch.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	39	8	1	2	6	-	-	-	-	-	-	.03 55-100	.03 62-100
Maine Central .....	292	26	10	4	22	24	-	268	6	1	-	.0267	.0274
Portland (Horse) .....	-	-	-	-	-	-	-	-	-	-	-	-	-
Portland and Ogdensburg...	59	3	2	None.	3	1	None.	-	-	-	-	-	-
Portland and Rochester.....	76	6	1	-	-	-	-	-	-	-	-	-	3½ c.
Portland, Saco & Portsmouth	27	17	2	-	17	-	-	-	2	-	-	-	-
Rumford Falls and Buckfield	-	-	-	-	-	-	-	25	25	-	-	.04	.04
Sandy River.....	14	-	1	-	-	-	-	14	1	-	-	4 5-6 c.	5 c.
Somerset .....	-	-	-	-	-	-	-	19	-	-	-	4 c.	-
St. Croix R. R. ....	-	-	-	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot ....	7	2	-	2	-	-	-	7	-	-	-	4 c.	-
Orchard Beach.....	-	-	-	-	-	-	-	-	-	-	-	3½ c.	3 481-1000 c.
Aroostook River.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Whitneyville & Machiasport.	-	-	-	-	-	-	-	-	-	-	-	-	-

## RATE OF FARE, &amp;c.

## CAPITAL STOCK.

NAME OF ROAD.	Season ticket passengers.	All passengers.	Average rate of freight per mile, Local.	To and from other roads.	Capital Stock.		Capital Stock issued.		Amount paid in on shares not issued.
					Authorized by charter.	By votes of Company.	Number of Shares.	Amount paid in.	
Atlantic and St. Lawrence..	1 52-100	-	1 73-100	76-100	\$5,484,000 00	\$5,484,000 00	-	\$5,484,000 00	\$ 248 50
Bangor and Piscataquis.....	-	2.99	7.10	4.62	1,000,000 00	-	7,138	356,900 00	
Belfast and Moosehead Lake	-	-	-	-	5,000,000 00	648,100 00	6,481	648,100 00	
Boston and Maine.....	.836 cts.	1 987 cts.	3.77 cts.	1.34 cts.	7,000,000 00	7,000,000 00	70,000	6,921,274 52	
Bucksport and Bangor.....	-	.03	.06	.04	-	-	-	-	-
Dexter and Newport.....	-	-	-	-	400,000 00	-	1,220	122,000 00	-
European and N. American.	-	.02 593-1000.	4 410-1000	1 054-1000	-	2,500,000 00	21,560	2,156,000 00	-
Great Falls and Conway ....	-	-	-	-	-	1,150,300 00	11,503	1,150,300 00	-
Houlton Branch .....	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	-	.03 60-100	.04 57-100	4 63-100	2,000,000	-	3,634	-	-
Maine Central.....	-	.0271	176.	212.	5,000,000	5,000,000 00	35,904	-	-
Portland (Horse) .....	-	{ 3, 4, 5, 6, & 8 cents.	-	-	-	-	-	-	-
Portland and Ogdensburg...	-		-	-	2,000,000 00	2,000,000 00	10,056	1,005,100 00	47,085 55
Portland and Rochester.....	.01		2½ cts.	-	1,000,000 00	-	-	-	-
Portland, Saco & Portsmouth	-	-	-	-	1,500,000 00	1,500,000 00	15,000	1,500,000 00	-
Rumford Falls and Buckfield	-	.03½	.07½	.05	-	-	-	-	-
Sandy River .....	-	.4 44-100 cts.	9½ cts.	9½ cts.	60,000 00	40,000 00	1,358	67,900 00	609 77
Somerset.....	-	-	8½ cts.	-	250,000 00	60,000 00	-	385,455 61	-
St. Croix R. R.....	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot....	.01	2½ cts.	-	-	2,000,000 00	100,000 00	1,000	100,000 00	-
Orchard Beach.....	-	3 407-1000	-	-	50,000 00	32,000 00	-	32,000 00	-
Arroostook River.....	-	-	-	-	-	-	-	-	-
Whitneyville & Machiasport	-	-	-	-	-	-	-	-	-

## CAPITAL STOCK

## DEBT.

NAME OF ROAD.	Total amount paid in, as per books of Company.	Stockholders.			Bonds Due.		
		Total Num- ber.	In Maine.	Amount of stock held in Maine.	Date.	Rate. of Interest.	Paid on same during year.
Atlantic and St. Lawrence..	\$5,484,000 00	1,286	99	\$20,400 00	November 2, 1888.	6 per cent.	-
Bangor and Piscataquis....	357,148 50	201	196	356,150 00	April 1, 1899.	6 per cent.	-
Belfast and Moosehead Lake	648,100 00	166	149	637,200 00	1890.	6 per cent.	\$9,000 00
Boston and Maine.....	6,921,274 52	4,270	266	372,200 00	January 1, 1893.	7 per cent.	101,920 00
Bucksport and Bangor.....	-	-	-	-	-	-	-
Dexter and Newport .....	122,000 00	136	127	111,700 00	-	-	-
European and N. American.	2,156,000 00	197	155	1,974,400 00	August 1, 1883.	6 per cent.	1,140 00
Great Falls and Conway ....	1,150,300 00	665	19	-	June 1, 1937.	4½ per cent.	45,000 00
Houlton Branch.....	-	-	-	-	-	-	-
Knox and Lincoln.....	364,580 00	252	239	362,680 00	-	-	-
Maine Central.....	-	574	406	1,082,500 00	-	-	-
Portland (Horse).....	157,600 00	109	101	145,300 00	-	-	-
Portland and Ogdensburg....	1,052,185 55	245	237	1,027,285 55	November 1, 1900.	6 per cent.	66,720 00
Portland and Rochester.....	636,011 86	6,347	141	126,400 00	July 1, 1887.	6 per cent.	-
Portland, Saco & Portsmouth	1,500,000 00	1,443	104	1,712 shares.	-	-	-
Rumford Falls & Buckfield..	-	-	-	-	-	-	-
Sandy River.....	68,509 77	196	189	67,250 00	May 1, 1900.	6 per cent.	3,000 00
Somerset.....	-	-	-	-	July 1, 1891.	7 per cent.	-
St. Croix R. R.....	-	-	-	-	-	-	-
St. Croix and Penobscot .....	-	64	25	32,700 00	July 1, 1879.	6 per cent.	4,076 00
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.	Interest paid during year.	Total amount funded debt.
	Date.	Rate of Interest.	Paid on same during year.	Date.	Interest.	Paid on same during year			
Atlantic and St. Lawrence..	Oct. 1, 1884.	6 pr. ct.	-	May 1, 1891.	6 pr. ct.	-	\$152 00	-	\$3,000,000 00
Bangor and Piscataquis.....	Apr. 1, 1899.	7 pr. ct.	-	Feb. 1, 1899.	7 pr. ct.	-	-	-	1,125,000 00
Belfast and Moosehead Lake	-	-	-	-	-	-	-	-	-
Boston and Maine.....	Jan. 1, 1894.	7 pr. ct.	\$139,282 50	-	-	-	City L'ns, 87,900 00	\$5,409 00	3,500,000 00
Bucksport and Bangor.....	-	-	-	-	-	-	-	-	-
Dexter and Newport.....	-	-	-	-	-	-	-	-	175,000 00
European & North American	Jan. 1, 1894.	6 pr. ct.	60,000 00	-	-	-	-	-	1,019,000 00
Great Falls and Conway....	-	-	-	-	-	-	-	-	1,000,000 00
Houlton Branch.....	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	-	-	-	-	-	-	-	-	-
Maine Central.....	-	-	-	-	-	-	-	-	8,703,223 28
Portland (Horse).....	-	-	-	-	-	-	-	-	-
Portland and Ogdensburg....	Nov. 1, 1901.	6 pr. ct.	-	-	-	-	-	-	3,068,000 00
Portland and Rochester.....	Oct. 1, 1887.	7 pr. ct.	-	Sept. 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.....	-	-	-	-	-	-	-	-	450,000 00
St. Croix R. R.....	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot ....	July 1, 1879.	6 pr. ct.	696 00	-	-	-	88,000 00	5,280 00	165,500 00
Orchard Beach.....	-	-	-	-	-	-	-	-	-
Aroostook River.....	-	-	-	-	-	-	-	-	-
Whitneyville & Machiasport..	-	-	-	-	-	-	-	-	-

Resolve fixing the number of copies of the report of the Railroad Commissioners, to be printed at the expense of the State.

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*Resolved*, That the number of copies of the railroad commissioners, to be printed annually at the expense of the state, shall be twenty hundred.

Approved March 18, 1881.