

MAINE STATE LEGISLATURE

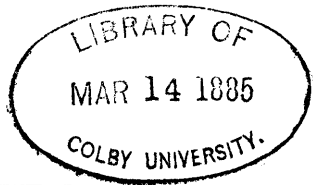
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Public Documents of Maine:

BEING THE



ANNUAL REPORTS

OF THE VARIOUS

PUBLIC OFFICERS AND INSTITUTIONS

FOR THE YEAR

1883.

VOLUME II.

AUGUSTA:

SPRAGUE & SON, PRINTERS TO THE STATE.

1883.

REPORT
OF THE
RAILROAD COMMISSIONERS

OF THE
STATE OF MAINE.

1882.



AUGUSTA:
SPRAGUE & SON, PRINTERS TO THE STATE.
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REPORT.

To the Governor of Maine:

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

Abundant harvests and general good health, for which we are indebted to a good Providence, together with remunerative industrial and business pursuits, have given to our State and the country another year of great general prosperity, in which the railroads have largely participated. From our careful and thorough inspections of those and their equipments, in this State, as required by law, we are enabled to give a very gratifying account of their condition. We have found all in good repair and safe, and most of them in a high or advanced state of improvement, especially the principal lines, such as has characterized the same in the immediately preceding years, and which we have had the pleasure of commending in former reports.

In the more noticeable of these, the policy of those having the management seems to have been to have the improvement in track, rolling stock, station houses, depot buildings and grounds adjacent thereto, keep pace with the business prosperity of the roads. Such a policy cannot be too highly commended, and will not fail to be appreciated by the more observing and enterprising of the traveling and business public, and should be by all.

The railroads are our great public highways, and to them as much, if not more than any other agency, is the country indebted for its rapid development, and for opening the door and preparing the way for all that makes a people industrious, virtuous, happy, wise and great. Under honorable

and wise management and faithful, efficient superintendence, they may be considered as among the first of our national blessings. And so intimate and inseparable are the interests and various business enterprises of the public in their relations to the prosperity and successful operation of the roads—so dependent are they on each other—that any unjust exaction or oppression of one cannot fail to bring injury and detriment to the other. The interests of the roads and of the people are reciprocal and mutual, and the intelligent and well-informed railroad officials *in Maine* comprehend fully this fact. To give patronage to the roads, business must be encouraged and developed. Consequently these officials, with few if any exceptions, have had the good sense to adopt and practice a liberal policy in their transactions with the patrons of their respective roads, fair dealing and equity being their standard of action. This has had the effect to disarm, in a great measure, opposition and prejudice against the roads and their management, so that, happily, the cry of “monopoly” and “oppression,” raised so often in many other parts of the country (very justly in a great many instances) is seldom if ever heard in this State.

With the exception of the County of Aroostook, and parts of the counties of Hancock and Washington, the people and business enterprises of our State are now well provided with railroad facilities, by a system of connecting roads extending into every county and to nearly all parts of the State, and which may justly be regarded as among the safest, most honorably managed and efficiently operated of any in the country. Indeed, a more trustworthy and honorable class of men cannot be found in business circles and pursuits anywhere, than the officials in charge of the railroads in Maine. This fact now so generally recognized, and so fully appreciated by the patrons of the roads, is one of the chief considerations in accounting for the mutual good will and fraternal feeling that exists between them and the roads. Further evidence of this public confidence, in both the condition and management of the roads, and of the high character of those

in charge, may be found in the appreciated market value of their respective stocks, bonds and other securities. Once let distrust and want of confidence, in either, seize upon the public mind, and these same stocks and securities would at once perceptibly depreciate and lose their former value in the markets, and perhaps in some cases become worthless.

The remarkable exemption from any great and disastrous railroad casualty in this State, that for so many years past has existed, and which in former reports we have referred to with pleasure, we are happy to say still continues. Considering the large number of persons conveyed upon these roads each year, particularly upon the Maine Central, that during the summer season runs so many and such large excursion trains, this exemption from serious accident or catastrophe is little less than marvelous. It demonstrates anew as it has in the past, not only the safe condition of the roads, but the efficiency and very great carefulness of the superintendents in charge, under whose imperative rules and orders their numerous subordinates act. The vigilance and fidelity of these subordinates, as well as the faithfulness and efficiency of their superiors, merit special notice and the highest commendation. To each and all of these faithful officials and employes, whether high in position or subordinate in the service, the traveling public are deeply indebted for the constant fidelity and uniform carefulness with which their responsible duties have been discharged. However safe the condition of the roads, and however well equipped for being run, if not skilfully and faithfully operated, disaster more or less serious will be a certain result.

While here and there an occasional accident has occurred, they have been chiefly to employes of the roads, and on investigation when not otherwise known, have been found in most cases, to have resulted from their own personal negligence or carelessness, and not from any defect in the roads or fault in the general superintendence and management of the same.

To become *wholly* exempt from accident or casualty, the road in material and build must be faultless; the track of the strongest metal and free from flaw or fracture; the engines and cars, with their complicated machinery and running gear, perfect in design, material and workmanship; no disturbance by the weather elements, and all mankind without imperfection in judgment, skill, habits, or conduct—indeed, *absolute perfection must be found in everything and everywhere*, a condition of the world hardly expected to be reached during the present “perverse and crooked generation.”

For a more particular account, in detail, of the condition, operations and improvements of the several roads that have come under our inspection during the year, we refer to the pages which follow later in this report.

NEW ROADS.

By the approval of the Railroad Commissioners, the following new railroad corporations have been organized during the year, under the provisions of the general railroad law, chapter 120, laws of 1876, viz :

Kennebunk and Kennebunkport Railroad. The road to extend from a point near the draw-bridge which divides Kennebunk and Kennebunkport village, to a point in the line of the Boston and Maine Railroad near the depot of said road in Kennebunk. Length, about $4\frac{1}{2}$ miles; gauge, 4 feet $8\frac{1}{2}$ inches.

Monson Railroad Company. Extending from the depot of the Bangor & Piscataquis Railroad, called Monson station, in the town of Abbott, to the village of Monson in the town of Monson, through the towns of Abbott and Monson. Length of road, about 6 miles; gauge, 2 feet.

Green Mountain Railway. Between some point in the town of Eden, or Mt. Desert, to the summit of Green Mountain in Eden, aforesaid. Length, about 1 mile; gauge, 4 feet $8\frac{1}{2}$ inches.

Bridgton and Saco River Railroad. This corporation, that was organized last year under the general law, but which, on

petition of parties opposing, was served with an injunction from the Supreme Judicial Court, and, in consequence, suspended operations for the season, has since had the injunction removed, and, the present year, has located its road, put it under contract and now has it nearly completed, the whole line from Bridgton Center to the Portland and Ogdensburg Railroad in the town of Hiram, a distance of about fifteen and a half ($15\frac{1}{2}$) miles. It has been constructed at *two feet gauge* to bring the cost of the road within the financial means of the corporation and thereby ensure its completion. It is believed that at this gauge it will be equal to the convenient transportation of all the passengers and freight that would naturally pass over a railroad of any gauge upon the line where this is located. The people of Bridgton, and those interested with them in this enterprise, are to be congratulated on its success. It can but be of great convenience and aid largely in the continuance of the present prosperity of the town and in the further development of its business resources in the future. Wm. F. Perry, Bridgton, President. Geo. E. Mansfield, Bridgton, Sup't.

GENERAL RAILROAD LAW.

In our report for 1881, we called attention to the fact that, in its practical workings, we had found the general railroad law (chapter 120, Laws of 1876) in several respects defective, and referred to the case of the Bangor and Katahdin Iron Works Railway as an instance in support of the same. This corporation first organized for the purpose of constructing a narrow gauge road, but subsequently decided to build to the standard gauge, when it was found there was no way, under the general law, to make the change except by commencing anew, which was done at considerable inconvenience and delay. We renew our former suggestion of amendment to the law to meet such a case. "A profile of the line on a verticle scale of *ten to one* as compared with the horizontal scale," is prescribed by the law, (Sec. 6) but found inconvenient as well as not used in common practice. An amend-

ment to the law, striking out the words "ten to one" and inserting instead "about twelve and a half to one," would correct this defect; which we also suggest. Other amendments might improve the law and better adapt it to the public wants, now that the Legislature meets but once in two years, but we forbear to recommend.

PUBLIC LAWS.

In our report for 1878, we inserted the laws prescribing the duties and powers of the Board of Railroad Commissioners and gave the following reasons therefor. The same reasons will apply now.

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

Amendments have since been made and additional acts passed, rendering it quite necessary to have these laws again published in convenient form for ready reference, therefore we insert them as amended, and the acts additional thereto. In most cases where amendments have been subsequently made, they have been incorporated into the statutes as herein published.

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

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

release for damages; and persons having any interest in such land have the rights and remedies of owners to the extent of their interest.

Sec. 3. If the parties do not agree as to the necessity and extent of the real estate to be taken for said side tracks and buildings, the corporation may make written application to the railroad commissioners, describing the estate, and naming the persons interested; the commissioners shall thereupon appoint a time for the hearing near the premises, require notice to be given to the persons interested as they direct, fourteen days at least before said time; and shall then view the premises, hear the parties and determine how much, if any, of such real estate is necessary for the reasonable accommodation of the traffic and appropriate business of the corporation. If they find that any of it is so necessary, they shall furnish the corporation with a certificate containing a definite description thereof; and when it is filed with the clerk of the court in the county where the land lies, it shall be deemed and treated as taken.

RAILROAD COMMISSIONERS.

Sec. 71. The governor, with the advice of council, shall appoint three railroad commissioners, who shall act as a board and hold their offices three years; two of them shall be experienced in the construction and management of railroads, and one of them shall be an engineer. Their compensation shall be five dollars a day while actually employed in their official duties, to be paid by the railroads on which the services are rendered.

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

Sec. 73. The corporation shall file such certificate in the office of the secretary of state before the first day of December, and pay the commissioners for the examination, or forfeit one thousand dollars, to be recovered in an action of the case, half to the state and half

to the person suing therefor; and if the president and directors of a railroad while it is guilty of such neglect, allow a passenger train to run over it, they shall be personally liable for any damages occasioned by a defect in said road, or rolling stock, but this will not relieve the corporation.

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

Sec. 75. If they do not comply with such requirements, the commissioners shall petition the supreme judicial court in any county where the railroad extends, setting forth their examination, the condition of the road, the notice and requirement and refusal to comply; and shall notify the attorney general or the county attorney of the county where the petition is filed, of the filing thereof, one of whom shall appear and take charge of the proceedings in court. The court shall order a notice thereon and appoint a hearing; and after a hearing, may order such things to be done by the managers of the road as they deem necessary to secure the safety of travelers; and unless such managers will execute a bond to the state, with sufficient sureties, for such sum as the court deems necessary to make the repairs, conditioned that they will, within the time fixed by the court, make the repairs or otherwise satisfy the court that they will be so made, the court shall issue an injunction on said corporation, and its managers, prohibiting the running of any passenger trains over the portion of the road found to be unsafe, until the order has been complied with or revoked.

Sec. 76. When the managers of a railroad authorized to cross or connect with another road, are unable to agree therewith, as to transportation of passengers and freight over their roads, and other matters, they may apply to the commissioners in writing, and either of them may endorse an order of notice thereon to all interested, fixing a time and place for hearing; and the applicant shall cause such order to be complied with. At such hearing, any corporation or person claiming to be interested, may be made a party and be heard thereon, though not named in the application; and said commissioners have the authority of courts at law to summon witnesses, compel their attendance and testimony, and depositions

may be taken and used as in suits at law. When the hearing is closed, they shall determine and award the rates for transporting passengers, freight or cars over the road of each or over any road on which either is a common carrier by contract or otherwise, and all other matters in controversy between the two roads arising from such connecting, or crossing, or the times of doing so; and may require either party to give security to the other for the payment of balances resulting from their mutual business, on such terms as they deem equitable; and may determine that their award may be suspended, after its acceptance, at the election of the party injured by the non-performance of the condition thereof by the other.

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

Sec. 78. When a serious accident occurs on a railroad and any person is thereby injured, the commissioners shall immediately proceed to the place, examine into the cause thereof, may send for per-

sons and papers, and make a full statement of the cause and results of the accident in their annual report, and any other manner they think the public good requires.

CHAPTER 204—LAWS OF 1871.

An Act giving additional powers to the railroad commissioners.

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

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

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

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

CHAPTER 197—LAWS OF 1871.

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

Section three of chapter fifty-one of the revised statutes of eighteen hundred and seventy-one, is hereby amended, by inserting after the word "time," in the seventh line of said section, the following: "*Provided however*, that when land is held by a tenant for life, and the reversion is contingent as to the persons in whom it may vest, on the termination of the life estate, such fact shall be stated in the application, and the commissioners shall, in addition to the notice to the tenant for life, give notice by publication to all others interested, in such manner as they shall deem proper."

CHAPTER 218—LAWS OF 1874.

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

[Sec. 1 of this act is superseded by chapter 207 of the laws of 1877.]

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

CHAPTER 207—LAWS OF 1877.

An Act to obtain uniform Returns from Railroad Corporations.

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

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

CHAPTER 120—LAWS OF 1876.

An Act to authorize the Formation of Railroad Corporations.

Sec. 1. Any number of persons not less than ten, a majority of whom shall be citizens of this state, may form a company for the purpose of constructing, maintaining and operating a railroad for public use in the conveyance of persons and property within this state, and for that purpose may make and sign articles of association in which shall be stated the name of the company, the gauge of the road, the places from which and to which the road is to be constructed, maintained and operated, the length of such road, as near as may be, and the name of each town and county in this state through which or into which it is to be made; the amount of the capital stock of the company, which shall not be less than six thousand dollars for every mile of road proposed to be constructed of the gauge of four feet eight and a half inches, nor less than three thousand dollars per mile for any narrower gauge, and the number of shares of which said capital stock shall consist, and the names and places of residence of at least five persons, a majority of whom shall be citizens of this state, who shall act as directors of the proposed company, and shall manage its affairs until others are chosen in their places. Each subscriber to such articles of association shall subscribe thereto his name, place of residence, and the number of shares of stock he agrees to take in said company.

Sec. 2. Said articles of association shall not be filed and recorded in the manner provided in section three of this act, until the capital stock named in section one has been subscribed thereto, in

good faith, by responsible parties, and five per cent. paid thereon in cash to the directors named in said articles of association, nor until there is endorsed thereon or annexed thereto, an affidavit made by a majority of the directors named in said articles, that the amount of stock required by this section has been in good faith subscribed, and five per cent. paid thereon in cash as aforesaid, and that it is intended in good faith to construct, maintain and operate the road mentioned in such articles of association, which affidavit shall be recorded with the articles of association as aforesaid.

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

STATE OF MAINE.

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

original certificate be given in evidence to prove the existence of such a corporation.

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

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

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

of commissioners, unless said variation shall be approved by them. And said location, together with any variation that may be made therein, shall be filed within two years from the time when the articles of association are filed in the office of secretary of state.

Provided further, that no railroad shall be made across tide waters where vessels can navigate, nor shall any railroad be built, under this act, running in the same general direction of any other railroad already built, or in process of construction, within ten miles of such other railroad, without special permission of the legislature therefor first obtained.

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

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

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

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

An Act providing for Bridge Guards on Railroads.

Every railroad corporation shall erect and maintain suitable bridge guards, at every bridge or other structure any portion

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

CHAPTER 43—LAWS OF 1878.

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

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

Sec. 1. Townways and highways may be laid out across, over or under any railroad track, in the manner provided by law for laying out such ways ; and when such way crosses such track at grade, the expense of building and maintaining so much of such way as is within the limits of such railroad, shall be borne by the railroad company whose track is so crossed ; and when such way is laid out under or over such track, and not at grade, the expense of building and maintaining so much thereof as is within the limits of such railroad, shall be borne by such railroad company, or by the city or town in which such way is located, or be apportioned between such railroad company and such city or town, as may be determined by the railroad commissioners, upon petition, and after notice and hearing of the parties. Either party aggrieved by their decision thereon may appeal therefrom to the supreme judicial court, at any time after such decision has been made, in writing, and before the next term of said court within and for the county in which such way is located, at which term such appeal may be entered and prosecuted by the party appealing. If the party appealing fails to appear at that term to prosecute the appeal, the decision of the railroad commissioners shall be final and conclusive. If the appeal is then entered, not afterwards, the court may appoint a committee of three disinterested persons, not residents of the county in which such way is located, who shall be sworn, and if one of them dies, refuses to

act, or becomes interested, the court may appoint another in his place; and they shall give such notice as the court has ordered, view the way in question, hear the parties, and make their report at that or the next term of the court after their appointment, whether the decision of the railroad commissioners should be in whole or in part affirmed or reversed, which being accepted, and judgment thereon entered, shall be final and conclusive in the case. Costs may be taxed and allowed to either party, at the discretion of the court.

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

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

CHAPTER 100—LAWS OF 1879.

An Act to amend chapter two hundred and seven of the Public Laws of the year one thousand eight hundred and seventy-seven, entitled "An Act to obtain uniform returns from Railroad Corporations."

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

'If any railroad corporation shall wilfully neglect to make such return, it shall forfeit one thousand dollars to the use of the state, to be recovered in an action of the case, or by complaint and indictment, in any court having competent jurisdiction; and it shall

be the duty of the railroad commissioners to notify the attorney general of such neglect, who shall prosecute for the recovery of such forfeiture.'

CHAPTER 124—LAWS OF 1879.

An Act fixing the Salaries of certain Public Officers and Compensation of certain Members of the Government.

Sec. 1.

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The compensation of the railroad commissioners shall be five dollars per day while actually employed in their official duties, to be paid by the railroads on which the services are rendered.

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CHAPTER 51—LAWS OF 1881.

An Act additional to chapter fifty-one of the Revised Statutes, and to other acts relating to the transportation of passengers and freight by railroad.

Sec. 1. Sections seventy-six and seventy-seven of chapter fifty-one of the revised statutes of this state, and chapter ninety-four of the acts of eighteen hundred and seventy-nine, and all other chapters and acts relating to the transportation of passengers and freight by railroad, shall apply to, and may be taken advantage of by any railroad in this state, whether it makes close connection with other railroads or not; and the railroad commissioners shall have the same authority and power as in cases where the railroads make a close and direct connection; and no railroad doing business within this state shall demand or receive of any other railroad doing business within the same, whether making direct connection or not, or from passengers over the same, or from freight forwarded over the same, higher rates of fare or freight than it demands or receives of any other railroad within the state.

Sec. 2. No rebate, draw-back, allowance or other advantage shall be made or extended by any railroad in favor of another railroad doing business over the same, by which the operation of the foregoing section shall be changed or affected, or by which one railroad doing business over the same shall receive any greater advantage, than any other railroad, doing business over the same shall receive.

Sec. 3. Any railroad company chartered under the laws of this state, which shall refuse to receive, transport or deliver any freight, merchandise or passengers according to the provisions of this act,

and under the terms thereof, or which shall demand or receive from any other railroad in this state, for the transportation of its passengers or freight, any sum in excess or violation of said provisions, shall for each offense forfeit and pay any corporation injured, the sum of one hundred dollars, to be recovered by an action on the case in any county in which any of the parties in such action has a residence or place of business.

CHAPTER 91—LAWS OF 1881.

An Act relating to the Taxation of Railroads.

SECT. 1. The buildings of every railroad corporation or association, whether within or without the located right of way, and its lands and fixtures outside of its located right of way, shall be subject to taxation by the several cities and towns in which such buildings, land and fixtures may be situated, as other property is taxed therein.

SECT. 2. Every corporation, person or association, operating any railroad in this state, shall pay to the state treasurer, for the use of the state, an annual excise tax, for the privilege of exercising its franchises in this state, which, with the tax provided for in section one, shall be in lieu of all taxes upon such railroad, its property and stock. There shall be apportioned and paid by the state from the taxes received under the provisions of this act, to the several cities and towns, in which on the first day of April in each year, is held railroad stock hereby exempted from other taxation, such amount equal to one per centum on the value of such stock on that day, as determined by the governor and council, provided, however, that the total amount thus apportioned on account of any railroad shall not exceed the sum received by the state as tax on account of such railroad.

SECT. 3. The amount of such tax shall be ascertained as follows: the amount of the gross transportation receipts, as returned to the railroad commissioners for the year ending on the thirtieth day of September next preceding the levying of such tax, shall be divided by the number of miles of the railroad operated to ascertain the average gross receipts per mile; when such average receipts per mile shall not exceed twenty-two hundred and fifty dollars, the tax shall be equal to one-quarter of one per centum of the gross transportation receipts; when the average receipts per mile exceed twenty-two hundred and fifty dollars and do not exceed three thousand dollars,

the tax shall be equal to one-half of one per centum of the gross receipts; and so on increasing the rate of the tax one-quarter of one per centum for each additional seven hundred and fifty dollars of average gross receipts per mile or fractional part thereof, provided, the rate shall in no event exceed three and one-quarter per centum. When a railroad lies partly within and partly without this state, or is operated as a part of a line or system extending beyond this state, the tax shall be equal to the same proportion of the gross receipts in this state, as herein provided, and its amount determined as follows: the gross transportation receipts of such railroad line or system, as the case may be, over its whole extent, within and without the state, shall be divided by the total number of miles operated to obtain the average gross receipts per mile, and the gross receipts in this state shall be taken to be the average gross receipts per mile, multiplied by the number of miles operated within this state.

SECT. 4. The governor and council, on or before the first day of April in each year, shall determine the amount of such tax, and report the same to the state treasurer, who shall forthwith give notice thereof to the corporation, person or association, upon which the tax is levied.

SECT. 5. Said tax shall be due and payable, one-half thereof on the first day of July next after the levy is made, and the other half on the first day of October following. If any party fails to pay the tax, as herein required, the state treasurer may proceed to collect the same, with interest, at the rate of ten per cent. per annum, by an action of debt, in the name of the state. Said tax shall be a lien on the railroad operated, and take precedence of all other liens and incumbrances.

SECT. 6. Any corporation, person or association aggrieved by the action of the governor and council in determining the tax, through error or mistake in calculating the same, may apply for an abatement of any such excessive tax within the year for which such tax is assessed, and if, upon re-hearing and re-examination, the tax appears to be excessive through such error or mistake, the governor and council may thereupon abate such excess, and the amount so abated shall be deducted from any tax due and unpaid, upon the railroad upon which the excessive tax was assessed; or, if there is no such unpaid tax, the governor shall draw his warrant for the abatement, to be paid from any money in the treasury not otherwise appropriated.

SECT. 7. If the returns now required by law, in relation to railroads, shall be found insufficient to furnish the basis upon which the tax is to be levied, it shall be the duty of the railroad commissioners to require such additional facts in the returns as may be found necessary; and until such returns shall be required, or, in default of such returns when required, the governor and council shall act upon the best information they may be able to obtain. The railroad commissioners shall have access to the books of railroad companies, to ascertain if the required returns are correctly made; and any railroad corporation, association, or person operating any railroad in this state, which shall refuse or neglect to make the returns required by law, or to exhibit to the railroad commissioners their books for the purposes aforesaid, or shall make returns which the president, clerk, treasurer, or other person certifying to such returns knows to be false, shall forfeit a sum not less than one thousand dollars, nor more than ten thousand dollars, to be recovered by indictment, or by an action of debt in any county into which the railroad operated may extend.

SECT. 8. All acts and parts of acts inconsistent with this act, are hereby repealed, except as to all taxes heretofore assessed, and this act takes effect when approved.

The Legislature of 1880, upon the recommendation of this Board, passed the following acts, designed for the protection of travel and of the business interests of the State, that we deem of so much importance in securing the objects intended, as to feel warranted in inserting them in this report, thus giving further publicity to the same, although they do not relate to, or in any way prescribe the duties of this Board.

CHAPTER 200—LAWS OF 1880.

An Act to prevent the obstruction of business on certain Public Corporations.

Sec. 1. Any employe of a railroad corporation who, in pursuance of an agreement or combination by two or more persons to do, or procure to be done, any act in contemplation or furtherance of a dispute between such corporation and its employes, shall, unlawfully or in violation of his duty or contract, stop or unnecessarily delay or abandon, or in any way injure a locomotive or any car or train of cars on a railroad track of such corporation, or in any

way hinder or obstruct the use of any locomotive, car or train of cars on the railway of such corporation, shall, upon conviction, be liable to a fine not exceeding five hundred dollars, or imprisonment in the state prison or in the county jail not exceeding one year.

Sec. 2. Whosoever, by an unlawful act, or by any willful omission or neglect, shall obstruct or cause to be obstructed any engine or carriage on any railway, or shall aid or assist therein; or whosoever, having charge of any engine or carriage while upon or in use on any railway of any railroad corporation, shall willfully stop, leave or abandon the same, or render, or aid or assist in rendering the same unfit for or incapable of immediate use, with intent thereby to hinder, delay, or in any manner to obstruct or injure the management and operation of any railroad, or the business of any corporation operating or owning the same, or of any other corporation or person, or whoever shall aid or assist therein, shall, upon conviction, be liable to a fine not exceeding one thousand dollars, or imprisonment in the state prison or in the county jail not exceeding two years.

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

Sec. 4. Any person who, alone, or in pursuance or furtherance of any agreement or combination with others, to do, or procure to be done, any act in contemplation or furtherance of a dispute or controversy between a gas, telegraph or railroad corporation and its employes or workmen, shall wrongfully and without legal authority, use violence toward, or intimidate any person, in any way or by any means, with intent thereby to compel such person against his will to do, or abstain from doing, any act which such person has a legal right to do or abstain from doing; or shall, on the premises of such corporation, induce, or endeavor or attempt to induce, such person to leave the employ and service of such corporation by bribery, or in

any manner or by any means, with intent thereby to further the objects of such combination or agreement; or shall in any way interfere with such person while in the performance of his duty; or shall threaten or persistently follow such person in a disorderly manner, or injure or threaten to injure his property with said intents, or either of them, shall, upon conviction, be liable to a fine not exceeding three hundred dollars, or imprisonment in the county jail not exceeding three months.

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

CHAPTER 197—LAWS OF 1880.

An Act to provide for Danger Signals on Railroads in certain cases.

SECT. 1. No car or cars, disconnected from a train, shall be left or permitted to remain standing on the main track of any railroad in this state, unless accompanied by danger signals, such as flagging by day and lanterns by night, placed at such distances therefrom, on the main line of the road, as will insure safety to and from moving trains, such signals to be in charge of and constantly attended by employes of the corporation owning or operating the road.

SECT. 2. If any railroad corporation shall violate any of the provisions of section one of this act, it shall forfeit for each offense, one hundred dollars to the use of the state, to be recovered in an action of the case, or by complaint and indictment in any court having competent jurisdiction; and it shall be the duty of the attorney general to prosecute for the recovery of such forfeiture. The provisions of this act shall not apply to horse railroads.

CHAPTER 222—LAWS OF 1880.

An Act to further provide for safety of travel on Railroads.

SECT. 1. Any person who shall behave in a disorderly or riotous manner while on a train of cars on any railroad in this state, or shall

use indecent or profane language in the cars of such train, shall be deemed guilty of a breach of the peace, and upon conviction, be liable to a fine of not less than five nor more than five hundred dollars, or imprisonment in the county jail not less than thirty days nor more than one year; but this act shall not relieve such person from any other penalty prescribed by law.

SECT. 2. It shall be lawful for the conductor of a train of cars on any railroad in this state, to arrest and temporarily hold any person guilty of such breach of the peace, until a warrant can be obtained, or he be placed in custody of the proper officers of the law.

ERRATUM.—On page 8, under head of "General Railroad Law," the words, "*about twelve and a half to one,*" should read, "*about twenty to one.*"

RAILROADS IN MAINE.

	Miles.	Whole length main line op.
Aroostook River Railway.....	30.	30.
Atlantic and St. Lawrence (Grand Trunk).....	82½	149.5
Androscoggin (Maine Central) viz:		
Bath Branch.....	8¾	} 75.65
Brunswick to Farmington, including branch to Lewiston.....	66.9	
Bangor and Piscataquis.....	62.5	62.5
Bangor and Katahdin Iron Works Railway.....	19.	19.
Belfast and Moosehead Lake (Me. Central,)....	33.	33.
Boston and Maine.....	44.	116.
Bridgton and Saco River.....	15.5	15.5
Bucksport and Bangor.....	18.8	18.8
European and North American (Me. Central) ..	114.2	114.2
Grand Trunk.....	—	1,388.5
Houlton Branch (N. B. and Canada,).....	3.	8.
Knox and Lincoln.....	49.	49.
Lewiston and Auburn (Grand Trunk,).....	5.5	5.5
Lewiston and Auburn Horse.....	5.	5.
Maine Central (to Bangor via Augusta, inclusive of Portland and Kennebec, 63 miles,)....	136.6	136.6
Maine Central (Cumberland via Lewiston to Waterville).....	72.93	72.93
New Brunswick (Aroostook River,).....	—	174.

RAILROADS IN MAINE—*Concluded.*

	Miles.	Whole length main line op.
N. Brunswick and Canada (Houlton Branch,) ..	—	128.
Newport and Dexter (Maine Central,).....	14.	14.
Norway Branch (Grand Trunk,).....	1.5	1.5
Old Orchard Junction....	2.5	2.5
Ocean Street Horse.....	1.5	
Orchard Beach.....	3.	3.
Portland and Kennebec (Maine Central,)		
Portland and Ogdensburg	51.	110.
Portland and Rochester	49.5	52.
Portland, Saco and Portsmouth.....	50.75	51.
Portland (Horse).....	7.25	7.25
Portsmouth, Great Falls and Conway.....	2.92	72.
Rumford Falls and Backfield.	27.5	27.5
Sandy River.....	18.	18.
Somerset ..	25.	25.
Somerset and Kennebec (Waterville to Skowhegan, Maine Central,).....	18.19	37.75
St. Croix and Penobscot.....	18.	22.
St. Croix (New Brunswick and Canada.).....	.50	7.
Whitneyville and Machias.....	7.5	7.5
Total.....	1,065.39	3,066.68

Aroostook River Railway.

From State line to Presque Isle, in Aroostook county. Thirty miles.

Since the date of our last report, the Aroostook River Railway has been nearly completed from Caribou to Presque Isle, and is at the present time in safe running order. The track has been raised and partially ballasted, but much more is needed to be done in the way of widening the road bed, ditching, ballasting, &c., which we expect will be accomplished the coming season. That portion of the road between the State line and Caribou is in good condition, and in compliance with the suggestion of your Commissioners, two bridges have been rebuilt during the past summer on this portion of the line. This railway is located in the beautiful valley of the Aroostook river, and passes through the growing and enterprising towns of Fort Fairfield, Caribou and Maysville, to Presque Isle. The business of the road is increasing so rapidly, that the company find it difficult to supply the demand for cars to transport the large amount of freight offered, the product of this most fertile, and best agricultural section of our State. The county of Aroostook embraces an area of 6,800 square miles. The population and valuation have nearly doubled during the last ten years, and it is safe to predict that the next decade will witness a much larger development of the resources of this most productive section of the State, and consequently a more rapid increase of population and wealth. The Aroostook River Railway, in connection with the New Brunswick Railway, is the only line of railroad connecting this large territory with the other portions of the State and country, and this fact adds greatly to the importance and value of this line of communication, and we have no doubt that the liberal and intelligent policy of the present officers of the roads will induce immigration and settlement in Aroostook, and add greatly to the traffic and value of their railway.

E. R. Burpee, General Manager; Henry Osburn, General Superintendent; John Stuart, Superintendent; Alfred Seeley, Secretary and Treasurer; with offices at Woodstock, New Brunswick.

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, George P. Wescott, Samuel E. Spring, Franklin R. Barrett, Francis R. Swan, Philip H. Brown, Portland, Maine; Joseph Hickson, Montreal, and Sir A. T. Galt, Sherbrook, Province of Quebec.

All that your Commissioners stated in the report of last year in reference to this road is true of it this year, with perhaps some few additional improvements. The ballasting of the road-bed has been continued, and the whole location between the fences cleared of trees, bushes and rubbish, or rotten material which has been taken from time to time from the track and bridges. The road presents a neat and finished appearance throughout its entire length. The track, road-bed and bridges are in every respect first-class, and in excellent condition. The track is laid with steel rails, and the bridges are all iron within the limits of this State, and we believe this is true of the whole line of road. We are glad to see that a new and convenient passenger station has been erected at Mechanic Falls, in place of the old, narrow, contracted, and inconvenient building which has been used for a station ever since the first construction of the road, to the great discomfort of the patrons of the road at that point. Your Commissioners feel that they cannot commend too highly the officers of the Grand Trunk Railway for the manner in which they have brought this road up to its present high standard of safety and efficiency, and making it the equal of any, and second to no other railway in the country.

The Atlantic and St. Lawrence Railway commencing at Portland, and skirting the shores of Casco bay, runs through one of the most attractive and picturesque sections of New England, the country along the line presenting ever changing and beautiful views of lakes and streams, broad and fertile intervals, high hills and deep vales, with here and there a thriving village; and the greatest attraction of all, the White Mountain range, near which the railway passes, and magnificent views of which are obtained from the car windows at different points along the line, all combining to make this one of the most desirable and interesting routes for tourists and pleasure seekers. The road has been operated and trains run the past season with remarkable regularity and freedom from accident.

Joseph Hickson, General Manager, Montreal, Canada; E. P. Hannaford, Chief Engineer, Montreal, Canada; John Loyd, Assistant Engineer in charge of Maine Division, Richmond, Province of Quebec; W. J. Spicer, Superintendent, Montreal, Canada; J. Stephenson, General Passenger Agent, Montreal, Canada.

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. Morse, William H. Strickland, all of Bangor, and A. M. Robinson, Dover.

This road has been very successfully operated during the past year, and the directors present a very encouraging report of the business and earnings, as compared with former years, showing a gain of 15 per cent. in the gross receipts, and 25 per cent. in the net earnings, over last year. The road has been maintained in good condition throughout its entire length, while at several important points marked changes and improvements have been made. About 18,000

yards of good gravel ballast have been put under the track, and a considerable amount of ditching and draining accomplished. Fifty-three tons of new rails, and about 15,000 ties have been laid in the track. The Howe truss bridge at Orson Island, consisting of two spans of 150 feet each in length, has been rebuilt in a very substantial and workmanlike manner; and the Howe truss bridge of 160 feet span at Milo has been thoroughly repaired; the other truss bridges have received all needed repairs. The trestle bridge near Blanchard has been strengthened by placing an additional stringer under each rail, extending the whole length of the bridge. The smaller bridges have been well taken care of and are in good order. New side tracks have been laid at Spratt's Crossing in Alton, and at Milo Junction, and those at Monson Station have been extended to accommodate the rapidly increasing business at that point. The station buildings along the line have nearly all been repainted and the platforms mostly rebuilt. The rolling stock of the road is in good order; it has not been increased during the past year, but several new box freight cars are in process of construction, and will be ready for service the coming spring. The trains have been run with great regularity, and there have been no detentions from any cause, or accident to persons or property. The track is in good condition and runs very smoothly. We think that this company may well congratulate itself upon the safe and economical manner with which the affairs of the road are managed, as is shown by constantly increasing earnings, improved condition of the road and entire freedom from accident. Surveys have been made during the past season for the extension of this road from Blanchard to the foot of Moosehead Lake. A feasible route was found, and it is hoped that the work of construction will be commenced in the early spring. We regard it of the highest importance to the interests of the road that this extension should be built, and have no doubt that it would result in the establishment of new industries and a largely increased traffic over the whole line. The facility and comfort with which tourists

and others would reach that popular resort, (Moosehead Lake,) would undoubtedly largely increase the travel in that direction and result in great benefit to the road.

Moses Giddings, 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.

O. W. Davis, President, Bangor.

At the date of our last report this road had been partially completed from Milo to Brownville, (about six miles,) and the trains were running between these two points. Since that time the road has been opened to the Katahdin Iron Works and trains are run regularly the whole length of the line. The road-bed between Milo and Brownville has been well ballasted, and the track aligned and surfaced, and we consider this portion of the road in good condition. That division between Brownville and Katahdin Iron Works is still in an unfinished condition, but we think with the exercise of proper care the trains may be safely run over it until next spring, when there will be an opportunity to complete the unfinished portions. The road has been constructed in the cheapest and most economical manner. The culverts and bridge abutments are built of wood. A portion of the rails are of light weight, and most of them second hand, having been purchased of roads that were changing their gauge or renewing their track. The road is a great convenience to lumbermen and the people along the line, and we have no doubt that the freight to and from the Iron Works and slate quarries, together with the business of the lumber interests and the travel for health or pleasure to the famous Katahdin Mineral Springs, will furnish abundant business and enable the company to make such improvements, from time to time, as the necessities of the road may require.

F. W. Cram, General Manager.

Boston and Maine Railroad.

From Portland, Maine, to Boston, Mass. Forty-four miles in Maine.

Directors—Samuel E. Spring, Portland, Me. ; Nathaniel W. Farwell, Lewiston, Me. ; Amos Paul, South New Market, 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 track and road-bed of the Boston and Maine Railroad is in excellent condition at the present time. Some improvements and additions have been made at different points along the road during the past season. The new oval shed, referred to in our report of last year as being in process of construction, has been completed, and is a model structure for the purpose for which it was built. The double track has been extended from Portland to Scarborough, a distance of about four miles. The road bridge at Mitchell's crossing has been filled up, and the road crossing changed to another point. An iron plate girder bridge has been substituted for the iron truss bridge at the crossing of the Biddeford and Kennebunk road in West Biddeford, and the abutments at Cole's corner, between Kennebunk and Wells, have been rebuilt and placed in the proper position, at right angles to the line of the railroad, and an iron plate girder bridge put on them also. In our report of last year, we suggested that the covering of the long wooden bridge at Salmon Falls should be removed, in order that the timbers might be more fully examined, and we were assured that this should be done during the past season. We found at our examination in October that it had not been done, but were informed by the road master that the work was to be immediately commenced. While we have no question as to the safety and strength of the bridge, and have never found a defect in the superstructure, seriously affecting its strength so far as could be seen, yet we think prudence requires that the bridge should be

opened, and the timbers that have been covered up so many years, should be fully exposed and examined. The pile bridges at Nonesuch and Scarborough rivers are being filled up with stone and earth material, reducing the length of these structures. The Boston and Maine is rapidly extending its double track, and the time is probably not far off when the whole distance will be accomplished, and it will have a double track through from Portland to Boston. The rolling stock of the road is first-class in all its appointments, and is in excellent condition. The tabulated returns on another page of this report will show the number of engines, cars, &c.; also the financial condition of the road.

George C. Lord, President; James T. Furber, Superintendent; Amos Blanchard, Treasurer; H. W. B. Wichtman, Auditor; Chauncy P. Judd, Clerk, Boston, Mass. S. H. Stevens, General Agent, Portland, Me.

Eastern Maine Railroad.

Three feet gauge. From Bangor to Bucksport, 18 8-10 miles.

This road was chartered under the title of the Bucksport and Bangor Railroad, but with the change of ownership a new title has been adopted.

The road was built for a broad gauge road 5 feet 6 inches, and after being operated for a time with this gauge, it was changed to 4 feet 8½ inches, and again to 3 feet, and it now has the advantage of the wide road-bed, heavy iron, and substantial bridges, which were intended for the heavier rolling stock of the wider gauges. The road-bed and bridges are in very good condition. During the past year various improvements have been made. The truss and trestle bridges at Bangor have been thoroughly repaired, and the station buildings at South Orrington removed to a more eligible and convenient location. The passenger station at Bucksport has been removed from the old site to a point about one mile nearer and almost to the very centre of business, and the

buildings remodeled and made very comfortable and convenient. The road-bed has been ballasted and widened in many places. The track is in good surface and alignment, and rides as steadily and smoothly as any road in the State. The business of the road is constantly increasing, and when at no distant day the line is extended to Ellsworth, and possibly to Mount Desert, it must prove a profitable investment. Under the experienced management of the present Superintendent the road is operated safely and with every attention to the demands of business and travel.

L. L. Lincoln, Bucksport, Superintendent. Edward Swazey, Treasurer, Bucksport.

European and North American Railway.

From Bangor to the State line at Vanceboro, 114 2-10 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.

In our somewhat extended report of this road last year, we gave the various items of repairs and improvements in detail, showing that a very large amount of labor and material had been expended on the road, and that it was being brought up to a very high condition of safety and efficiency. Since that time the work of ballasting and relaying the track with steel rails has been carried forward, until there are at the present time about 82 miles of steel rails, on a wide, well ballasted and generally well drained road-bed. In relaying the track with steel, much of the old iron taken out was in good order, and carried ahead to replace rails badly worn, and the track is now all in good condition. The bridges are generally in good condition, and are all safe for the passage of trains. At Mattawamkeag, a brick building has been erected, to be used as a repair and machine shop. The stations and platforms along the line are most of them in very fair condition and adapted to the business of the several

points where they are located. The traffic of the road has increased very largely during the last two years, and the company have found it difficult to supply the demand for freight cars to meet the wants of its patrons.

On the first day of October last, the European and North American Railway passed, by perpetual lease, into the hands and under the control of the Maine Central Railroad Company, and henceforth will be managed and operated as a very important link in the great trunk line through this State. Since the Maine Central has come into possession of the road, many very marked and important changes and additions have been made, which will appear more properly in the report of next year. The rolling stock of the road is in good condition.

We should fail to do justice to an able and worthy man and officer, and to our own sense of right, if we neglected to call attention to the successful manner in which the late Superintendent, Mr. F. W. Cram, has managed the affairs of this road, and the energy and skill he has displayed in advancing its interests and raising it to the rank of a first-class road. Your commissioners are also indebted to him for many acts of courtesy and kindness.

Hon. Noah Woods, President and Treasurer, Bangor; F. W. Cram, Superintendent; J. F. Leavitt, General Passenger Agent; to Oct. 1st, 1882.

New Brunswick and Canada Railroad.

One hundred and twenty-nine miles in all. From Woodstock, New Brunswick, to St. Stephens and St. Andrews, N. B., with a branch line from Debec Junction to Houlton, Maine, about eight miles in length. It also connects with the St. John and Maine Railway at McAdam Junction, and with the St. Croix Railway at the same point, both of the last named roads connecting with the European and North American Railway at Vanceboro. At Watt Junction a branch diverges to St. Andrews.

The New Brunswick and Canada Railway is in good condition. The track on the main line has been relaid with steel, the road-bed well ballasted and the bridges strengthened and repaired. That portion of road within the limits of this State, between Debec Junction and Houlton, is in fair condition for the present, but the track should be raised and ballasted, and some new rails and ties laid in it the coming season. The New Brunswick and Canada Railway has been leased to the New Brunswick Railway Company, and in future will be operated and controlled by the last named company; the New Brunswick, New Brunswick and Canada, and Aroostook River Railway, combined, making 332 miles of railway under one management. The offices of the company are at Woodstock, New Brunswick.

Henry Osburn is General Manager; John Stuart, Superintendent; Alfred Seely, Treasurer, all of Woodstock, N. B.

Knox and Lincoln Railroad.

From Bath to Rockland. Forty-nine miles.

Directors—John T. Berry, Francis Cobb, George W. Randall, Rockland; Edmund Wilson, Thomaston; Edwin O. Clark, Waldoboro'; Henry Ingalls, Wiscasset; John G. Richardson, George A. Preble, Thomas W. Hyde, Bath.

We have made careful inspection of this road during the past year, and are happy to report the road-bed and track in good condition; better, we think, than it has ever been before. The Company have been fortunate in discovering a bed of gravel near the line of the road, and a considerable amount of ballast has been transported from this deposit to the road-bed, greatly improving it. Two hundred tons of steel rails and 9,667 cedar ties have been laid in the track. A gravel train has been run during the season. The long trestle bridge (Wade's bridge), in the town of Warren, has been nearly filled with earth, and will be completed the coming summer. A portion of the yard at Warren station has been graded, and the side track extended, to accommodate

the increasing business at that point. The bridges have been carefully examined from time to time, and necessary repairs made. At Mill Creek iron plates have been bolted on to the chords to strengthen the joints, and the abutment at east end of the bridge rebuilt. The trestle at Thomaston has been strengthened throughout its entire length, and the eastern abutment rebuilt. The bridges in Warren, Muscongus Bay, Damariscotta Mills, Bryant's Meadow, Wright's Mill Stream, Nichols River, Sheepscot River, and the long pile bridges near Wiscasset have all been thoroughly repaired, and some of them almost entirely renewed. At Pottle Cove, near Wiscasset, a long needed improvement has been made; a box culvert has been put in, and an embankment built over it, thus doing away with the troublesome pile bridge at that place. The truss bridge over the Nequasset stream has been fully repaired. The abutments at each end have been rebuilt, and new tracks, timbers, caps, and ties put on to the bridge; as one of the piers of this bridge, owing to improper construction, has been gradually settling for several years, it was found necessary to secure it by building a new foundation of heavy timber around the pier, relieving it of the weight of the bridge, which is now supported entirely by trestles resting on the new foundation, making it perfectly safe. At Woolwich new reservoirs have been constructed to furnish fresh water for the ferry boat, and there has been an abundant supply at all times. The ferry boat has been fully repaired, and the wharf in Bath entirely replanked, and some new timbers added. The drive-way on the wharf at Rockland has been replanked. The rolling stock of the road remains the same as last year, and is in good condition, but the Superintendent advises the purchase of one engine and a number of freight cars to accommodate the increasing business. The trestle bridge at Thomaston must be rebuilt the coming summer, or the location so changed as to do away with the necessity for a bridge, which could be done at a comparatively light expense. The truss portion of the bridge at Marsh River should be strengthened, and the pile

bridge at the west end of Sheepscot River bridge repaired or filled up with stone and earth. Nearly one mile of the original trestle and pile bridges have already been filled, and much more may be accomplished in this direction, adding greatly to the safety and permanency of the road and materially reducing the cost for renewals, repairs, &c. The commissioners again commend the care and watchfulness exercised by the officers of this road, discovering defects, and making the necessary repairs, and for operating the road from the commencement to the close of another year, without the slightest accident to person or property. The trains have been run with great regularity, and the business of the road is steadily increasing; the gross earnings for the past year being \$14,746.18, and the net earnings \$8,096.12, more than the earnings for the preceding years.

John T. Berry, President, Rockland; Edmund Wilson, Clerk, Thomaston; L. S. Alexander, Treasurer, Bath; C. A. Coombs, Superintendent, Bath; William B. Ludwick, Waldoboro', Road Master; William A. Field, Bath, Master Mechanic; Charles L. Turner, Bath, Car Builder.

Lewiston and Auburn Horse Railroad.

Five miles in length.

We have carefully examined the track of this road, together with its rolling stock, horses and stables. The track is well laid, the cars in good order and the horses well cared for in a warm and well managed stable.

Lewiston and Auburn Branch Railroad.

From Lewiston to its junction with the Grand Trunk Railway, $5\frac{1}{2}$ miles.

This road is in excellent condition; the bridges over the Androscoggin, Little Androscoggin and other streams are built of iron, all the masonry is first-class, and in every respect it is of superior construction. The road is leased to the Grand Trunk Railway and operated by that company.

Consolidated Maine Central and its Branches.

Total length of road operated by the company, including European and North American, 464 2-10 miles.

Directors—Geo. E. B. Jackson, William G. Davis, Horatio N. Jose, Portland, Me. ; Stephen J. Young, Brunswick, Me. ; Arthur Sewall, Bath, Me. ; Darius Alden, Augusta, Me. ; Abner Coburn, Skowhegan, Me. ; George S. Morison, New York, N. Y. ; William B. Bacon, Boston, Mass. ; Willard P. Phillips, Salem, Mass. ; Jonas A. French, Gloucester, Mass. ; Lysander Strickland, Bangor, Me. ; Thomas W. Hyde, Bath, Maine.

We again have the pleasure of reporting the successful operating of this important line of railway and the great progress made during the past season towards perfecting it in all its parts. As the Maine Central Railroad Company has gained the control of the European and North American Railway by a perpetual lease, its main line now extends nearly the whole length of the State, or from Portland via Augusta to the State line at Vanceboro, 250 6-10 miles ; add to this the line from Cumberland Junction via Lewiston to Waterville and it gives 323 1-10 miles of main line. There are five branches, three extending north towards the interior of the State and two extending south to important points on the coast. The branch from Brunswick to Bath, 8 7-10 miles, reaches at the last named point one of the most flourishing and largest ship building cities in the country, and also connects with the Knox and Lincoln Railroad for Rockland and other points along the coast. The branch from Brunswick to Lewiston and Farmington, 66 9-10 miles, follows the valley of the Androscoggin river for the greater portion of the distance and connects at Farmington with the narrow gauge railroad to Phillips. From Waterville a branch extends up the Kennebec river to Skowhegan, 18 2-10 miles, with stage connections at the last named point for the northern and northeastern portions of Somerset county. At Burnham a branch extends to Belfast, 33 1-10 miles, and at Newport one to Dexter, 14 miles ; making in all 140 9-10

miles of branch roads. In addition to these, the Somerset Railroad, from West Waterville to Anson, a distance of 25 miles, connects with this road at the first named point; and at Bangor, the Eastern Maine Railway, from Bangor to Bucksport, 18 8-10 miles in length; and at Oldtown, the Bangor and Piscataquis Railroad, from Oldtown through Penobscot and Piscataquis counties to Blanchard, within about thirteen miles of Moosehead Lake. At Vanceboro the Maine Central connects with the St. John and Maine Railway for St. John and Halifax, and with the New Brunswick and Canada Railway for Houlton, Presque Isle and other towns in Aroostook, Calais in Washington county, and St. Stephens, St. Andrews, Woodstock and all the towns in the valleys of the St. John and Aroostook rivers.

From the above statement it will be seen that by far the larger portion of the State and the maritime provinces are tributary to this road. Taking into consideration the commanding position of this road, it is fortunate for the general welfare and the various interests of the State that the control of this great line of railroad is in the hands of gentlemen who fully understand and appreciate the great resources of this State, and while making every effort to extend and perfect the road, assist by every means in their power in the establishment of new industries and the development of business at all points along the line or tributary to it, and by this course secure the undivided support and interest of the public in its prosperity and success.

During the year ending September 30th, 1882, 4,500 tons of steel rails, equal to 50 miles of track, have been laid, and iron rails repaired and relaid equal to 43 miles of track. 125,000 new sleepers have been laid in the track, and 12½ miles or 18,000 yards of ballast put under it; 2 57-100 miles of new side track have been built; 6 9-10 miles of new rail, 3 7-10 miles of board, 10 8-10 miles of wire and 1 mile of snow fence have been built, and 6 1-10 miles of old fence repaired. A new Queen truss bridge of 36 feet span has been built at Wilton, on the Farmington branch, and on the

main line via Augusta, between Portland and Waterville, two overhead bridges have been built: an iron plate girder of 35 feet span put on at Pearl street, Brunswick, another of 39 feet span at Topsham street, Topsham. The iron truss span at the west end of the main bridge over the Kennebec river at Augusta, also the truss span between the west end of the main bridge and Water street have been removed; additional piers have been built, and 5 spans of iron plate girder put on in place of those removed; 1,260 yards of stone masonry have been built, of which something over 600 yards are in the new piers at Augusta bridge. The long iron bridge over the Androscoggin river, on the main line at Brunswick, has been entirely re-floored and the bridge strengthened by a new system of lateral bracing.

The following named new buildings have been erected during the year: engine house at West Farmington (3 pits); a coal shed at Crowley's Junction on the Farmington branch, 23 feet wide by 100 feet in length; and a coal shed of the same dimensions on the Belfast branch at Belfast. A new ice house 15 by 30 feet has been built at Maranocook, a new baggage room 15 by 30 feet at Lewiston upper station, and one of about the same dimensions at Readfield; also a new office and baggage room 20 by 90 in Waterville. At Bangor a new car house 36 by 132 feet, and two coal sheds, one 20 by 75, the other 23 by 400 feet, have been built. A signal station has been established at the crossing of Congress street, Portland, and a platform 600 feet in length built there. This must prove a very great convenience to people residing in the western part of the city.

The company are rapidly renewing their track with steel rails, and it is confidently expected that both of the main lines between Portland and Bangor, by way of Augusta and from Cumberland Junction via Lewiston to Waterville, will be relaid entirely with steel early in the spring. The track and road-bed on the main lines are for the most part in excellent condition. The track and road-bed of the Farmington branch have been greatly improved with ties and ballast,

and is in better condition than ever before. The bridge at Dead stream on this branch is to be rebuilt in the spring. The branch from Brunswick to Bath is in good order in every respect. A large quantity of ballast has been put upon the road-bed of the Skowhegan branch, and many new ties and some new rails laid in the track, which is in safe running order. The company have enlarged their station grounds at Skowhegan, and have filled in and graded the whole yard. The branch from Burnham to Belfast is for the most part in very good order, and with the exception of that portion of the road between Burnham and Unity, the surface and alignment of the track compare very favorably with the main line; more ballast and new ties are needed between the points above named. The Newport and Dexter branch is in very good condition, excepting that portions of the track need to be ballasted and raised. The bridges and buildings on all the branches are generally in excellent condition. During the past year there have been added to the equipment of the road one locomotive and five flat dump cars from the Portland Company's Works, six passenger cars from the Wasson Car Works, Springfield, Mass., and one saloon car built at the shops of the company. The rolling stock of the road is in excellent condition, and new additions are made from time to time as the demands of business require.

Geo. E. B. Jackson, President; Payson Tucker, Vice President and General Manager; Josiah H. Drummond, Clerk; J. S. Cushing, Treasurer; J. A. Linscott, Auditor; Fred E. Boothby, General Ticket Agent, all of Portland, Maine; F. W. Cram, General Eastern Freight Agent, Bangor, Maine; W. S. Eaton, General Western Freight Agent, Portland, Maine.

Norway Branch Railroad.

From South Paris to Norway village, 1½ miles.

This road is leased to the Grand Trunk Railway, and is in good condition.

George L. Beal is President.

Orchard Beach Railroad.

From the station of the Boston and Maine Railroad, at Old Orchard Beach, to the mouth of the Saco river, 3 miles in length.

This road is built along the beach between the above named points and is open for travel during the summer months only. The ride along the beach presents beautiful views of the ocean and the outlying islands, and in connection with the steamer furnishes rapid and pleasant transit between Old Orchard and the Pool. The road is in fair condition, the rolling stock is in good order and well adapted to the purposes for which it is used.

James T. Furber, President, Lawrence, Mass. ; M. L. Williams, Treasurer, Portland, Me. ; George W. Hill, Superintendent, Boston, Mass.

Old Orchard Junction Railroad.

From Old Orchard Beach to the Portland, Saco and Portsmouth Railroad, 2½ miles in length.

Trains were run upon this road during the months of June, July, August and September, or during the season of pleasure travel only. It affords convenient connection with the P. S. and P. Railroad. The road is well built and is in good condition. The station buildings are well arranged for the convenience and comfort of passengers.

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

Ocean Street Horse Railroad.

From Woodford's, in Deering, along Ocean street, about 1½ miles in length.

This road connects with the Portland Horse Railroad at Woodford's and was built for the convenience of the people residing on Ocean street, giving them easy communication with Portland. The road is in fair condition. As we have received no returns from this company, we are unable to give the names of the officers.

Portland and Ogdensburg Railroad.

From Portland, Maine, to Lunenburg, New Hampshire, 110 miles ; 51 miles in Maine.

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

The commissioners are happy to report the continued improvement of this road. About six miles of new steel rails and a large number of new ties have been laid in the track, and the road-bed ballasted and otherwise improved by the reduction of grade summits and the filling in and raising of depressions. The pile bridges at Presumpscot river and other points along the line have been strengthened and repaired. At Portland the company have erected a large brick building near the stations of the Maine Central and Boston and Maine Railroads, in which the offices will be established. The company are also extending the limits of their yard at the Portland terminus by piling and filling a large area of the flats on Fore river. The grounds near the station at Sebago Lake have been graded and otherwise improved ; the buildings repaired and painted, affording an agreeable resort for pleasure parties and excursions to that beautiful and attractive lake. The company have also graded the grounds near Portland for a machine shop and engine house, which are in process of erection.

Although not properly within the province of this report, we think it proper to mention the great improvement made by the building of a massive granite arch at Artist's Brook in North Conway, New Hampshire, over which an embankment is to be made this winter in place of the high trestle bridge, which it had become necessary to rebuild, or substitute the arch and embankment.

Upon the whole, we think the track and road-bed within the limits of this State are in much better condition than they have been for several years past, and give evidence of

increasing prosperity and a desire on the part of the company to put the road in a proper condition of safety and efficiency to meet all the demands of its present and prospective business. The commissioners have recommended the rebuilding of two bridges the coming season, and have called the attention of the officers to the consideration of the matter. The trains have been run promptly and without accident to passengers. The rolling stock is in good condition.

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

Portland and Rochester Railroad.

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

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

This corporation acquired by purchase all the rights, property and franchises of the Portland and Rochester Railroad Company in the States of Maine and New Hampshire. The road was in the hands of a receiver from February, 1877, to May 1, 1882. At the April term of 1882, the Supreme Judicial Court of the State of Maine, by decree of the court, authorized the receiver to convey and deliver the property, books and papers to the Portland and Rochester Railroad, which was accordingly done, and the new corporation took possession May 1 of the present year and has operated the road since that time.

During the year important renewals and additions have been made to the track and bridges; 350 tons of new steel rails and 30,000 cedar ties have been put into the main track, and a large amount of old iron rails used in laying new

sidings and renewing or extending those already established; about one mile of new sidings have been laid at different points on the line; 400 feet in length of the pile bridge in Deering Mill pond have been filled with earth and stone to grade. The Mousam river bridge has been covered with white pine sheathing, the roof tinued and the whole superstructure painted. The truss bridge over the Salmon Falls river at East Rochester (246 feet in length,) has been entirely rebuilt. The overhead road bridge at South street, Gorham, has been rebuilt and the span reduced about thirty feet. The station building at Saco river has been moved from the south to the north side of the track, and almost entirely rebuilt. The station building at Hollis Centre has been moved and the grounds about it graded. An addition has been made to the station building at East Rochester, a new wood shed built at Portland, and a coal shed at Rochester, and new foundations put under the water tank at Alfred. 1225 feet of new platforms have been built at various stations along the line. Ten miles of new fence have been built. There have been added to the rolling stock this year, 1 baggage car and 70 freight cars of various kinds. The road-bed is well ballasted on the larger portion of the road.

We are glad to report the rapid and continued improvement of this road, its increasing business and good condition, reflecting great credit upon the officers in charge, who by their energy and devotion to the best interests of the road, have raised it from a worn out and dilapidated condition to its present good state of safety and efficiency. The business of the road is constantly increasing, as is shown by the fact that the gross receipts for this year are 20 per cent. more than last year, and amounting to about \$202,000.

George P. Wescott, President; William H. Conant, Treasurer; Joseph W. Peters, Superintendent, all of Portland; J. Morrill, Road Master, Rochester, N. H.

Portland, Saco and Portsmouth Railroad.

From Portland, Maine, to Portsmouth New Hampshire, 51 miles; 50 76-100 miles in Maine. Leased to the Eastern Railroad Company.

Directors—Elijah B. Phillips, Wm. B. Bacon, Geo. P. King, Alfred P. Rockwell, Boston, Mass.; Samuel C. Lawrence, Medford, Mass.; Geo. E. B. Jackson, Portland, Me., Stephen J. Young, Brunswick, Me.

This road is in excellent condition throughout its entire length, but little has been required or done during the past season, in the direction of repairs or improvements. The track is laid with steel rails, and it is in remarkably good surface and alignment, and well ballasted. The whole road presents a very neat and finished appearance. The bridge over the Piscataqua river at Portsmouth, the arch culvert at the Branch brook in Wells, and the truss bridge over the Kennebunk river, have been repaired. New culverts have been built at the Alfred road in Biddeford, and at West Scarboro. At Scarboro river, a new culvert and abutments and embankments have been built, in place of the old pile bridge. The rebuilding of the bridge across Fore river in Portland has been continued. Two new over-head bridges have been built, one in Elliot and one in Kittery. The water works at Conway Junction have been improved, and the station buildings at Portland and West Scarboro repaired. New water works have been erected at Cape Elizabeth, a woodshed built, and the coal yard graded. It may be thought best to rebuild the Red bridge, so called, over the road between North and South Berwick, and the commissioners suggest that when this is done it would be well to change the position of the abutments and build them at right angles to the line of the railroad. The rolling stock of the road is in good condition. D. W. Sanborn is Master of Transportation, and H. Bissel Master of Maintenance of Way, and both of these gentlemen have proved themselves well qualified to fill the positions assigned them.

George E. B. Jackson, President ; Payson Tucker, General Manager, Portland, Me. ; N. G. Chapin, Treasurer, Boston, Mass. ; F. R. Barritt, Clerk, Portland, Me. ; 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, of Boston, Mass.

Portsmouth, Great Falls and Conway Railroad.

From Conway Junction in South Berwick, to North Conway, New Hampshire, 71 37-100 miles ; 2 92-100 miles in Maine. As stated above, there is a little less than three miles of this road within the limits of this State. The road is leased to the Eastern Railroad Company, and operated by them. The track and road-bed are in good condition. In our report of last year we suggested that the bridge over Great Works Stream in South Berwick should be rebuilt, or strengthened, and this has been done. The bridges at Salmon Falls and Milton, are in good order.

John Sanborn of Wolfboro' Junction, New Hampshire, is Superintendent ; H. Bissel of Boston, Master of Maintenance of Way.

Portland Horse Railroad.

Directors—Horatio P. Wheeler, W. R. Ward, E. A. Norton, H. J. Libby, Portland.

This road is located in the streets of the city of Portland. The track commencing at the west end of Congress street, and extending the entire length of that street to Munjoy Hill, the other track commencing at head of Spring street and extending through Spring, High, Congress, Middle and India streets to the station of the Grand Trunk Railway, and a track extends from the Middle street track through Pearl and Commercial streets, connecting again at the Grand Trunk Railway station. A track also extends from the corner of Congress and Preble streets to Stevens Plains, in Westbrook. The entire length of main tracks is about

7 25-100 miles. The road is in good order, the cars suitable and comfortable. The horses are kindly treated and well cared for. That branch of the track between Congress street and Stevens Plains is a great convenience to passengers on the Maine Central road, making close connection with the trains of that road at Woodford's, to and from the city.

E. A. Newman, Treasurer and Clerk ; George W. Lowell, Superintendent. Address, 484 Congress street, Portland, Me.

Rumford Falls and Buckfield Railroad.

From Mechanic Falls to Canton ; 27½ miles.

This road has been operated very successfully during the past year, and its business is rapidly increasing. The pulp and saw mills at Canton are both in successful operation, and furnish a large amount of freight to the road. A thriving village has grown up in the vicinity of the mills, which bids fair to rival the older settlement. The road is generally in good order, and well managed. The road-bed has been well ballasted, and several washouts filled with a permanent embankment. The high trestle bridge between Hartford and Canton has been filled, and the long trestle near the terminus has been partially filled. The truss bridge at Buckfield is in good condition, but the Pottle stream and Sumner, although safe for the present, should be overhauled, and portions of them renewed the coming spring. The rolling stock is in good condition.

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

Somerset Railroad.

From West Waterville to Anson ; 25 miles.

Directors—John Carney, Moscow, Me. ; Alvah Walker, Embden, Me. ; Warren W. Pease, Wm. H. Brown, Albert Moore, North Anson, Me. ; Nathan Weston, Madison, Me. ; Edward Rowe, Norridgewock, Me. ; G. T. Stevens, John

Ayer, West Waterville, Me. ; R. B. Dunn, Waterville, Me. ; F. W. Hill, Exeter, Me.

This road commences at West Waterville, and runs through the towns of Norridgewock and Madison to Anson, the northern terminus for the present being on the south bank of the Seven Mile Brook, about three-fourths of a mile from the business centre of the thriving village of North Anson. We have inspected the road twice during the year, and find it well maintained in every respect. The track is in remarkably good alignment and surface, and rides very smoothly. The bridges are in a good state of repair, and carefully looked after. The road-bed is wide and well ballasted, a large number of new ties have been laid in the track, and the trestle bridges at different points on the line repaired and strengthened. The road is operated safely and with great economy. In common with all the railroads in the State, the traffic over this road has increased during the past year. Since the date of our last report the large woolen factory at Madison Bridge has been completed and is in successful operation, adding largely to the business of this road.

John Ayer, President, A. R. Small, Treasurer, W. M. Ayer, Superintendent, West Waterville, Me.

St. Croix and Penobscot Railroad.

From Calais to Princeton ; 22 miles.

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

The increased demand for lumber during the past season has added greatly to the business of this road, as the principal part of its resources is derived from freighting lumber from the mills at Milltown, Baring, and other points along the line to Calais, for shipment to different parts of the country. Although the road has suffered some by fire and flood, we think that its general condition is better than for several years past. New steel rails have been laid in the

track between Calais and Milltown ; also a portion of the distance in New Brunswick between the two crossings of the St. Croix river. Many new ties have been put into the track, and many more are needed. The long trestle bridge between Calais and Milltown has been fully repaired, and is now in good order. Other structures of minor importance have received necessary repairs. The superstructure of the bridge across the St. Croix at Baring is to be renewed the present winter. The rolling stock is in fair condition, but we think that some additions will be needed soon. The trains are run at a low rate of speed, and all the affairs of the road managed safely and economically.

George M. Porter, President, St. Stephens, N. B. ; S. W. Haycock, Superintendent, Samuel Black, Treasurer and Clerk, Calais, Me.

St. Croix Railway.

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

This road has been leased to the New Brunswick Railway Company, and forms a part of the through line from Vanceboro to Houlton, Presque Isle, and Calais in this State, and Woodstock, St. Stephens, and St. Andrews, in New Brunswick. The small portion of the road within the limits of Maine is in good condition. The officers of the New Brunswick Railway have charge of this road also.

Sandy River Railroad.

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

Directors—N. B. Beal, D. L. Dennison, James Morrison, Jr., Phillips ; P. H. Stubbs, J. W. Porter, Strong.

The Directors of the Sandy River Railroad are making every effort to remedy the faults of the original location and construction, and have made good progress in that direction. In accordance with the suggestion made in our report of 1880, the location of the line has been changed and straightened at

Winter Brook, and a bridge built with first-class masonry, and a permanent embankment in place of the sharp curve and long high trestle at the original location. Several trestles have been filled at other points on the line, and the track has been raised and ballasted to a considerable extent. The whole road presents a greatly improved appearance in every respect. The report of the Directors for the nine months ending September 30, 1882, presents a very encouraging statement of the business of the road during that time, and of its future prospects. The rolling stock is in good order. Some additions have been made the past year, and the increasing traffic will require larger additions in the near future.

N. B. Beal, President, J. E. Thompson, Treasurer, Phillips, Me.; Philip H. Stubbs, Clerk, Strong, Me.; D. L. Dennison, Superintendent, Phillips, Me.

Whitneyville and Machiasport Railroad.

Seven and one-half miles.

This road extends from the mills at Whitneyville to the wharves at Machiasport. As it is used for the transportation of lumber only, we do not inspect it. Cornelius Sullivan is Treasurer and Manager.

ACCIDENTS.

ATLANTIC AND ST. LAWRENCE RAILROAD.

Thomas King, Jr., laborer, Portland, slipped, leg injured.

John Corridon, laborer, Portland, fell between cars, leg and side injured.

Mrs. Banscomb, passenger, Yarmouth, getting off car while moving, injured internally.

B. A. Hazeltine, engineman, Portland, standing near track, head injured.

L. Lovejoy, baggage master, Lewiston Junction, handling baggage, hand injured.

J. Hanley, brakeman, North Yarmouth, slipped, ankle injured.

L. Irving, laborer, Portland, loading freight, foot injured.

N. McDonald, laborer, Portland, loading freight, hand injured.

J. Owens, laborer, Portland, case fell on, leg injured.

D. McBride, laborer, Portland, iron fell on, foot injured.

C. W. Ross, brakeman, West Bethel, coupling cars, finger injured.

J. Dennison, laborer, Portland, loading iron, foot injured.

L. H. Barrett, brakeman, West Paris, struck by over-head bridge, head and knee injured.

J. E. Lawrence, coupler, Portland, jumping off engine, ankle injured.

P. Stone, laborer, Portland, loading machinery, back injured.

J. Cooper, sailor, Portland, falling against train intoxicated, head injured, arm amputated.

D. Murphy, cleaner, Portland, crossing in front of engine, arm amputated.

A. Mallison, brakeman, Danville Junction, caught between cars, two ribs fractured.

T. Kaley, deaf and dumb pauper, West Paris, on track, killed.

BOSTON AND MAINE RAILROAD.

October 15, 1881, E. Smith, struck by construction train near Old Orchard, died that day.

December 3, 1881, Ezra Russell, employe, struck by train on Fore River bridge, slightly injured.

January 2, 1882, as the 8.30 A. M. train from Boston was passing over the bridge across the highway near Cole's Corner, Me., between Wells and Kennebunk stations, the bridge broke down and precipitated the smoking and two passenger cars to the highway below. One passenger, James G. Hodgdon, of Haverhill, Mass., was killed, and fifty-three others and three employes injured.

January 7, Timothy Sullivan, employe, struck by freight train at Biddeford and killed.

January 30, Peter Conner, walking on track near Biddeford, was struck by train and killed.

August 4, Henry Carl, employe, fell from freight train at Biddeford and broke several ribs.

EUROPEAN AND NORTH AMERICAN RAILROAD.

July 21, 1882, Thomas Tripp, killed by night train near Danforth station; supposed to have been asleep on track.

August 12, Miss Grant, daughter of section man at Costigan, seriously injured by moving train.

John Coleman, foot crushed; in jumping from train, fell between that and platform at Exchange Street station, Bangor.

MAINE CENTRAL RAILROAD.

January 20, 1882, H. L. Williams, station agent at Leeds Junction, slipped while shackling cars and fell under the car, and died from his injuries January 24.

February 21, 1882, E. F. Chase, while crossing the track at Iceboro with a horse and sleigh, was thrown from the sleigh, struck the train, and was killed.

May 3, 1882, Thomas Ryan, section man, was killed by the train.

PORTLAND AND ROCHESTER RAILROAD.

Mr. Geo. W. Patterson, Cornish, struck by passenger train at crossing near Hollis Centre station; arm broken.

May 4, while making up a train at Morrill's Corner, Conductor Cornelius O'Brien fell under the wheels of a moving train and was instantly killed. He had been in the employ of the corporation many years, and was highly esteemed by the patrons of the road and its officers.

June 14, eight freight and a baggage car of the mixed train left the rails near Buxton Centre station, and Mr. W. F. Redlon claims to have been ruptured and permanently injured from being thrown violently across the car.

SOMERSET RAILROAD.

January 9, 1882, John Greeley, baggage master and brakeman, killed while shifting in West Waterville yard.

September 20, 1882, L. W. White, brakeman, hand crushed while coupling cars in West Waterville yard.

SANDY RIVER RAILROAD.

March 28, Fred Farmer, of Phillips, train man, thrown and skull fractured, occasioned by the insecure loading of logs on a car; recovered.

RUMFORD FALLS AND BUCKFIELD RAILROAD.

March 13, 1882, Arthur Allen lost two fingers while shackling cars at Hartford.

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

AUGUSTA, December 30, 1882.

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

GENERAL EXHIBIT FOR THE YEAR.

NAME OF ROAD.	Total Income.	Total expenses, including taxes.	Net income.	Rentals.	Interest accrued during year on		Dividends declared.	Balance for the year	Balance at commencement of year.	Revised balance at commencement of year.
					Funded debt.	Other debt.				
Aroostook River.....	-	-	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence..	\$957,658 74	\$837,815 45	\$119,843 29	-	\$151,642 60	-	\$329,040 00	Deficit.	\$360,839 31	-
Bangor and Piscataquis.....	117,199 55	62,092 10	55,107 45	\$ -	-	-	-	-	-	-
Belfast and Moosehead Lake	36,634 95	270 00	36,904 95	36,000 00	9,000 00	\$3,274 00	12,046 50	-	-	-
Boston and Maine.....	2,834,041 48	1,929,857 56	904,183 92	87,200 00	245,000 00	2,468 50	560,000 00	\$9,515 42	1,673,829 47	1,627,986 71
Eastern Maine.....	15,351 50	9,473 42	5,878 08	-	-	-	-	-	-	-
Dexter and Newport.....	18,000 00	42 00	17,958 00	-	10,500 00	-	7,320 00	138 00	-	725 60
European & North American	552,462 42	324,327 91	228,134 51	-	76,330 00	600 00	-	151,204 51	20,781 86	85,184 07
Great Falls and Conway....	45,045 82	-	45,045 82	-	45,000 00	-	-	45 82	400 44	-
Houlton Branch.....	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	143,978 17	89,717 14	54,261 03	-	-	-	-	-	-	-
Maine Central.....	2,082,462 58	1,359,373 45	723,089 13	54,000 00	569,045 90	496 31	71,822 00	27,724 92	-	-
Portland (Horse).....	56,386 06	51,784 36	4,601 70	-	-	-	7,880 00	-	7,034 34	-
Portland and Ogdensburg...	354,173 09	247,869 49	106,303 60	-	66,720 00	3,397 08	-	36,186 52	99,018 39	84,164 58
Portland and Rochester....	201,847 70	195,321 26	6,526 44	-	-	-	-	-	-	-
Portland, Saco & Portsmouth	90,536 92	-	90,536 92	-	-	-	90,000 00	536 92	-	-
Rumford Falls and Buckfield	50,877 68	37,816 00	13,061 68	2,561 00	9,600 00	579 79	-	320 89	-	-
Sandy River.....	18,212 24	12,747 00	5,465 24	13 00	3,000 00	-	-	2,478 24	18 32	-
Somerset.....	27,792 64	27,385 52	407 12	-	-	-	-	-	-	-
St. Croix.....	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot....	45,862 95	36,909 19	8,953 76	-	10,020 00	-	-	*1,066 24	-	-
Orchard Beach.....	4,369 27	4,554 45	-	-	-	-	-	*185 18	-	-
Machiasport R. R.....	-	-	-	-	-	-	-	-	-	-

* Deficit.

EXHIBIT. |

ANALYSIS OF EARNINGS.

NAME OF ROAD.	Balance Sept. 30, 1882.	From local passen- gers.	Through passen- gers.	Express and extra baggage.	Mails.	Other sources, Passenger depart.	Total earnings Passenger depart.	Local freight.	Through freight.	Other sources, Freight depart.
Aroostook River	-	-	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence..	-	\$126,974 05	\$124,803 97	\$16,604 38	\$14,870 09	-	\$283,252 49	\$310,728 50	\$361,859 94	-
Bangor and Piscataquis	-	11,780 55	23,602 84	1,350 00	5,235 64	-	41,969 03	5,860 52	67,607 01	-
Belfast and Moosehead Lake	-	-	-	-	-	-	-	-	-	-
Boston and Maine	\$1,637,502 13	1,384,357 98	208,759 04	71,294 28	24,489 54	-	1,688,900 84	813,887 23	265,537 67	-
Eastern Maine	-	9,964 29	1,201 08	26 89	850 66	-	12,042 92	2,037 63	1,183 28	-
Dexter and Newport	863 60	-	-	-	-	-	-	-	-	-
European & North American	236,388 58	70,322 36	119,067 49	8,151 89	23,383 25	-	220,924 99	126,219 91	190,195 10	\$8,682 47
Great Falls and Conway	446 26	-	-	-	-	-	-	-	-	-
Houlton Branch.....	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	-	30,872 36	53,243 50	3,187 58	5,678 44	\$1,548 85	94,530 73	10,180 62	39,266 82	-
Maine Central.....	-	481,830 83	414,158 33	41,979 93	69,382 95	-	1,007,352 04	1,067,715 46	-	2,026 68
Portland (Horse).....	3,756 04	-	-	-	-	-	52,107 02	-	-	-
Portland and Ogdensburg...	120,351 10	139,223 67	4,068 13	8,696 71	641 44	-	152,629 95	201,390 67	-	152 47
Portland and Rochester....	-	62,903 79	2,137 93	8,079 48	-	-	73,121 20	127,816 26	-	-
Portland, Saco & Portsmouth	1,871 48	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield	-	4,337 86	10,058 61	885 80	1,427 33	-	16,709 60	11,203 50	21,594 84	244 84
Sandy River.....	2,496 56	6,980 66	1,933 68	768 75	780 12	-	10,463 21	-	7,749 03	-
Somerset	-	3,100 73	5,402 62	364 96	1,432 28	-	10,300 59	5,142 18	12,349 87	-
St. Croix	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot	-	4,579 96	-	-	909 28	-	5,489 24	39,246 32	-	-
Orchard Beach.	-	3,229 92	1,139 35	-	-	-	4,369 27	-	-	-
Machiasport R. R.....	-	-	-	-	-	-	-	-	-	-

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- penses, etc.	Insurance.	Telegraph expense.	Repairs of road.
Aroostook River.....	-	-	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence..	\$672,588 44	\$955,840 93	\$1,817 81	\$957,658 74	\$957,658 74	\$17,616 01	\$240,008 83	\$7,897 28	\$19,976 72	\$162,426 42
Bangor and Piscataquis ...	73,467 53	-	-	1,762 99	117,199 55	263 39	4,863 67	682 32	120,00	16,277 50
Belfast and Moosehead Lake	-	-	36,000 00	634 95	36,634 95	-	270 00	-	-	-
Boston and Maine.....	1,079,424 90	2,768,325 74	20,500 00	45,215 74	2,834,041 48	133,492 43	180,816 02	6,600 00	8,463 27	167,070 80
Eastern Maine	3,220 91	15,263 83	87 67	-	15,351 50	61 54	926 10	209 45	72 50	1,603 77
Dexter and Newport.....	-	-	18,000 00	-	18,000 00	35 00	7 00	-	-	-
European & North American	325,097 48	546,022 47	-	6,439 95	552,462 42	8,440 50	20,128 75	2,599 25	896 12	52,821 41
Great Falls and Conway	-	-	45,000 00	-	45,045 82	-	-	-	-	-
Houlton Branch	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	49,447 44	143,978 17	-	-	143,978 17	-	4,787 06	-	-	18,209 78
Maine Central.....	1,069,742 14	2,077,094 18	-	5,368 40	2,082,462 58	38,390 87	59,093 62	1,723 32	13,031 13	189,848 86
Portland (Horse)	-	-	-	4,279 04	56,386 06	1,259 47	1,073 22	641 36	-	2,901 36
Portland and Ogdensburg...	201,543 14	354,173 09	-	-	354,173 09	312 78	13,960 61	2,367 38	510 05	43,641 55
Portland and Rochester	-	-	-	910 24	231,847 70	482 77	13,483 32	145 10	690 00	17,735 93
Portland, Saco & Portsmouth	-	-	90,000 00	536 92	90,536 92	-	-	-	-	-
Rumford Falls and Buckfield	33,043 18	-	-	-	49,752 78	39 29	8,198 60	134 50	-	6,934 10
Sandy River.....	7,749 03	18,212 24	-	13 00	18,225 24	61 66	1,210 81	-	-	2,798 51
Somerset.....	17,492 05	27,792 64	-	-	27,792 64	180 43	2,074 07	729 38	25 00	5,414 90
St. Croix.....	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot	39,246 32	44,735 56	-	1,127 39	-	381 91	2,337 54	623 00	509 46	5,830 46
Orchard Beach.....	-	4,369 27	-	4,369 27	-	8 46	663 00	57 50	-	975 31
Machiasport R. R.....	-	-	-	-	-	-	-	-	-	-

ANALYSIS OF EXPENSES.

NAME OF ROAD.	Iron Rails.		Steel Rails.		New Ties.		Repairs of Bridges	Repairs of Build-ings.	Repairs of machine shops & machinery.	Repairs of fences, road crossings and signs.	Removing ice and snow.	Repairs of Locomo-tives.
	Cost.	Tons.	Cost.	Tons.	Cost.	No. laid.						
Aroostook River	-	-	-	-	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence..	-	-	-	-	-	-	-	-	-	-	-	-
Bangor and Piscataquis	\$1,751 71	52½	-	-	\$3,741 68	14,735	\$4,832 19	\$955 30	\$136 24	243 42	-	\$2,245 24
Belfast and Moosehead Lake	-	-	-	-	-	-	-	-	-	-	-	-
Boston and Maine.....	-	32	\$57,689 18	1,272	51,778 51	141,405	37,700 83	86,762 91	10,803 55	11,026 40	-	74,631 79
Eastern Maine.....	-	-	-	-	34 41	-	27 22	77 90	-	58 74	-	484 90
Dexter and Newport	-	-	-	-	-	-	-	-	-	-	-	-
European & North American	-	-	29,041 59	2,045	5,742 44	26,102	3,163 57	8,034 31	295 51	2,911 53	-	6,917 46
Great Falls and Conway	-	-	-	-	-	-	-	-	-	-	-	-
Houlton Branch	-	-	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	1,809 76	-	9,554 08	200	1,881 60	-	3,865 87	1,666 03	554 02	359 51	-	3,980 97
Maine Central.....	6,024 92	223½	149,514 48	4505 1-5	39,483 70	125,543	39,732 30	37,227 04	9,780 09	12,808 85	\$4,817 24	70,058 51
Portland (Horse).....	Tickets & Printi'g,	-	\$304.76.	Interest,	\$4.67.	Extens'n	3,814 78	-	-	Stables and car h	ouses.	-
Portland and Ogdensburg...	-	-	17,566 61	-	7,981 29	-	5,116 49	5,143 23	1,465 20	1,168 24	1,920 10	15,608 63
Portland and Rochester.....	-	-	21,462 51	352	10,188 45	30,053	3,831 72	6,744 34	2,500 00	1,474 57	608 90	13,047 24
Portland, Saco & Portsmouth	-	-	-	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield	-	20	3,156 86	50	508 69	-	1,103 25	256 17	-	487 72	-	507 31
Sandy River.....	-	-	-	-	-	-	-	-	-	-	39 00	1,510 62
Somerset.....	-	-	381 60	10	4,128 50	17,000	491 95	1,007 61	-	150 00	250 00	2,386 21
St. Croix	-	-	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot....	-	-	6,763 14	145	833 64	5,406	2,172 49	789 29	422 85	322 45	435 78	2,286 38
Orchard Beach.....	-	-	-	-	-	-	Wharf.	1,590 50	34 59	-	-	53 22
Machiasport R. R.....	-	-	-	-	-	-	-	-	-	-	-	-

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.
Aroostook River.....	-	-	-	-	-	-	\$85,604 33	-	-	-	-
Atlantic and St. Lawrence..	-	-	-	-	-	-	1,497 59	-	-	\$3,910 14	\$2,637 56
Bangor and Piscataquis	-	\$4,320 00	\$52 59	-	\$791 29	-	-	-	-	-	-
Belfast and Moosehead Lake	-	-	-	-	-	-	-	-	-	-	-
Boston and Maine.....	\$36,926 01	231,611 21	13,143 86	-	14,166 87	\$317,235 31	49,922 79	\$50,708 68	\$41,826 36	66,580 78	-
Eastern Maine.....	-	1,384 30	52 50	-	150 89	266 20	122 92	-	100 00	875 46	570 93
Dexter and Newport.....	-	-	-	-	-	-	-	-	-	-	-
European & North American	-	46,838 46	816 26	3,004 60	3,340 25	4,846 17	11,527 26	-	-	17,171 49	8,647 94
Great Falls and Conway....	-	-	-	-	-	-	-	-	-	-	-
Houlton Branch.....	-	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	*4,560 88	10,779 46	156 54	2,980 00	1,065 89	-	1,923 55	-	250 00	6,216 89	8,914 33
Maine Central.....	12,936 66	173,607 51	8,543 50	-	15,267 66	31,342 93	38,448 60	31,048 23	4,964 03	96,646 19	37,098 97
Portland (Horse).....	666 55	Harnesses and blank	ets,\$259.02.	Horses,	\$3,355.00.	Hay, & c.,	\$12,874.34	Tools,	\$81.89.	-	-
Portland and Ogdensburg...	151 36	36,234 95	1,131 36	425 17	3,415 77	5,594 78	14,285 82	-	9 67	12,649 93	8,540 06
Portland and Rochester....	-	21,694 00	1,134 62	858 59	1,782 69	5,646 89	3,038 06	900 00	2,626 01	6,887 29	2,196 19
Portland, Saco & Portsmouth	-	-	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield	-	5,154 58	20 50	342 53	611 03	-	669 11	-	40 92	2,068 80	1,154 78
Sandy River.....	-	1,075 00	-	100 00	242 98	391 25	277 94	-	-	1,426 37	593 24
Somerset.....	-	1,500 00	-	150 00	233 40	500 00	-	1,000 00	-	4,227 94	2,245 48
St. Croix.....	-	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot....	-	2,419 81	53 60	232 78	466 93	517 08	377 64	-	-	3,669 79	2,594 27
Orchard Beach.....	-	286 13	6 90	-	-	-	15 05	-	-	763 79	100 00
Machiasport R. R.....	-	-	-	-	-	-	-	-	-	-	-

* Ferry boat, &c.

ANALYSIS OF EXPENSES.

PROPERTY ACCOUNT.

NAME OF ROAD.	Passenger car mileage.	Repairs of freight cars.	New freight cars.	Damages and gratuities, freight.	Salaries, wages and incidentals, freight trains.	Salaries, wages and incidentals, freight stations.	Freight car mileage.	Total expenses.	Grading and masonry.	Bridging.	Superstructure, including rails.
Aroostook River.....	-	-	-	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence..	-	-	-	-	-	-	-	\$837,815 45	-	-	-
Bangor and Piscataquis.....	-	\$3,835 95	\$2,218 77	\$167 85	\$3,910 14	\$2,637 56	-	62,092 10	-	-	-
Belfast and Moosehead Lake	-	-	-	-	-	-	-	-	-	-	-
Boston and Maine.....	-	46,301 56	18,805 80	3,224 97	37,991 20	-	\$12,324 80	1,929,857 56	-	-	-
Eastern Maine.....	-	75 81	-	4 15	875 47	570 92	867 34	9,473 42	\$1,162 11	\$579 15	\$170 00
Dexter and Newport.....	-	-	-	-	-	-	-	42 00	-	-	-
European & North American	2,112 90	17,430 53	-	657 38	42,314 83	12,517 53	12,109 87	324,327 91	-	-	-
Great Falls and Conway	-	-	-	-	-	-	-	-	-	-	-
Houlton Branch.....	-	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	-	1,598 80	-	278 10	3,108 45	-	-	89,716 84	-	-	-
Maine Central.....	-	30,695 93	7,123 54	3,380 71	105,205 82	65,120 13	6,408 11	1,359,373 45	-	-	-
Portland (Horse).....	Repairs, 281 42	\$1,594.65	Damages, 9,905 60	\$676 25.	Salaries, 20, 14,301 39	905.29.	Rent, \$754.00.	Suppl's, \$617.55.	Total expenses, 7,354 89	-	51,784 36
Portland and Ogdensburg...	-	5,847 66	32,895 00	231 21	11,347 35	4,822 72	1,018 07	195,321 26	-	-	-
Portland and Rochester.....	-	-	-	-	-	-	-	-	-	-	-
Portland, Saco & Portsmouth	-	-	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield	-	3,170 15	-	-	2,113 31	1,154 80	-	37,816 00	-	-	-
Sandy River.....	-	555 89	1,969 73	126 54	593 24	1,426 37	-	14,399 15	1,912 76	146 87	-
Somerset.....	-	-	-	123 00	-	-	185 55	27,385 52	-	-	-
St. Croix.....	-	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot	-	2,307 70	546 00	15 20	-	-	-	36,909 19	-	-	-
Orchard Beach.....	-	-	-	-	-	-	-	4,554 45	3,384 61	1,850 45	18,871 41
Machiasport R. R.....	-	-	-	-	-	-	-	-	-	-	-

PROPERTY ACCOUNTS.

NAME OF ROAD.	Land, land damages and fences.	Stations and sheds.	Engine houses, car sheds, and turn tables.	Machine shops.	Engineering, agents and salaries during construction.	Purchase of other roads.	Total for construction.	Locomotives.		Parlor and sleeping cars.		Passenger, Mail and baggage cars.	
								No.	Cost.	No.	Cost.	No.	Cost.
Aroostook River.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence...	-	-	-	-	-	-	-	-	-	-	-	-	-
Bangor and Piscataquis...	-	-	-	-	-	-	-	-	-	-	-	-	-
Belfast and Moosehead Lake	-	-	-	-	-	-	-	-	-	-	-	-	-
Boston and Maine.....	\$4,026 30	-	-	-	-	-	\$4,026 30	-	-	-	-	-	-
Eastern Maine.....	1,262 50	\$338 22	-	\$346 02	\$1,352 68	-	-	-	-	-	-	-	-
Dexter and Newport.....	-	-	-	-	-	-	-	-	-	-	-	-	-
European & North American	-	-	Settlement of Greenough St.		\$85,365 00	\$85,365 00	2	\$24,540 00	-	-	-	-	-
Great Falls and Conway....	-	-	-	-	-	-	-	-	-	-	-	-	-
Houlton Branch.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	-	-	-	-	-	-	-	-	-	-	-	-	-
Maine Central.....	-	-	-	Real estate, \$28,235.48		-	-	-	-	-	-	-	-
Portland (Horse).....	-	-	-	-	-	-	-	-	-	-	-	-	-
Portland and Ogdensburg...	8,397 50	6,711 97	-	-	-	22,464 36	1	12,000 00	-	-	-	-	-
Portland and Rochester....	-	-	-	-	-	-	-	-	-	-	-	-	-
Portland, Saco & Portsmouth	-	-	-	-	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield	-	-	-	-	-	-	-	-	-	-	-	-	-
Sandy River.....	404 36	48 15	-	-	141 71	2,653 85	-	-	-	-	-	-	-
Somerset.....	-	-	483 90	-	-	-	-	-	-	-	-	-	-
St. Croix.....	-	-	-	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot....	-	-	-	-	-	-	-	-	-	-	-	-	-
Orchard Beach.....	454 18	6,609 90	-	-	773 31	[Wharf, \$1,918 35]	33,862 21	2	6,077 52	-	-	8	\$8,203 00
Machiasport R. R.....	-	-	-	-	-	-	-	-	-	-	-	-	-

PROPERTY ACCOUNTS.

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.
Aroostook River.....	-	-	-	-	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence..	-	-	-	-	-	-	-	\$8,484	00 00	Steamer and wharves,	-	-
Bangor and Piscataquis. . .	-	-	-	-	-	-	-	-	-	-	-	-
Belfast and Moosehead Lake	-	-	-	-	-	-	-	-	-	-	-	-
Boston and Maine.....	-	-	-	-	\$4,026 30	-	\$4,026 30	9,512,780 26	1,242,230 00	69,260 24	263,144 48	\$ 23,332 54
Eastern Maine.....	-	-	-	-	3,210 68	\$6,829 94	1,619 26	552,345 74	23,000 00	-	-	454,431 95
Dexter and Newport	-	-	-	-	-	-	-	297,000 00	-	-	-	-
European & North American	50	20,439 82	-	-	130,344 83	-	130,344 83	3,255,570 23	330,678 77	-	-	-
Great Falls and Conway	-	-	-	-	-	-	-	2,086,850 00	64,050 00	-	-	-
Houlton Branch	-	-	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln	-	-	-	-	-	-	-	2,579,532 54	125,300 00	-	-	-
Maine Central	-	-	-	-	-	150 00	-	10,044,877 52	1,651,990 74	768,333 33	9,700 00	15,000 00
Portland (Horse)	-	-	\$	-	-	-	-	-	-	-	-	-
Portland and Ogdensburg... .	60	15,500 00	27,500 00	-	49,964 36	-	49,964 36	3,907,117 21	362,438 15	-	-	-
Portland and Rochester	-	-	-	-	-	-	-	580,168 20	-	-	-	-
Portland, Saco & Portsmouth	-	-	-	-	-	-	-	1,382,445 00	96,555 00	-	-	-
Rumford Falls and Buckfield	-	-	-	-	-	-	-	200,714 88	-	-	-	-
Sandy River	7	-	1,969 73	\$ 180 52	4,804 10	-	4,804 10	99,915 22	21,472 56	-	-	-
Somerset	-	-	-	213 31	-	-	-	799,972 18	5,300 00	-	-	86,500 00
St. Croix	-	-	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot	-	-	-	-	-	-	-	311,935 48	52,064 52	-	-	-
Orchard Beach	-	-	14,280 52	-	48,142 73	-	13,285 63	33,862 21	14,280 52	-	-	-
Machiasport R. R.	-	-	-	-	-	-	-	-	-	-	-	-

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.				
Aroostook River	-	-	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence...	-	-	-	-	-	-	-	\$8,484,000 00	\$5,484,000 00	\$3,000,000 00
Bangor and Piscataquis	-	-	-	-	-	-	-	-	-	-
Belfast and Moosehead Lake	\$2,700 70	-	\$ -	\$ -	\$ -	\$ -	-	-	648,100 00	150,000 00
Boston and Maine	222,613 69	\$86,200 43	102,168 17	216,480 44	26,603 23	254,710 59	-	12,450,623 48	6,921,264 52	3,500,000 00
Eastern Maine	5,632 54	-	1,140 59	1,014 81	-	-	-	585,133 68	501,607 50	52,357 50
Dexter and Newport	863 60	-	-	-	-	-	-	297,863 60	122,000 00	175,000 00
European & North American	8,670 44	1,790 00	9,481 98	93,851 12	-	88,792 97	-	3,788,825 51	2,386,300 00	1,019,000 00
Great Falls and Conway.....	757 51	-	-	-	-	-	-	2,151,657 51	1,150,300 00	1,000,000 00
Houlton Branch	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln	21,125 52	-	28,122 49	5,499 45	-	-	-	2,759,580 00	364,580 00	-
Maine Central	10,070 15	-	65,617 62	262,219 21	-	-	-	12,827,808 57	3,620,100 00	8,702,591 26
Portland (Horse)	-	-	-	-	-	-	-	-	157,600 00	-
Portland and Ogdensburg...	35,171 61	14,272 64	58,500 77	4,011 12	-	12,321 23	-	4,393,832 73	1,052,185 55	3,068,000 00
Portland and Rochester	28,610 21	-	-	8,977 84	-	-	-	617,756 25	580,168 20	-
Portland, Saco & Portsmouth	7,175 64	-	-	-	-	-	-	1,506,175 64	1,500,000 00	-
Rumford Falls and Buckfield	2,158 43	-	11,917 46	4,670 00	-	-	-	-	-	137,000 00
Sandy River	3,425 71	-	729 75	1,145 00	-	-	-	126,688 24	69,256 56	50,000 00
Somerset	5,261 39	714 63	526 46	984 64	-	12,581 82	\$9,787 25	921,628 37	379,050 44	450,000 00
St. Croix	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot	3,748 73	-	-	-	3,500 00	6,820 46	-	378,069 19	100,000 00	165,500 00
Orchard Beach	799 41	17,993 30	-	2,383 22	-	-	814 23	70,132 89	50,000 00	-
Machiasport R. R.	-	-	-	-	-	-	-	-	-	-

LIABILITIES.

NAME OF ROAD.	Unfunded Debt.				Profit and loss balance (if surplus).	Total liabilities.	Bonds guaranteed by this Company, or a lien on its road.	Overdue interest on same.	Other liabilities.	Total.
	Interest unpaid.	Divid'nds unpaid.	Notes payable.	Vouchers and acc'ts.						
Aroostook River	-	-	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence..	-	-	-	-	-	\$8,484,000 00	435,600 00	-	-	\$435,600 00
Bangor and Piscataquis	-	-	-	-	-	-	-	-	-	-
Belfast and Mooshead Lake	-	\$	\$87,900 00	-	\$	886,000 00	-	-	-	-
Boston and Maine.....	\$7,087 50	17,349 00	100,000 00	\$267,410 33	1,637,502 13	12,450,623 48	-	-	-	-
Eastern Maine.....	-	-	25,000 00	290 60	5,878 08	585,133 68	-	-	-	-
Dexter and Newport.....	-	-	-	-	863 60	297,863 60	-	-	\$332 40	332 40
European & North American	130,640 00	-	15,000 00	1,496 93	236,388 58	3,788,825 51	-	-	-	-
Great Falls and Conway....	911 25	-	-	-	446 26	2,151,657 51	-	-	-	-
Houlton Branch	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln	-	-	-	-	-	2,759,580 00	-	-	637,132 44	-
Maine Central.....	26,006 04	3,024 00	13,000 00	50,933 85	-	12,827,808 57	-	-	-	-
Portland (Horse)	-	-	-	-	-	-	-	-	-	-
Portland and Ogdensburg...	2,205 00	-	109,187 69	41,903 39	120,351 10	4,393,832 73	-	-	-	-
Portland and Rochester	-	-	-	-	37,588 05	617,756 25	-	-	-	-
Portland, Saco & Portsmouth	-	4,304 16	-	-	1,871 48	1,506,175 64	-	-	-	-
Rumford Falls and Buckfield	3,995 83	-	14,948 32	10,837 44	-	-	-	-	-	-
Sandy River.....	1,250 00	-	2,041 00	881 26	2,649 42	-	-	\$	600 00	126,688 24
Somerset.....	16,438 14	-	70,035 46	6,104 33	-	921,628 37	-	206,146 50	13,632 61	219,779 11
St. Croix	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot....	105 00	3 00	-	208 05	112,253 14	378,069 19	-	-	-	-
Orchard Beach	-	-	-	20,132 89	-	70,132 89	-	-	-	-
Machiasport R. R.....	-	-	-	-	-	-	-	-	-	-

MILEAGE, TRAFFIC, ETC.

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.
Aroostook River.....	-	-	-	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence..	179,623	471,403	157,204	18,600	826,830	-	139,500	125,216	264,716	4,117,765	7,070,725
Bangor and Piscataquis....	40,078	39,690	-	8,208	87,976	-	19,122	21,771	40,893	337,545	858,047
Belfast and Moosehead Lake	-	-	-	-	-	-	-	-	-	-	-
Boston and Maine.....	1,120,107	511,283	259,158	55,051	1,945,599	1,362,919	5,674,489	309,511	5,984,000	70,173,045	11,468,496
Eastern Maine.....	16,000	8,000	-	800	32,000	-	33,202	2,054	35,256	345,917	39,677
Dexter and Newport.....	-	-	-	-	-	-	-	-	-	-	-
European & North American	146,957	194,871	64,033	24,843	430,704	-	145,228	75,720	220,948	2,269,251	5,945,125
Great Falls and Conway....	-	-	-	-	-	-	-	-	-	-	-
Houlton Branch.....	-	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	69,210	35,680	-	8,095	112,985	-	56,944	35,238	92,182	910,797	1,273,610
Maine Central.....	631,471	465,496	281,556	67,715	1,446,238	-	711,006	223,732	934,738	18,371,903	16,575,493
Portland (Horse).....	250,141.5	-	-	-	-	-	-	970,029	-	-	-
Portland and Ogdensburg...	-	-	-	-	-	-	-	-	-	-	-
Portland and Rochester....	72,973	72,988	27,914	5,362	179,237	-	142,165	23,083	165,248	-	-
Portland, Saco & Portsmouth	-	-	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield	18,300	18,000	1,000	1,000	38,300	-	9,178	10,689	19,876	-	-
Sandy River.....	12,353	11,302	800	3,220	27,675	-	16,386	2,528	18,914	209,450	42,911
Somerset.....	8,110	5,950	700	10,500	25,260	-	6,942	6,185	13,127	-	-
St. Croix.....	-	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot....	21,978	4,112	-	1,297	27,387	400	16,194	-	16,194	169,750	-
Orchard Beach.....	6,006	-	-	-	-	-	32,446	7,077	39,523	96,338	21,221
Machiasport R. R.....	-	-	-	-	-	-	-	-	-	-	-

MILEAGE, TRAFFIC, ETC.

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 passenger trains.	Average No. of cars in passenger train.	Average weight of freight trains.	Average No. of cars in freight trains.	Average number of persons employed.
Aroostook River	-	-	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence..	236,361	440,870	677,231	18,394,701	59,843,159	161 tons.	5	261 tons.	20	888
Bangor and Piscataquis	7,125	42,668	49,793	144,322	1,459,425	-	-	-	-	70
Belfast and Moosehead Lake	-	-	-	-	-	-	-	-	-	-
Boston and Maine	640,126	264,840	904,966	23,310,664	21,571,730	136 tons.	6	253 tons.	25	1,900
Eastern Maine.....	2,327	1,880	4,207	35,286	27,759	-	-	-	-	-
Dexter and Newport.....	-	-	-	-	-	-	-	-	-	-
European & North American	94,166	148,579	242,745	2,959,990	11,735,893	250,210 lbs.	6	399,097 lbs.	14	350
Great Falls and Conway....	-	-	-	-	-	-	-	-	-	-
Houlton Branch	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	15,408	13,728	29,136	181,134	766,390	-	-	125 tons.	10	90
Maine Central.....	283,971	272,195	556,166	14,488,752	24,411,766	-	-	-	-	-
Portland (Horse).....	-	-	-	-	-	-	-	-	-	46
Portland and Ogdensburg...	-	-	-	-	-	-	-	-	-	-
Portland and Rochester	66,776.03	56,497.85	123,274	-	-	-	3	-	20	145
Portland, Saco & Portsmouth	-	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield	12,892	18,112	31,004	-	-	84 tons.	2	260 tons.	12	8
Sandy River	6,335	-	6,335	92,933	-	21 tons.	2	25 tons.	5	4
Somerset.....	6,290.½	7,313	13,603	-	-	71 tons.	2	85 tons.	6	27
St. Croix	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot....	-	-	-	-	-	-	1	-	-	39
Orchard Beach.....	-	-	-	-	-	25,000	3	-	-	8
Machiasport R. R.	-	-	-	-	-	-	-	-	-	-

MILEAGE, TRAFFIC, ETC.

NAME OF ROAD.	Miles run by passenger, mail, & baggage cars.		Miles run by freight cars.		Mileage local passengers.		Mileage through passengers.		Mileage local freight.		Mileage 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.	
Aroostook River.. .. .	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence..	-	-	-	-	-	-	-	-	-	-	-	-	149.5	82.5	67.	-	-
Bangor and Piscataquis	-	-	-	-	-	-	-	-	-	-	-	-	62.8	62.8	-	-	-
Belfast and Moosehead Lake	-	-	-	-	-	-	-	-	-	-	-	-	33.5	33.5	-	-	-
Boston and Maine.....	-	-	-	-	-	-	-	-	-	-	-	-	115.5	44.	71.5	-	-
Eastern Maine.....	-	-	-	-	-	-	-	-	-	-	-	-	18.6	-	-	-	-
Dexter and Newport.....	-	-	-	-	-	-	-	-	-	-	-	-	14.	-	-	-	-
European & North American	854 336		2,548 751		-	-	-	-	-	-	-	-	114.5	-	-	-	-
Great Falls and Conway.....	-	-	-	-	-	-	-	-	-	-	-	-	71.37	2.92	68.45	-	-
Houlton Branch.....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln	-	-	-	-	-	-	-	-	-	-	-	-	49.	49.	-	-	-
Maine Central.....	-	-	-	-	-	-	-	-	-	-	-	-	303.2	303.2	-	-	-
Portland (Horse).....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Portland and Ogdensburg...	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Portland and Rochester	-	-	-	-	-	-	-	-	-	-	-	-	52.5	49.	3.50	-	-
Portland, Saco & Portsmouth	-	-	-	-	-	-	-	-	-	-	-	-	50.76	50.76	-	-	-
Rumford Falls and Buckfield	-	-	-	-	-	-	-	-	-	-	-	-	27.50	27.50	-	-	-
Sandy River.....	-	-	-	-	-	-	-	-	-	-	-	-	18.	18.	-	-	-
Somerset.....	-	-	-	-	-	-	-	-	-	-	-	-	25.	-	-	-	-
St. Croix.....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot.....	-	-	-	-	-	-	-	-	-	-	-	-	21.	16.25	4.75	-	-
Orchard Beach.....	-	-	-	-	-	-	-	-	-	-	-	-	3.	3.	-	-	-
Machiasport R. R.....	-	-	-	-	-	-	-	-	-	-	-	-	7½	7½	-	-	-

DESCRIPTION OF ROAD.

NAME OF ROAD.	Length of track laid if road not completed.	Double track on main line.		Branches owned by Company.	Branches.			Double track on Branches.		Total length of road belonging to Company.	Aggregate length of sidings and other tracks not enum'r.	Same in Maine.
		Total length.	In Maine.		Length.	In Maine.	Other States.	Length.	In Maine.			
Aroostook River	-	-	-	-	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence .	-	-	-	Berlin Falls.....	1.25	-	-	-	-	150.75	29.23	18.77
Bangor and Piscataquis	-	-	-	-	-	-	-	-	-	-	3.5	-
Belfast and Moosehead Lake	-	-	-	{ Medford	2.	-	2.	} 1.	-	-	-	-
Boston and Maine.....	57.76	9.43	{ Metheun.....	3.75	-	3.75	124.		80.32	18.03	-	-
Eastern Maine.....	-	-	{ Great Falls.....	2.75	-	2.75	-		-	-	-	-
Dexter and Newport.....	-	-	-	-	-	-	-	-	-	14.	-	-
European & North American	-	-	-	-	-	-	-	-	-	114.5	20.	20.
Great Falls and Conway....	-	-	-	-	-	-	-	-	-	71.37	9.21	1.49
Houlton Branch.....	-	-	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	-	-	-	-	-	-	-	-	-	-	3½	-
Maine Central.....	-	3.	3.	-	-	-	-	-	-	303.2	55.2	55.2
Portland (Horse).....	-	-	-	-	-	-	-	-	-	7½	-	-
Portland and Ogdensburg...	-	-	-	-	-	-	-	-	-	-	-	-
Portland and Rochester....	-	-	-	-	-	-	-	-	-	-	6¾	-
Portland, Saco & Portsmouth	-	-	-	-	-	-	-	-	-	50.76	15.11	15.11
Rumford Falls and Buckfield	-	-	-	-	-	-	-	-	-	27.50	-	-
Sandy River.....	-	-	-	-	-	-	-	-	-	18.	.35	-
Somerset.....	-	-	-	-	-	-	-	-	-	-	1.	-
St. Croix.....	-	-	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot....	-	-	-	-	-	-	-	-	-	21.	3.34	2.81
Orchard Beach.....	-	-	-	-	-	-	-	-	-	-	-	-
Machiasport R. R.....	-	-	-	-	-	-	-	-	-	7½	1821 ft.	-

DESCRIPTION OF ROAD.

NAME OF ROAD.	Aggregate length of track computed as single track.	Same in Maine.	Steel rails laid.		Branches belonging to other Companies operated by this Company.	Length of Branches.		
			Miles— Total length.	Weight per yard.		Total.	In Maine.	Other States.
Aroostook River	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence...	179.98	101.27	149.5	65.	-	-	-	-
Bangor and Piscataquis....	66.3	-	-	-	-	-	-	-
Belfast and Moosehead Lake	-	-	-	-	{ Newburyport Railroad.....	26.979	-	-
Boston and Maine	263.08	71.88	154.91	60.	{ Danvers.....	9.259	-	-
Eastern Maine.....	-	-	-	-	{ Dover and Winnipiseogee.....	29.	-	-
Dexter and Newport.....	-	-	-	-	{ West Amesbury.....	4.5	-	-
European & North American	134.5	134.5	70.	58.	{ Lowell and Andover.....	8.73	-	-
Great Falls and Conway....	80.58	4.41	6.09	58 and 60	-	-	-	-
Houlton Branch.....	-	-	-	-	-	-	-	-
Knox and Lincoln.....	-	-	-	-	-	-	-	-
Maine Central	358.32	358.32	152.	58 and 60	{ Newport and Dexter	14.	14.	-
Portland (Horse).....	-	-	-	-	{ Belfast and Moosehead Lake....	33.1	33.1	-
Portland and Ogdensburg....	-	-	-	-	-	-	-	-
Portland and Rochester.....	-	-	7 1-5	56.	-	-	-	-
Portland, Saco & Portsmouth	65.87	65.87	51.16	58, 60 and 63	-	-	-	-
Rumford Falls and Buckfield	29.	-	0.75	58 and 56	Rumford Falls and Buckfield.....	1.50	-	-
Sandy River.....	18.35	-	-	-	-	-	-	-
Somerset.....	-	-	1	-	-	-	-	-
St. Croix	-	-	-	-	-	-	-	-
St. Croix and Penobscot....	24.34	19.06	2.5	52 and 56	-	-	-	-
Orchard Beach	-	-	-	-	-	-	-	-
Machiasport R. R.....	-	-	-	-	-	-	-	-

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.	
Aroostook River	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence..	150.75	82.50	21	14	35	21	-	-	47	-	-	25	-	-	-	20
Bangor and Piscataquis....	62.8	62.8	15	10	15	15	-	4	-	-	4	-	-	-	2	-
Belfast and Moosehead Lake	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Boston and Maine	199.70	44.	11	11	53	11	-	86	-	-	142	-	-	-	32	-
Eastern Maine.....	-	-	-	-	-	-	-	2	-	-	2	-	-	-	1	-
Dexter and Newport	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
European & North American	114.5	114.5	25	13	25	25	-	-	17	-	-	19	-	-	-	10
Great Falls and Conway	-	-	-	-	18	2	-	-	-	-	-	-	-	-	-	-
Houlton Branch	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	-	-	-	-	10	-	-	5	-	-	9	-	-	-	3	-
Maine Central.....	350.3	350.3	82	60	73	73	-	59	-	-	66	-	-	-	28	-
Portland (Horse)	-	7 $\frac{1}{2}$	-	-	-	-	-	-	-	-	24	-	-	-	-	-
Portland and Ogdensburg...	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Portland and Rochester....	-	-	15	8	15	13	-	7	-	-	9	-	-	-	5	-
Portland, Saco & Portsmouth	-	-	-	-	15	15	-	-	-	-	-	-	-	-	-	-
Runford Falls and Buckfield	-	-	6	4	6	6	-	2	-	-	2	-	-	-	2	-
Sandy River	18.	18.	4	-	4	4	-	2	2	-	2	2	-	-	1	1
Somerset	25.	-	5	1	-	-	-	3	3	1	1	2	-	-	1	1
St. Croix	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot	21.	16.25	7	-	7	7	-	4	-	-	4	-	-	-	2	-
Orchard Beach.....	-	-	-	-	-	-	-	2	2	-	8	8	-	-	-	-
Machiasport R. R	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-

EQUIPMENT.

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 Me.)		From their own misconduct or carelessness (in Maine.)		Total in Maine.	
	Leased.	Owned	Total.	Leased.	Owned	Total	Leased.	Owned	Total.	Killed.	Injured.	Killed.	Injured	Killed.	Injured.
Aroostook River	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence..	-	-	-	-	-	-	-	-	-	-	17	1	1	1	18
Bangor and Piscataquis	-	-	-	-	77	-	-	-	-	-	-	-	-	-	-
Belfast and Moosehead Lake	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Boston and Maine	-	8	-	-	1,424	-	-	141	-	1	56	2	3	3	59
Eastern Maine.....	-	-	-	-	14	-	-	18	-	-	-	-	-	-	-
Dexter and Newport.....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
European & North American	-	-	-	110	405	515	-	8	-	-	-	-	-	-	-
Great Falls and Conway	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Houlton Branch.....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln	-	-	-	25	58	-	-	6	-	-	-	-	-	-	-
Maine Central	-	-	-	-	1,110	-	-	46	-	-	-	2	-	2	-
Portland (Horse).....	-	-	-	-	-	-	-	-	-	-	1	-	1	-	-
Portland and Ogdensburg... ..	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Portland and Rochester.	-	-	-	-	208	-	-	15	244	-	2	-	1	-	-
Portland, Saco & Portsmouth	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield	-	-	-	-	49	-	-	9	-	-	-	-	-	-	-
Sandy River.....	-	-	-	-	18	18	-	2	2	-	3	-	2	-	5
Somerset.....	-	-	-	15	6	21	-	-	-	1	-	-	1	1	1
St. Croix.....	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot....	-	-	-	-	179	-	-	4	-	-	-	-	-	-	-
Orchard Beach	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Machiasport R. R.....	-	-	-	-	50	-	-	-	-	-	-	-	-	-	-

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.
Aroostook River.....	-	-	-	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence..	4	21	35 tons.	33 tons.	30 tons.	28 tons.	25 tons.	20 tons.	20 tons.	9½ tons.	-
Bangor and Piscataquis	-	-	-	-	-	-	-	-	-	-	-
Belfast and Moosehead Lake	-	-	-	-	-	-	-	-	-	-	-
Boston and Maine.....	16	71	37 tons.	28.18 tons.	20.75 tons.	15.98 tons.	18 tons.	15 tons.	13 tons.	9 tons.	4½ tons.
Eastern Maine.....	-	-	40,000 lbs.	-	-	-	16,000 lbs.	-	10,000 lbs.	8,000 lbs.	4,500 lbs.
Dexter and Newport	-	-	-	-	-	-	-	-	-	-	-
European & North American	-	-	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.	-	-	38 tons.	28¼ tons.	28½ tons.	19¼ tons.	48,500 lbs.	38,500 lbs.	40,000 lbs.	17,500 lbs.	-
Portland (Horse).....	-	-	-	-	-	-	-	-	-	-	-
Portland and Ogdensburg...	-	-	-	-	-	-	-	-	-	-	-
Portland and Rochester	1	2	32 tons.	27 tons.	14 tons.	13 tons.	19 tons.	16 tons.	13 tons.	9 tons.	-
Portland, Saco & Portsmouth	-	-	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield	-	-	28½ tons.	-	18 tons.	-	21 tons.	19 tons.	-	-	-
Sandy River.....	-	5	9 tons.	9 tons.	3 tons.	3 tons.	4½ tons.	-	2¾ tons.	2¾ tons.	-
Somerset.....	1	1	25 tons.	25 tons.	-	-	-	16 tons.	15 tons.	9 tons.	-
St. Croix.....	-	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot	-	-	25 tons.	21 tons.	16 tons.	12 tons.	14¼ tons.	13¼ tons.	10 tons.	7 tons.	-
Orchard Beach	-	-	14,000 lbs.	10,000 lbs.	-	-	6,000 lbs.	5,000 lbs.	-	-	-
Machiasport R. R.....	-	-	-	-	-	-	-	-	-	-	-

GENERAL INFORMATION.

NAME OF ROAD.	Weight of platform cars.		Length of heaviest engine and tender.		Locomotives equipped with train brake.		Cars equipped with train brake.		Number of passenger cars with Miller platform and buffer.	Number of miles not furnished with telegraph.
	8-wheel	4-wheel.	Center to center.	Over all.	Number.	Kind.	Number.	Kind.		
Aroostok River.....	-	-	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence..	8 tons.	-	42½ ft.	52 ft.	14	Westinghouse.	45	Westinghouse.	All.	-
Bangor and Piscataquis	-	-	-	-	2	Vacuum.	4	Vacuum.	-	-
Belfast and Moosehead Lake	-	-	-	-	-	-	-	-	-	-
Boston and Maine.....	7 tons.	3½ tons.	43 ft.	50 ft. 6 in.	53	Smith vacuum.	178	Smith vacuum.	145	11
Eastern Maine.....	7,000 lbs.	4,000 lbs.	33 ft.	41 ft.	-	-	-	-	-	-
Dexter and Newport.....	-	-	-	-	-	-	-	-	-	-
European & North American	13,990 lbs.	6,250 lbs.	43 ft.	49.67 ft	8	Empire vacuum.	17	Empire vacuum.	-	-
Great Falls and Conway	-	-	-	-	-	-	-	-	-	-
Houlton Branch.....	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	7 tons.	-	39½ ft.	46¾ ft.	-	{ Vacuum and	-	{ Vacuum and	3	-
Maine Central.....	14,000 lbs.	-	42 ft. 11 in.	53 ft. 6 in	30	{ Westingh'se. }	81	{ Westingh'se }	81	-
Portland (Horse).....	-	-	-	-	-	-	-	-	-	-
Portland and Ogdensburg...	-	-	-	-	-	-	-	-	-	-
Portland and Rochester....	7½ tons.	-	42 ft.	50 ft.	2	Westinghouse.	5	Westinghouse.	6	-
Portland, Saco & Portsmouth	-	-	-	-	-	-	-	-	-	-
Rumford Falls and Buckfield	15 tons.	-	40.5 ft.	49 ft.	1	Empire vacuum.	2	Empire vacuum.	3	-
Sandy River.....	2½ tons.	-	14½ ft.	23 ft.	2	Empire vacuum.	5	Empire vacuum.	2	18
Somerset.....	7 tons.	-	-	-	1	Westinghouse.	1	-	2	25
St. Croix.....	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot....	6 tons.	1½ tons.	35 ft.	40 ft.	4	Hand.	7	Hand.	-	-
Orchard Beach.....	-	-	-	-	-	-	-	-	-	-
Machiasport R. R.....	-	-	-	-	-	-	-	-	-	-

GENERAL INFORMATION.

NAME OF ROAD.	Crossing Highways.			Elevation of highway bridges above track.		Crossing at which gates or hedges 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.		
Aroostook River	-	-	-	-	-	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence..	62	6	4	-	7	-	-	62	2	-	-	-	-
Bangor and Piscataquis	49	2	-	-	2	2	-	47	-	-	-	3.20	2.75
Belfast and Moosehead Lake	-	-	-	-	-	-	-	-	-	-	-	-	-
Boston and Maine	20	18	14	3	15	5	-	15	4	-	1	2.541 c.	1.820 c.
Eastern Maine.....	-	-	-	-	-	-	-	-	-	1	-	-	-
Dexter and Newport.....	-	-	-	-	-	-	-	-	-	-	-	-	-
European & North American	63	3	1	-	2	-	-	63	-	-	1	4 c.	2 c.
Great Falls and Conway....	65	3	3	-	3	-	-	-	2	-	-	-	-
Houlton Branch	-	-	-	-	-	-	-	-	-	-	-	-	-
Knox and Lincoln.....	39	8	1	2	6	-	-	-	-	-	-	3.38 c.	4.18 c
Maine Central	292	26	10	4	22	26	-	266	6	1	-	.0262	.0250
Portland (Horse).....	-	-	-	-	-	-	-	-	-	-	-	2.5 c.	-
Portland and Ogdensburg...	-	-	-	-	-	-	-	-	-	-	-	-	-
Portland and Rochester	76	6	-	-	-	2	-	-	4	-	-	3½ c.	-
Portland, Saco & Portsmouth	27	17	2	1	16	-	-	-	2	-	-	-	-
Rumford Falls and Buckfield	25	-	-	-	-	-	-	25	-	-	-	.04 c.	.04 c.
Sandy River.....	15	-	1	-	-	-	-	15	1	-	-	4 5-6 c.	-
Somerset.....	19	-	-	-	-	-	-	-	1	-	-	4 c.	4 c.
St. Croix.....	-	-	-	-	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot	7	2	-	2	-	-	-	7	-	-	-	4 c.	-
Orchard Beach	-	-	-	-	-	-	-	-	-	-	-	3½ c.	3.481 c.
Machiasport R. R.....	-	-	-	-	-	-	-	-	-	-	-	-	-

GENERAL INFORMATION.

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.	
Aroostook River	-	-	-	-	-	-	-	-	-
Atlantic and St. Lawrence.	-	2.25 c.	1.69 c.	60-100 c.	\$5,484,000 00	\$5,484,000 00	-	\$5,484,000 00	-
Bangor and Piscataquis	-	2.96 c.	4.06 c.	4.63	1,000,000 00	-	7,138	356,900 00	\$248 50
Belfast and Moosehead Lake	-	-	-	-	5,000,000 00	648,100 00	6,481	648,100 00	-
Boston and Maine.....	0.792 cts.	1.951 c.	3.37 c.	1.24 c.	7,000,000 00	7,000,000 00	70,000	6,921,274 52	-
Eastern Maine.....	-	-	-	-	-	-	-	-	-
Dexter and Newport.....	-	-	-	-	400,000 00	-	1,220	122,000 00	-
European & North American	-	2.306 c.	4.26 c.	1.62 c.	2,500,000 00	2,500,000 00	23,863	2,386,000 00	-
Great Falls and Conway	-	-	-	-	-	1,150,300 00	11,503	1,150,300 00	-
Houlton Branch	-	-	-	-	-	-	-	-	-
Knox and Lincoln	-	3.85 c.	5.62 c.	5.12 c.	2,000,000 00	-	3,634	-	364,580 00
Maine Central.....	-	.0256	02.15 c.	03.39	5,000,000 00	5,000,000 00	35,911	-	-
Portland (Horse).....	-	-	-	-	-	-	-	-	-
Portland and Ogdensburg...	-	-	-	-	2,000,000 00	-	10,056	1,005,100 00	47,085 55
Portland and Rochester.....	1 ct.	2½ c.	-	-	600,000 00	-	-	-	-
Portland, Saco & Portsmouth	-	-	-	-	1,500,000 00	1,500,000 00	15,000	1,500,000 00	-
Rumford Falls and Buckfield	-	3½ c.	7½ c.	5 c.	-	-	-	-	-
Sandy River.....	-	3 5-6 c.	8½ c.	8 1-5 c.	60,000 00	40,000 00	1,358	67,900 00	609 77
Somerset	-	-	-	8½	2,500,000 00	600,000 00	-	-	-
St. Croix	-	-	-	-	-	-	-	-	-
St. Croix and Penobscot	1 ct.	.027	-	-	2,000,000 00	100,000 00	1,000	100,000 00	-
Orchard Beach.....	-	3.407 c.	-	-	50,000 00	50,000 00	-	32,000 00	648 00
Machiasport R. R.....	-	-	-	-	-	-	-	-	-

GENERAL INFORMATION.

NAME OF ROAD.	Total amount paid in, as per books of Company.	Stockholders.		
		Total Number.	In Maine.	Amount of stock held in Maine.
Aroostook River.....	-	-	-	-
Atlantic and St. Lawrence.....	\$5,484,000 00	1,312	94	\$16,400 00
Bangor and Piscataquis.....	357,148 50	201	196	356,150 00
Belfast and Moosehead Lake.....	648,100 00	167	150	640,300 00
Boston and Maine.....	6,921,274 52	4,269	285	418,800 00
Eastern Maine.....	-	-	-	-
Dexter and Newport.....	122,000 00	131	122	105,700 00
European & North American.....	2,386,000 00	179	149	2,141,500 00
Great Falls and Conway.....	1,150,300 00	656	19	17,300 00
Houlton Branch.....	-	-	-	-
Knox and Lincoln.....	-	252	239	362,680 00
Maine Central.....	-	520	416	1,091,700 00
Portland (Horse).....	157,600 00	104	95	146,000 00
Portland and Ogdensburg.....	1,052,185 55	245	237	1,027,285 55
Portland and Rochester.....	580,168 20	103	87	209,400 00
Portland, Saco & Portsmouth.....	1,500,000 00	1,433	106	207,800 00
Rumford Falls and Buckfield.....	-	-	-	-
Sandy River.....	68,509 77	196	189	67,250 00
Somerset.....	379,050 44	-	-	-
St. Croix.....	-	-	-	-
St. Croix and Penobscot.....	-	64	25	32,700 00
Orchard Beach.....	32,648 00	11	8	-
Machiasport R. R.....	-	-	-	-

GENERAL INFORMATION.

NAME OF ROAD.	BONDS.		Certificates of indebtedness.	Interest paid during year.	Total amount funded debt.
	Amount.	Interest paid on same during the year.			
Aroostook River.....	-	-	-	-	-
Atlantic and St. Lawrence	\$2,999,848 00	-	\$152 00	-	\$3,000,000 00
Bangor and Piscataquis.....	1,125,000 00	-	-	-	1,125,000 00
Belfast and Moosehead Lake	150,000 00	\$9,000 00	87,900 00	\$5,409 00	-
Boston and Maine.....	3,500,000 00	146,767 00	-	-	3,500,000 00
Eastern Maine.....	-	-	-	-	-
Dexter and Newport.....	-	-	175,000 00	-	175,000 00
European & North American	1,019,000 00	61,140 00	-	-	1,019,000 00
Great Falls and Conway	1,045,000 00	-	-	-	1,000,000 00
Houlton Branch.....	-	-	-	-	-
Knox and Lincoln.....	-	-	-	-	-
Maine Central	2,353,300 00	148,766 00	6,349,291 26	420,064 08	8,702,591 26
Portland (Horse).....	-	-	-	-	-
Portland and Ogdensburg.....	3,068,000 00	66,720 00	-	-	3,068,000 00
Portland and Rochester.....	-	-	-	-	-
Portland, Saco & Portsmouth.....	-	-	-	-	-
Rumford Falls and Buckfield.....	-	-	-	-	137,000 00
Sandy River.....	50,000 00	3,000 00	-	-	50,000 00
Somerset	-	-	-	-	450,000 00
St. Croix	-	-	-	-	-
St. Croix and Penobscot.....	77,500 00	4,650 00	88,000 00	5,280 00	165,500 00
Orchard Beach.....	-	-	-	-	-
Machiasport R. R.....	-	-	-	-	-