

# MAINE STATE LEGISLATURE

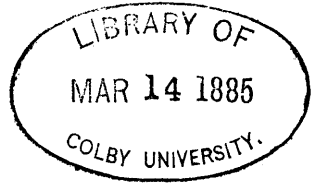
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BEING THE



ANNUAL REPORTS

OF THE VARIOUS

Public Officers and Institutions

FOR THE YEAR

1884.

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VOLUME II.

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AUGUSTA :

SPRAGUE & SON, PRINTERS TO THE STATE.

1884.

# REPORT

OF THE

# Railroad Commissioners

OF THE

STATE OF MAINE.

1883.

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AUGUSTA :  
SPRAGUE & SON, PRINTERS TO THE STATE.  
1884.

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# REPORT.

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*To the Governor of Maine:*

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

The importance of the railroad system of Maine, as a means of developing the resources of the State, is becoming more apparent every year. By reason of the facilities it affords, mineral wealth is being uncovered, manufacturers are utilizing the abundant water powers, and our products are afforded ready markets; and, although in obtaining these facilities in some localities, heavy burdens have been assumed by cities and towns, still we think the benefit derived will fully compensate them in the end.

We do not, however, wish to be understood as favoring the principle of towns and cities aiding in the construction of railroads. The benefit to be derived by a large portion of the inhabitants of a town, is too remote to justify it in most instances.

We again have the pleasure of congratulating the public, and the several railroad corporations operating roads in the State, on the remarkable exemption from any serious casualties during the year. While in a few instances accidents have occurred by which life has been lost, confined chiefly to employes of the roads, there has been none that could justly be attributed to any defect in the roads, or to the general management of the same.

In our examinations, during the year, of the tracks, rolling stock, bridges, viaducts and culverts of the several roads, as required by law, we have generally found them in good repair

and safe for public travel ; and whenever we have had doubts as to the safety of any or either of them, we have given notice to the managers of such roads, in writing, of their condition, calling particular attention to the apparent defect, and are pleased to note the fact that all such repairs or renewals, required by us, were promptly made.

### NEW ROADS.

During the year 1883 the following new railroad corporations have been organized under the provisions of the general railroad law, viz :

#### FRANKLIN AND SOMERSET RAILROAD.

The road to extend from a point on the Sandy River Railroad, at or near South Strong, in the county of Franklin, in a north-easterly direction to North New Portland, in the county of Somerset. Length, 17 miles ; gauge, 2 feet.

#### MOUNT DESERT RAILROAD.

The road to extend from the village at Bar Harbor, in the town of Eden, into the town of Mount Desert. Length of the road about 3 miles ; gauge, 2 feet.

#### ANSON AND NEW PORTLAND RAILROAD.

The road to extend from a point on the Somerset Railroad at North Anson, in a northerly direction to North New Portland, in the county of Somerset. Length about 8 miles ; gauge, 2 feet.

None of the above mentioned roads have been built, nor have their proposed locations been approved by the board of Railroad Commissioners at the date of this report.

## LAWS RELATING TO RAILROADS.

Though there is to be no session of the Legislature the present winter, we deem it our duty, thus early, to call attention to some provisions of the statute which, in our judgment, should be amended.

We think that railroad corporations, organized under the provisions of the general statute, should be permitted to have the question determined whether or not the public convenience requires the construction of their contemplated road, before being required to expend a large sum of money in making an actual survey of their proposed route, with plans and estimates, as now required by law.

If the Railroad Commissioners, as they may, determine that the public convenience and exigencies do not require such road, and refuse to approve the location, such corporations are subjected to great loss and needless expenditure; while on the other hand, if those questions could be settled at the time of approval of the articles of association, much loss and inconvenience to parties so organizing would be avoided.

## RELATING TO SERIOUS ACCIDENTS.

The statutes now provide that "when a serious accident occurs on a railroad, and any person is thereby injured, the commissioners shall immediately proceed to the place and examine into the cause thereof, may send for persons and papers, and make a full statement of the cause and results of the accident in their annual report, and in any other manner they think the public good requires." In addition to this statute, we think there should be a provision requiring the officers of the railroad upon which the accident takes place, to immediately notify one or more of the commissioners, so that they may "immediately" attend and obey the above requirements.

## WAYS ACROSS RAILROADS.

The Legislature of 1883 in its wisdom saw fit to confer jurisdiction upon the board of Railroad Commissioners, in cases where ways are laid out *across a railroad*, to determine the manner and conditions of crossing such railroad; notwithstanding the fact that another statute provides that in cases where *railroads cross the highways* jurisdiction as to the manner of crossing is conferred upon the County Commissioners (R. S., Chap. 51, Sec. 13). Why this seeming conflict of jurisdiction of the same subject matter is made we are unable to determine. We think the conditions and manner of crossing of ways over railroads, as railroads over ways, should be determined in the same manner and by the same board, and that the Railroad Commissioners should have jurisdiction of all such crossings, or none at all.



## RAILROADS IN MAINE.

	Miles in Maine.	Whole length Maine line op.
Aroostook River Railway.....	30.	30.
Atlantic and St. Lawrence (Grand Trunk).....	82 $\frac{1}{2}$	149.5
Androscoggin (Maine Central) viz: Bath Branch, and.....	8 $\frac{3}{4}$	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 (Maine Central).....	33.	33.
Boston and Maine.....	44.	116.
Bridgton and Saco River.....	15.5	15.5
Eastern Maine, formerly Bucksport and Bangor (Maine Central).....	18.8	18.8
European and North American (Maine Central).....	114.2	114.2
Green Mountain Railway.....	1.13	1.13
Grand Trunk.....		4,560.
Houlton Branch (N. B. and Canada).....	3.	8.
Knox and Lincoln.....	49.	49.
Kennebunk and Kennebunkport.....	4.5	4.5
Lewiston and Auburn (Grand Trunk).....	5.5	5.5
Lewiston and Auburn (Horse).....	7.5	7.5
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
Monson.....	6.	6.
New Brunswick (Aroostook River).....	-	174.
New Brunswick and Canada.....	-	128.
Newport and Dexter (Maine Central).....	14.	14.
Norway Branch (Grand Trunk).....	1.5	1.5
Old Orchard Junction.....	2.5	2.5
Orchard Beach.....	3.	3.
Ocean Street Horse.....	1.5	-
Portland and Kennebec (Maine Central).....	-	63.
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 Buckfield.....	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.....	1,079.52	6,238.18

## AROOSTOOK RIVER RAILWAY.

From State line to Presque Isle in Aroostook county, 30 miles.

*Directors*—Hon. Isaac Burpee, St. John, N. B.

E. R. Burpee, Bangor, Me.

Geo. Stephens, Montreal.

J. S. Kennedy New York.

J. Kennedy Tod, New York.

The Aroostook River Railway commences at the State line between Maine and the Province of New Brunswick, which line is also the boundary between the United States of America, and the British Provinces. The line of railway follows up the fertile valley of the Aroostook river, through the towns of Fort Fairfield, Caribou and Maysville, to Presque Isle, commanding and accommodating the traffic of this most productive portion of our State. That section of the road between the boundary line and Caribou has been operated for several years, but the section between Caribou and Presque Isle was completed at a more recent date. The road is in safe condition, and its business constantly increasing, and it is safe to predict that it will continue to gain in business and importance as the great resources of Aroostook county are developed and its value understood and appreciated, and we believe that the present manager of this railway is making every effort to meet the pressing demands of business, by increased facilities and expeditious modes for transporting to market the products of this most fertile soil, and of the various industries which are being permanently established in every section of Aroostook county.

E. R. Burpee, General Manager, St. John, N. B.

Alfred Seeley, Secretary and Treasurer, St. John, N. B.

John Stuart, Superintendent, Woodstock, N. B.

Proper address of the company, St. John, New Brunswick.

## ATLANTIC &amp; ST. LAWRENCE RAILROAD COMPANY.

From Portland, Maine, to Island Pond, Vermont, 149 miles—82½ miles in Maine, 52 miles in New Hampshire and 15 miles in Vermont.

*Directors*—Samuel E. Spring, Portland, Maine.  
 Philip H. Brown, “ “  
 Charles E. Barrett, “ “  
 Harrison J. Libby, “ “  
 Franklin R. Barrett, “ “  
 Francis R. Swan, “ “  
 George P. Wescott, “ “  
 Joseph Hickson, Montreal, Canada.  
 Sir A. T. Galt, “ “

*President*—Samuel E. Spring, Portland Maine.

*Vice President*—Joseph Hickson, Montreal, Canada.

*Treasurer*—Charles E. Barrett, Portland, Maine.

*Clerk of Corporation*—F. R. Barrett, Portland, Maine.

Proper address of the Company, Atlantic & St. Lawrence Railroad, Portland, Me.

The Atlantic & St. Lawrence Railroad is leased to the Grand Trunk Railway of Canada, and is an important portion of the great through line of railway, connecting the seaboard with the boundless and fertile regions of the great west, and forming one of the principal avenues of traffic and transportation for the products of that vast and most productive section of our country. The importance of this line of railway to our State, and particularly to the city of Portland can hardly be over-estimated, and the prosperity of Portland and its business interests are largely dependent upon the successful management and good condition of this road. The railway is in most excellent condition in every respect, and we have found no occasion during the past year to suggest any repairs or improvements. A large amount of new steel rails and new ties have been laid in the track, and 14 miles of track ballasted the past year. As stated before, the Atlantic &

St. Lawrence Railroad is leased to the Grand Trunk Railway of Canada, and the proper address of the company operating the road is Grand Trunk Railway Company, Montreal, Canada.

Joseph Hickson, General Manager, Montreal, Canada.

W. J. Spicer Superintendent, " "

J. Stephenson, Gen'l Pass. Agent, " "

E. P. Hannaford, Chief Engineer, " "

John Lloyd, Assistant Engineer, in charge of main division, Richmond, Province of Quebec.

#### BANGOR & PISCATAQUIS RAILROAD.

From Oldtown to Blanchard, 63 miles.

*Directors*—Moses Giddings,  
 Arad Thompson,  
 A. G. Wakefield,  
 J. S. Wheelwright,  
 M. S. Drummond,  
 T. S. Moore,  
 John S. Ricker,  
 Charles L. Marston,  
 Wm. B. Hayford,  
 Wm. H. Strickland,  
 John Cassidy, all of Bangor.  
 A. M. Robinson, Dover,  
 Josiah B. Mayo, Foxcroft.

The Bangor & Piscataquis Railroad diverges from the European & North American Railway at Oldtown and runs in a northerly direction through several agricultural and manufacturing towns to Blanchard, in Piscataquis county. The extension of the road from Blanchard to West Cove, at the foot of Moosehead lake, is now nearly graded and it is expected will be completed during the coming summer; about three miles of track has already been laid beyond Blanchard. The opening of the road to Moosehead lake will undoubtedly add largely to the business of the entire line,

and this expeditious and improved mode of reaching the lake will doubtless attract a large number of tourists and pleasure seekers who up to this time have failed to visit this interesting section of our State on account of the limited facilities for transportation. The road from Oldtown to Blanchard has been well maintained and is at the present time in good condition. All the bridges upon the line have received necessary repairs, the road-bed ballasted, and a large number of new ties and a small amount of steel rails laid in the track. The station buildings have been repaired and painted, and new platforms built wherever needed. The rolling stock is well kept up. Judging from the reports of the President and Superintendent the road has done a successful business the past year, giving promise of increased value and importance in the near future.

*President*—Moses Giddings, Bangor.

*Superintendent and Gen. Pass. and Freight Agent*—Arthur Brown, Bangor.

*Treasurer and Clerk*—H. W. Blood, Bangor.

Proper address of company, Bangor, Me.

#### BANGOR & KATAHDIN IRON WORKS RAILWAY.

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

*Directors*—Charles L. Lord, Bangor,

F. W. Cram, “

Henry McLaughlin, “

Charles Hamlin, “

F. A. Wilson, “

The line of this road passes through the village of Milo and Brownville to the terminus at Katahdin Iron Works. The road was opened for business last year, but was not entirely completed. Since that time, however, some improvements have been made, the track has been ballasted, surfaced and aligned, and is now in safe condition for the

passage of trains. This road was projected and built for the purpose of reaching the valuable slate quarries at Brownville and the Katahdin Iron Works. The unfortunate failure of the Iron Company, and later the destruction of their works by fire, has proved a serious misfortune to the road by destroying, for the present, the business upon which it was largely dependent for support.

It is understood that the Iron Works will be rebuilt at an early day, and when this is accomplished we have no doubt the business of the road will meet the anticipations of its projectors and builders.

*President*—Charles L. Lord, Bangor.

*Superintendent, Clerk and Treasurer*—F. W. Cram, Bangor.

Proper address, Bangor & Katahdin Iron Works Railway, Bangor, Me.

#### BOSTON & MAINE RAILROAD.

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

*Directors*—Samuel E. Spring, Portland, Me.

Nathaniel W. Farwell, Lewiston, Me.

George C. Lord, Newton, Mass.

Nathaniel G. White, Lawrence, Mass.

Nathaniel J. Bradley, Boston, Mass.

John F. Osgood, Boston, Mass.

James R. Nichols, Haverhill, Mass.

Amos Paul, South New Market, N. H.

William S. Stevens, Dover, N. H.

The Boston & Maine Railroad has always been maintained in excellent condition, and the past year has not proved an exception to the general rule. Many improvements and additions have been made with a view of increasing the safety and efficiency of the road, and for the better accommodation of its large and constantly growing traffic. With the exception of about one and a half miles, the track of the main line has

been re-laid with steel rails, and about four miles of double-track road-bed, extending from Scarboro' Beach station to Old Orchard has been built, to sub grade, and a portion of it ballasted. Fifteen hundred and forty feet of pile bridging on the Scarboro' marshes has been filled with earth and stone, forming a solid embankment, in the place of perishable wooden structures. The wooden lattice bridge at Salmon Falls river, half of which is within the limits of the State, has, upon the suggestion of your commissioners, been uncovered and completely strengthened and repaired, and will undoubtedly do good service for several years to come. Other improvements are under advisement, which will undoubtedly be adopted and carried into effect at an early day. The rolling stock of the road is in all respects first class, and well adapted to the safety, comfort and convenience of the public. Tabulated statements showing the financial standing and business of the road will be found in another page of this report.

George C. Lord, President, Newton, Mass.  
 James T. Furber, Gen. Sup't, Lawrence, Mass.  
 Wm. Merritt, Assistant Sup't, Boston, Mass.  
 Gen. Freight Agent, W. J. C. Kenney, Danvers, Mass.  
 Gen. Pass. Agent, D. J. Flanders, Haverhill, Mass.  
 Treasurer, Amos Blanchard, Lawrence, Mass.  
 Clerk of Corporation, Chancy P. Judd, Reading, Mass.  
 General Eastern Agent, S. H. Stevens, Portland, Me.  
 Road Master in charge of Maine division, E. A. Smith,  
 Great Falls, N. H.

Proper address of the company, Boston & Maine Railroad,  
 Boston, Mass.

#### BRIDGTON & SACO RIVER RAILROAD.

From Bridgton to a junction with Portland & Ogdensburg Railroad at Hiram, 15 5-10 miles in length; gauge, 2 feet.

*Directors*—William F. Perry, Bridgton, Maine,  
 William A. Stevens, “ “  
 A. H. Burnham, “ “

John W. Fowler,	Bridgton, Maine,
Darwin Ingalls,	“ “
Perley P. Burnham,	“ “
J. A. Bennett,	“ “
Almon Young,	Hiram, “
Owen B. Gibbs,	New York, N. Y.

The Bridgton & Saco River Railroad is a narrow gauge railroad of two feet, and was opened for travel in the spring of 1883. The road is well located and well constructed, and the business the past year has met the anticipations of its projectors. The road rides very steadily and smoothly, and the cars—models of their kind—are comfortable and convenient in every respect. The business prospects of the road are constantly improving, and new industries are being established along the line, and at the terminus in the pleasant and attractive town of Bridgton.

*President*—William F. Perry, Bridgton, Me.,

*Gen'l Pass. and Freight Agent*—J. A. Bennett, Bridgton, Me.

*Treasurer*—Perley P. Burnham, Bridgton, Me.

Proper address of the company, Bridgton & Saco River railroad, Bridgton, Me.

#### EASTERN MAINE RAILROAD.

From Bangor to Bucksport, 18 8-10 miles.

Since the date of our last report this road has passed by lease into the hands of the Maine Central Railroad. The gauge has been changed from three feet to the standard gauge and the road has been repaired and improved and is now in a safe condition for the passage of trains. The items of repairs are included in the report of the Maine Central Railroad.



## EUROPEAN &amp; NORTH AMERICAN RAILWAY.

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

*Directors*—Sprague Adams, Bangor, Maine.

Nathan C. Ayer,	“	“
Samuel H. Blake,	“	“
John S. Ricker,	“	“
A. L. Thompson,	“	“
Charles P. Stetson,	“	“
Thomas J. Steward,	“	“
Franklin A. Wilson,	“	“
Noah Woods,	“	“

The European & North American Railway is leased to the Maine Central and forms part of the great through line from Boston, Mass., to St. John, New Brunswick. The road has been greatly improved during the past season. Several new bridges have been built and others strengthened and repaired. The iron rails have been removed from the track and steel substituted throughout the entire length of the road. Station buildings have been repaired and painted and the platforms renewed. Great improvements have been made at the station in Vanceboro' by the addition of new and remodeling of the old buildings, the changes adding greatly to the comfort and convenience of the patrons of the road.

*President and Treasurer*—Noah Woods, Bangor.

*Clerk of Corporation*—Charles P. Stetson, Bangor.

## GREEN MOUNTAIN RAILWAY.

From Eagle lake, Mount Desert, to the summit of Green mountain, about six thousand feet in length.

*Directors*—William B. Hayford, Bangor, Maine.

C. B. Lord,	“	“
T. N. Egery,	“	“
F. W. Cram,	“	“
F. H. Clergue,	“	“

The Green Mountain Railway was chartered and built in the spring of 1883 for the purpose of providing a safe and convenient conveyance for visitors at Mount Desert to ascend to the summit of Green mountain and obtain a view of the magnificent ocean and mountain scenery, only to be seen and fully appreciated by ascending to the top of this famous mountain. Before the construction of the Green Mountain Railway the ascent was made on foot or by buck-boards; over rough and dangerous mountain roads; now the buck-board is used only to convey passengers to the foot of Eagle lake and from thence they are taken by steamboat about two miles to the railroad station on the shore of the lake. The summit of Green mountain is about one thousand six hundred feet above the ocean level and about one thousand three hundred feet above Eagle lake, and the railway accomplishes the last named ascent with six thousand feet of road. The road is safely and securely built. The track for a large portion of the distance is laid on solid ledge and securely bolted thereto. There is no trestle or other bridging on the road and where slight depressions occur in the surface the space is filled with solid crib work, properly and firmly secured in position. At the examination of this road, in the early summer, the commissioners were convinced that it was securely built and worthy of the entire confidence of the public.

*President*—W. B. Hayford, Bangor.

*Treasurer and Clerk of Corporation and Superintendent*—  
F. H. Clergue, Bangor.

Proper address of company, Green Mountain Railway,  
Bangor, Me.

#### HOULTON BRANCH OF THE NEW BRUNSWICK & CANADA RAILWAY.

From Debec Junction to Houlton, 8 miles—3 miles in  
Maine.

The Houlton Branch Railway is leased to the New Brunswick & Canada Railroad Company and the last named road

was leased last year to the New Brunswick Railway Company. The Houlton branch is a very important feeder to the New Brunswick Railway, as all the passengers and freight to and from the flourishing town of Houlton, and other towns in central and western Aroostook, are tributary to and pass over this road. There are no bridges on that portion of the line in Maine. The road-bed is in fair condition, but ballast and many new ties are needed to put the track in good order, and we are assured that these improvements will be made the coming season.

Hon. Isaac Burpee, President, St. John, N. B.

E. R. Burpee, Gen Manager,       “       “

Alfred Seeley, Treasurer,       “       “

Proper address of company, New Brunswick Railroad Company, St. John, N. B.

#### KNOX & LINCOLN RAILROAD.

From Bath to Rockland, 49 miles.

*Directors*—John T. Berry, Rockland.

Francis Cobb,       “

George W. Kimball, Rockland.

Edmund Wilson, Thomaston.

Edwin O. Clark, Waldoboro'.

D. W. Chapman, Damariscotta.

Edwin Flye, New Castle.

Henry Ingalls, Wiscasset.

John G. Richardson, Bath.

Geo. A. Preble,       “

Thomas W. Hyde,       “

Many important and needed improvements have been made in the road-bed, track and bridges of the Knox & Lincoln Railroad during the past year, and it affords your commissioners much pleasure to note the continued efforts of the officers of this road to keep it not only in a position of safety, but, by the substitution of solid embankments and masonry

for wooden structures, adding permanency and stability to the road. Among the many advances made in this direction the past year, is the laying of five hundred tons of steel rails in the track, together with the necessary ties, making in all about eight miles of steel track, well tied and ballasted. There are also about three miles of nearly new iron rails laid in the track, well ballasted and in good condition. The track throughout the entire line rides well, and compares very favorably with other roads in this State. As it had become necessary either to re-build the long trestle bridge, or change the location at Thomaston, the latter course was decided upon, and there is now a permanent road-bed at this point. This involved a change of location and grading of a new road-bed about sixteen hundred feet in length. The filling of the long trestle bridge at Wade's has been completed. All the bridges along the line have been strengthened, and received necessary repairs, particularly those between Bath and Damariscotta. The wharf at Rockland and the platforms at Thomaston and Rockland have been fully repaired and extensive repairs and renewals made on the wharves, ferry slips, and buildings at Bath and Woolwich. Many of the station buildings at different points along the line have been repaired and painted. About seven miles of track has been raised and ballasted. Some additions have been made to the rolling stock, including one new engine of greater weight and power than those heretofore in use upon the road. Taking into consideration the limited resources of the company, and the absolute necessity for the practice of the most rigid economy in all expenditures, we confess that we are surprised at the results accomplished and improvements made throughout the entire line, and refer to it as an example of good management, economical expenditure and close attention to duty by the officers in charge of the road, which it would be well for some other railroad managers to imitate and profit by.

John T. Berry, President, Rockland, Maine.

Edmund Wilson, Clerk, Thomaston, “

F. H. Low, Treasurer, Bath, Maine.

C. A. Coombs, Sup't, " "

William B. Ludwig, Road Master.

Wm. A. Field, Master Mechanic.

Proper address of company, Knox & Lincoln Railroad Company, Bath, Maine.

#### KENNEBUNK & KENNEBUNKPORT RAILROAD.

From the Boston & Maine station at Kennebunk to Kennebunkport, 4 5-10 miles in length. This road furnishes the long-desired connection between the Boston & Maine Railroad and the pleasant sea-side resort of Kennebunkport. The road is leased to the Boston & Maine Railroad Company, and was built under the supervision of the officers of that company, and it is well built. Kennebunkport is one of the pleasantest and most desirable summer resorts on the coast of Maine, and we have no doubt that the building of this road will add in a large measure to the property and business of the town. As we received no returns from this company, we are unable to give names and addresses of the directors, etc., but as the road is managed by the officers of the Boston & Maine, the proper business address will be Boston, Mass.

#### LEWISTON & AUBURN BRANCH RAILROAD.

From Lewiston to its junction with the Grand Trunk Railway, 5½ miles. The Lewiston & Auburn Branch Railroad is leased to the Grand Trunk Railway, of Canada, and operated by that company. The road is maintained in excellent condition, and compares very favorably with any railroad in the country. The bridges, road-bed and track are in every respect models of their kind, and as in the case of the Grand Trunk Railway, we have had no occasion to suggest any repairs or improvements at our examinations the past year. As the officers of the Grand Trunk Railway manage this road, the proper address of the company is Montreal, Canada.

## LEWISTON &amp; AUBURN HORSE RAILROAD.

About 7 5-10 miles in length. This road is built along the streets of the cities of Lewiston and Auburn, and during the past season has been extended two and a half miles, to Lake Auburn, for the accommodation of visitors to that pleasant resort. The track is in good condition and the road is well managed. As this company have failed to make the proper returns to the commissioners, we are unable to give the names and address of the officers of the road. Proper address of the company, Lewiston & Auburn Horse Railroad Company, Lewiston, Me.

## MONSON RAILROAD.

Two feet gauge. From the station of the Bangor & Piscataquis Railroad at Abbott, to Monson, 6 miles. The road was projected and built by parties residing at Lowell, Mass., who are largely interested in working the slate quarries at Monson. The road was opened for travel Oct. 22, 1883, and has been in successful operation since that date. The road is built in a substantial manner, and we doubt not will add greatly in the development of the resources of that section of Piscataquis County, and prove a good investment to the company. as the road was opened so near the close of the year, the returns have not been sent to the commissioners, but will be included in the report for 1884. Geo. S. Cushing, Treasurer and Manager. Proper address of the company, Monson Railroad Company, Monson, Me.

## CONSOLIDATED MAINE CENTRAL AND ITS BRANCHES.

From Portland to Vanceboro'. Total number of miles operated by this company, including branches, 482 8-10.

*Directors*—Geo. E. B. Jackson, Portland, Maine.

William G. Davis,	“	“
Horatio N. Jose,	“	“
Abner Coburn, Skowhegan,	“	“
Arthur Sewall, Bath,	“	“

Darius Alden, Augusta, Maine.  
Thomas W. Hyde, Bath, “  
Stephen J. Young, Brunswick, Maine.  
Lysander Strickland, Bangor, “  
William B. Bacon, Boston, Mass.  
Willard P. Phillips, Salem, “  
Jonas H. French, Gloucester, “  
George S. Morrison, New York, N. Y.

During the past year the Maine Central has added the Eastern Maine Railway, from Bangor to Bucksport, to its list of branches, and another (the Mt. Desert branch) from Bangor, via. Ellsworth, to Sullivan, about forty miles in length, will be completed early next summer. The roads now operated by this company, are the main lines, from Portland via. Augusta, to Vanceboro', and from Cumberland Junction, via. Lewiston, to Waterville; the Androscoggin Railroad, from Brunswick to Leeds Junction, with a branch from Crowley's Junction to Lewiston; the Leeds & Farmington branch, from Leeds Junction to Farmington; the Bath branch, from Brunswick to Bath; the Skowhegan branch, from Waterville to Skowhegan; the Belfast branch, from Burnham to Belfast; the Dexter & Newport branch, from Newport to Dexter; and the Eastern Maine branch, from Bangor to Bucksport. The track on the main line from Portland, via. Augusta and Bangor to Vanceboro', and from Cumberland Junction via. Lewiston, to Waterville, together with the Bath branch, has been re-laid with steel rails, making in all 330 6-10 miles, and leaving 152 2-10 miles of iron rails; all of the last named being upon the branch roads. During the past year 4,413 tons of steel rails have been laid, equal to 48 4-10 miles of track. 2,029 tons of iron rails have been repaired and laid, equal to 22 3-10 miles. 115,895 sleepers have been laid in the track, and 11 miles of track raised and ballasted, with 16,000 yards of gravel. 6 8-10 miles of new side tracks have been built, 2,130 cu. yds. of masonry, and 485 lineal feet of bridges have been built. Two of the piers of the iron bridge at

Augusta have been fully repaired, grouted, and six courses of masonry added to each. New abutments have been built at Dead river, on the Leeds and Farmington branch, and the iron span taken from the Augusta bridge, and transferred to this point. Two spans of the bridge over the Androscoggin river at Lewiston have received new flooring, and new lateral braces. Extensive repairs have been made on several of the bridges on the European & North American, and many other bridges upon the main lines and branches have been fully repaired. The total number of bridges upon the Maine Central Road and its branches (exclusive of those east of Bangor) is 79, and 73 of this number have been re-built since 1870. The total length of bridges on the road is 20,145 feet, comprising 23 iron bridges, 5,862 feet, and 87 wooden bridges, 14,283 feet in length. 26 new buildings have been erected for various purposes, at different points on the line. At Bangor the passenger depot at foot of Railroad street has been enlarged, and the station building on Exchange street extensively repaired. The passenger station at Mattawamkeag has been moved across the track and fully repaired. At Vanceboro' very marked improvements have been made in stations and hotel buildings, making them very convenient and comfortable. The company have extended their wharf at Bath, and removed some 6,000 cubic yards of mud from the bed of the river by dredging, in order to increase the facilities for receiving and discharging freight. New turn-tables have been built at Lewiston, Bangor, Bucksport, and Vanceboro'. 27 7-10 miles of fence have been built during the past year. The track on the main lines is in excellent condition, but some portions of the branch roads require new iron and ballast, particularly the Dexter and Newport, Belfast and Moosehead Lake and Skowhegan. There have been many improvements of minor importance, which it is unnecessary to mention in this report; enough has been detailed to give an idea of the rapid advance made by this company towards the perfecting of the road, and the continued effort of the managers to maintain it in a perfectly safe and



reliable condition. The rolling stock of the road is in every respect first-class, and large additions are made to it from time to time, as the demands of business require. There have been added the past season, 3 locomotives, 12 passenger cars, 2 express and 3 combination cars, and 7 freight saloons, 517 platform and box freight cars. The people of Maine feel a deep interest in the management and success of the Maine Central Railroad. It is all located within the limits of the State, and its good management has not only given entire satisfaction to all having business connections with it, but there is a deep feeling of respect for the officers of the road, who, while seeking to promote the best interests of the road, do not forget that in accomplishing this result, the great interests of the State and of the immediate localities reached by, or whose business is tributary to this line, are to be considered, and that the prosperity and success of their road depends entirely upon the development of the resources of the State, and the encouragement that is given to those who desire to establish new industries and enterprises. The managing officers of the road are all citizens of the State, and identified with its interests, and thoroughly understand and appreciate its wants and business, and we believe any new policy or arrangement that would change the management of this road would create universal dissatisfaction and give occasion for the most earnest remonstrance. The tabulated returns on another page of this report will give the financial and business standing of the company for the past year.

Geo. E. B. Jackson, President, Portland, Maine.

Payson Tucker, Vice President and General Manager,  
Portland, Maine.

Josiah H. Drummond, Clerk, Portland, Maine.

J. A. Linscott, Treasurer " "

George W. York, Auditor, " "

Fred E. Boothby, General Ticket Agent, Portland, Maine.

W. S. Eaton, Gen'l Western Freight Agent, " "

F. W. Cram, " Eastern " " Bangor, "

W. H. Allen, Civil Engineer, Portland, Maine.

Proper address of company, Maine Central Railroad Company, Portland, Maine.

#### NORWAY BRANCH RAILROAD.

From the station of the Grand Trunk Railway at South Paris to Norway, 1 5-10 miles.

The Norway Branch Railroad is leased to the Grand Trunk Railway and operated by that company.

The road is in very good condition and is proving of value to the village of Norway. Since the construction of this road the business of the town has been greatly increased by this improved method of transportation. The old iron rails have been removed from the track and steel substituted. Geo. L. Beal is President, Norway, Me. Address of Managers, same as Grand Trunk Railway.

#### ORCHARD BEACH RAILWAY.

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

*Directors*—James T. Furber, Lawrence, Mass.

Samuel E. Spring, Portland, Maine.

M. G. Palmer, “ “

J. R. Nichols, Haverhill, Mass.

Amos Paul, South Newmarket, Mass.

Geo. F. Calef, Saco, Maine.

W. S. Dennett, “ “

This road is built along the beach for the accommodation of visitors and cottagers during the summer season. It also affords a line of communication between Old Orchard and the Pool. At Saco river the road connects with a steamboat on which passengers are transported and taken to the city of Saco and other points along the river. The road and rolling stock is in good condition and well adapted to the purposes for which it was built.

*President*—James T. Furber, Lawrence, Mass.

*Superintendent*—George W. Hill, Dover, N. H.

*Treasurer*—M. L. Williams, Portland, Maine.

*Clerk of Corporation*—Geo. F. Calef, Saco, Maine.

Proper address of company, Orchard Beach Railroad Company. President's office, Boston, Mass. ; Treasurer's office, Portland, Maine.

#### OLD ORCHARD JUNCTION RAILROAD.

From Old Orchard Beach to junction with Portland, Saco and Portsmouth Railroad, 2 5-10 miles.

*Directors*—Charles Fairchild, Boston, Mass.

C. D. Brown, Portland, Maine.

J. S. Norris, “ “

H. W. Staples, Old Orchard, Maine.

F. L. Higginson, Boston, Mass.

This road has not been operated the past season, consequently we have made no examination.

*President*—Charles Fairchild, Boston, Mass.

*Treasurer*—Joseph C. George, Newburyport, Mass.

*Clerk of Corporation*—John S. Norris, Portland, Maine.

Proper address of company, Old Orchard Junction Railroad Co., Boston, Mass.

#### OCEAN STREET HORSE RAILROAD.

From Woodford's, in Deering, along Ocean street, 1 1-2 miles in length. This road connects with the Portland Horse Railroad near the Maine Central Railroad at Woodford's. The road and rolling stock is in fair condition. The business is light. The officers of the company have failed to make the returns required by law and therefore we are unable to give their names or address.

#### PORTLAND HORSE RAILROAD.

Along the streets of Portland with one line extending to Stevens Plains in the town of Westbrook, 7 25-100 miles.

*Directors*—H. P. Wheeler, Deering, Maine.

H. J. Libby, Portland, “

W. R. Wood, Portland, Maine.

E. A. Norton, “ “

Chas. Forbes, “ “

We have had frequent occasion to pass over this road and have made some special examinations as to its condition and management. The road is, for the most part, in good order and well managed. The cars are well adapted to the comfort and convenience of passengers, and the employes of the road are respectful and attentive to its patrons. The horses are apparently well treated and well fed, and the management is very satisfactory to the public. There have been two accidents upon the road during the past year. Ducan McPherson, who fell beneath the wheels and lost three fingers and broke his arm. Mrs. Burnham fell while alighting from the cars, and was slightly injured.

*President*—H. P. Wheeler, Deering, Maine.

*Superintendent*—Geo. W. Soule, Portland, Maine.

*Treasurer and Clerk*—E. A. Newman, Deering, Maine.

Proper address of company, Portland Railroad Company,  
484 Congress St., Portland, Maine.

#### PORTLAND & OGDENSBURG RAILROAD.

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

*Directors*—Samuel J. Anderson, Portland, Maine.

H. N. Jose, “ “

W. F. Milliken, “ “

J. S. Ricker, “ “

J. P. Baxter, “ “

R. M. Richardson, “ “

Samuel Waterhouse, “ “

Francis Fessenden, “ “

George F. Emery, “ “

Joel Eastman, Conway, N. H.

Your commissioners have the pleasure of again reporting the gradual improvement of this road. During the past year

a considerable amount of work has been done on the track, road-bed, station-houses and bridges within the limits of this State. The new brick building erected for the company officers has been completed, and is now occupied for the purposes for which it was designed. A channel has been opened through the flats in front of the land of the company, on West Commercial street into the main channel of Fore river, enabling vessels of heavy draught to come alongside the track and receive or discharge freight from and to the cars. In order to accomplish this it was necessary to remove 2,754 cubic yards of earth by dredging. The track and road-bed has been greatly improved during the past year. 500 tons of new steel rails, and 45,667 new sleepers have been laid in the track, and a large amount of gravel distributed along the road for ballasting and widening the road-bed. The grade summits at Otter ponds and at West Baldwin have been lowered several feet, thus doing away with the ascending grade at the stations, for trains going in a westerly direction. It was stated in our report for last year that the commissioners had recommended the re-building of two bridges, and the attention of the officers of the road had been called to the necessity for immediate action in the matter. We are happy to state that the old bridges have been removed, and a substantial stone arch, culvert, and earth embankment have taken the place of one, and a new Howe truss bridge erected in place of the other. The "overflow pass" in Deering has been covered with granite, and ballasted to grade to receive cross ties. A box culvert west of lake Sebago has been lengthened fifty feet, and the masonry of a portion of the abutments at Sticky river has been re-laid, and well protected with rip-rap. The pile bridges at Cumberland Mills, and Gambo, have been strengthened by additional piles, and new top timbers. A new Howe truss bridge has been built over Ten Mile brook in Hiram, and the iron bridge at Hiram has received a new flooring of southern pine. The truss bridge at Break Neck stream has been removed, and a very substantial stone arch and solid earth embankment substituted. A

new station has been erected at White Rock, and a large building at Lake Sebago. The grounds about the station at Lake Sebago have been greatly improved, adding to the attractions of this beautiful pleasure resort. Two new passenger cars, one smoking and baggage car, and four observation cars have been added to the rolling stock this year. The Portland & Ogdensburg Railroad was built and has been maintained and operated under many unusual discouragements and difficulties, but we firmly believe that the road is gradually emerging from its troubles, and gives promise of a prosperous and successful future.

Samuel J. Anderson, President, Portland, Maine.

John W. Dana, Treasurer, " "

Charles H. Foye, Clerk, " "

Jonas Hamilton, Superintendent, " "

John F. Anderson, Chief Engineer, " "

Proper address of the company, Portland & Ogdensburg Railroad Company, Portland, Maine.

#### PORTLAND & ROCHESTER RAILROAD.

From Portland, Maine, to Rochester, New Hampshire, 52 miles—49 5-10 miles in Maine.

*Directors*—George P. Wescott, Portland, Maine.

Samuel E. Spring, " "

Nathan Webb, " "

William L. Putnam, " "

Charles McCarthy, Jr., " "

Richard Olney, Boston, Mass.

Geo. C. Lord, Newton, Mass.

Stephen J. Young, Brunswick, Maine.

Joseph S. Ricker, Deering, "

Since this road passed under the control of the present management, the track, bridges and station buildings have been greatly improved, and the road is now in very good condition. During the past year 1,292 tons of steel rails and 18,943 cedar ties have been laid in the main track, and 2,259

feet of old iron rails laid in the side tracks at Portland and at other points. At our first examination of the road this year we suggested the strengthening of several bridges at different point along the road, and at our last examination we observed that this had been done. The iron bridge at Saco River has been painted. A new and commodious passenger station building, with extensive platforms, and an engine house and water tank have been built at Saco river. A new freight house has been built at Saccarappa, and a house has been erected to shelter the flagman at Forest Avenue crossing, Woodford's Corner. The track on the entire road is in good alignment and surface, and is for the most part well ballasted, and rides well. 15 miles of fence have been built this year. The whole location between the fences has been cleared of all brush and rubbish, and presents a very neat appearance. One new locomotive and one new freight saloon car have been added to the equipment this year. The Portland & Rochester Railroad is well managed, and should the present system of repairs and renewals continue for a year or two longer, it will compare with the best roads in the country.

George P. Wescott, President, Portland, Maine.

W. H. Conant, Treasurer, " "

Joseph W. Peters, Superintendent, " "

Proper address of company, Portland & Rochester Railroad Company, Portland, Maine.

#### PORTLAND, SACO & PORTSMOUTH RAILROAD.

From Portland, Maine, to Portsmouth, N. H., 51 miles—  
50 76-100 miles in Maine. Leased to Eastern Railroad Company.

*Directors*—Geo. E. B. Jackson, Portland, Maine.

Alfred P. Rockwell, Boston, Mass.

Wm. B. Bacon, " "

Samuel C. Lawrence, Medford, "

Geo. P. King, Boston, Mass.

Stephen J. Young, Brunswick, Maine.  
 F. R. Barrett, Portland, “

The Portland, Saco & Portsmouth Railroad is in every respect in very excellent condition. The track throughout the entire length of the road is laid with steel rails, on the best quality of cross ties, and well ballasted. The road-bed is of good width and well drained. The entire location between the fences is cleared of trees, brush and rubbish, and presents a very clean and attractive appearance. The track is in good alignment and surface, and rides very smoothly. During the past season the bridge over the Piscataqua river at Portsmouth has been thoroughly repaired and strengthened. The re-building of the pile bridge at Portland has been completed, and the bridges at Saco river, Kennebunk river and Maryland stream have been repaired. The machine shops and engine house at Cape Elizabeth, and the station buildings at Portland, Biddeford and Kennebunk have received necessary repairs. A new station building has been erected at Conway Junction, and the grounds about it improved. The road bridge in North Berwick, to which reference was made in our report of last year (owing to some difficulty in obtaining the consent of the officers of the town to the proposed change) remains in the same condition as last year. But we hear that an arrangement will be perfected the present season and the bridge placed in its proper position. In closing the report of the Portland, Saco & Portsmouth Railroad, we would commend the faithfulness and skill displayed by the officers in charge of the maintenance of way, to which the excellent condition of the road bears witness.

Arthur Sewall, President, Bath, Maine.

Payson Tucker, General Manager, Portland, Maine.

N. G. Chapin, Treasurer, Boston, Mass.

W. J. Hobbs, Auditor, “ “

D. W. Sanborn, Master of Transportation, Boston, Mass.

Lucius Tuttle, General Passenger Agent, “ “

W. F. Berry, General Freight Agent, “ “



H. Bissel, Master of Maintenance of Way, Salem, Mass.

F. Hardy, Purchasing Agent, Boston, Mass.

Amos Pillsbury, Master of Rolling Stock, Ea. Boston, Mass.

J. W. Sanborn, Superintendent of Conway Division, Wolfboro' Junction, New Hampshire.

Proper address of company, Eastern Railroad Company, Boston, Mass.

#### PORTSMOUTH, GREAT FALLS & CONWAY RAILROAD.

From Conway Junction in South Berwick, Maine, to North Conway, N. H., 71 37-100 miles—2 92-100 miles in Maine.

*Directors*—George E. B. Jackson, Portland, Maine.

Samuel C. Lawrence, Medford, Mass.

Willard P. Phillips, Salem, Mass.

John Cumnock, Great Falls, N. H.

John W. Sanborn, Wakefield, “

This road is leased to the Eastern Railroad Company, and managed by them. That portion of the road within the limits of this State has been improved during the past year, and the track, bridges and station buildings are now in good condition. This road, in connection with the Eastern Railroad, forms a very direct and expeditious route between Boston and the White Mountain region, and during the summer season is largely patronized by tourists and pleasure seekers.

*President*—Arthur Sewall, Bath, Maine.

*Treasurer*—N. G. Chapin, Boston, Mass.

*Clerk of Corporation*—Wallace Hackett, Portsmouth, New Hampshire.

*Superintendent*—John W. Sanborn, Wakefield, N. H.

*Master of Maintenance of Way*—H. Bissel, Salem, Mass.

#### RUMFORD FALLS & BUCKFIELD RAILROAD.

From junction with Grand Trunk Railway at Mechanic Falls, to Canton, 27 5-10 miles.

*Directors*—William L. Putnam, Portland, Maine.

S. C. Andrews,	“	“
Charles R. Milliken,	“	“
William H. Moulton,	“	“
R. C. Bradford,	“	“
Otis Hayford, Canton,		“
N. L. Marshall, West Paris,		“

By reference to our report of last year it will be seen we stated that “while this road was generally in good order, some of the bridges should be strengthened and repaired. Among the more important of these was the trestle and the pile bridge at Pottle stream, and the bridge near the station in Sumner. Both of the above named bridges, and some others, have been repaired, but it is understood that the repairs of the bridge at Sumner are temporary in their character, as the company intend and have commenced to build a more permanent and substantial structure. Several other bridges of minor importance have received needed repairs. There are several trestle bridges that should be filled with earth, one of the most important of which is the high trestle near Canton stream mills. About 100 tons of steel, 34 tons of iron rails, and 15,000 new ties have been laid in the track the past season. The road-bed is in very good order, and requires but little ballast. About four miles of wire fence have been built the past season. A new freight house has been erected at Buckfield, and needed repairs made on buildings and platforms at other points on the line. The iron rails in some portions of the track are too light, and should be replaced at an early day with heavier rails. The rolling stock of the road is for the most part in very good order. A new locomotive has been added since the date of our last report. The road seems to have entered upon a season of prosperity, and we have no doubt that under the present experienced management it will continue to gain in business, and secure the confidence of the public.

*President*—William L. Putnam, Portland, Maine.

*Vice President*—Otis Hayford, Canton, “

*Treasurer*—S. C. Andrews, Portland, Maine.  
*Clerk of Corporation*—Geo. D. Bisbee, Buckfield, Maine,  
*Superintendent*—L. L. Lincoln, Canton, “  
*Gen. Passenger Agent*—R. C. Bradford, Portland, “  
 Proper address of Company, Rumford Falls & Buckfield  
 Railroad Company, Portland, Maine.

## SOMERSET RAILROAD.

From Junction with Maine Central Railroad at Oakland, to  
 North Anson, 25 miles.

*Directors*—John Ayer, Oakland, Maine.

Edmund Rowe, Norridgewock, Maine.

S. D. Lindsey, “ “

W. H. Brown, North Anson, “

Albert Moore, “ “

F. W. Hill, Exeter, “

Nathan Weston, Madison, “

Calvin Walker, Embden, “

R. B. Dunn, Waterville, “

Geo. E. B. Jackson, Portland, “

S. S. Thompson, Lyndonville, Vermont.

This road has been maintained in its usual good condition, during the past season, giving proof of constant care and watchfulness on the part of officers and employes. 24 tons of steel rails and 2500 cedar ties have been laid in the track, 2¼ miles of track raised with 3000 yards of ballast. The trestle bridges at Jones' Brook, Madison, and Old Point, Norridgewock, have been strengthened and repaired. A portion of the bridge over the Kennebec river at Norridgewock has received a new deck, and new stringers put into the overhead bridge at Madison. The Hale stream bridge at Norridgewock has been strengthened, and the Martin stream bridge between Norridgewock and Oakland entirely re-built with hard pine timbers. 75 yards of masonry have been laid, 2 baggage cars have been re-built, and 3 passenger

cars thoroughly repaired and painted inside and out. This road is operated in the most economical and creditable manner, and although the business is limited, the road is well maintained in all its parts. There is some prospect that in the near future, the road may be extended up the Kennebec river to Solon and Bingham, or to North New Portland, and a change made in its down river connections, in which event its value and business would be largely increased.

*President*—John Ayer, Oakland.

W. M. Ayer, Superintendent and Gen. Passenger and Freight Agent, Oakland.

*Treasurer*—A. R. Small, Oakland.

*Clerk of Corporation*—Edmund Rowe, Norridgewock.

Proper address of Company, Somerset Railroad Company, Oakland, Maine.

#### ST. CROIX & PENOBSCOT RAILROAD.

From Calais to Princeton, 22 miles.

*Directors*—Geo. M. Porter, St. Stephens, New Brunswick.

Henry F. Eaton, Milltown, “

E. A. Barnard, Calais, Maine.

E. C. Gates, “ “

L. G. Downes, “ “

The managers of this road have partaken to some extent of the general spirit and desire for improvement which has seemed to animate all those in charge of the railroad interests of the State, and have made such repairs upon this road as necessity demanded and the limited means at their disposal would permit. The road is mainly dependent for support upon the transportation of lumber from the mills at Milltown, Baring and Princeton to Calais, and freight to and from the extensive tannery at Grand Lake. During the past season the long bridges across the St. Croix river at Baring, and the Dyer pond at Milltown, have been almost entirely re-built. The overhead bridge at Calais, and six large open culverts located at different points along the line have been re-built.

The track has been aligned and surfaced to some extent, many new ties laid in it, and many more are needed. The trains are run with care, and at a low rate of speed, and all the affairs of the road are managed in a safe and most economical manner.

*President*—Geo. W. Porter, St. Stephens, New Brunswick.

*Superintendent*—S. W. Haycock, Calais, Maine.

*Treasurer and Clerk of Corporation*—Samuel Black, Calais, Maine.

Proper address of Company, St. Croix & Penobscot Railroad Company, Calais, Maine.

#### SANDY RIVER RAILROAD.

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

*Directors*—N. B. Beal, Phillips, Maine.

W. F. Fuller, Phillips, Maine.

Philip H. Stubbs, Strong, Maine.

J. W. Porter, “ “

D. M. Bonney, Farmington, “

The Sandy River Railroad is located through one of the most attractive and picturesque sections of the State, and the traveller upon the cars of this road is in constant view of the most varied and beautiful scenery, embracing in its scope, distant mountains, winding streams, broad and fertile intervals. Since the date of our last report, the work of changing and improving the location, and substituting stone culverts for perishable wooden trestle bridges, has been carried on very extensively, adding very much to the safety and permanency of the road. Twenty-four stone culverts have been built, and earth embankments made over them in the place of the same number of wooden trestles. At Farmington a new location has been made, and the sharp curve and the wooden trestle abandoned. Other changes of the same character have been accomplished, straightening the line, reducing grade summits etc. The replacing of the trestles with stone culverts has involved the building of

1800 cubic yards of masonry, and the directors propose to continue the work until these perishable structures are all replaced with masonry and earth embankments. The business of the road is constantly increasing, demanding during the past year an addition to the rolling stock of one locomotive, two passenger, and eighteen freight cars. It is believed that the rapid development of the resources of the region reached by this road, will at no distant day necessitate the widening of the gauge, and arrangements are now being made preparatory to this change. The road is safely and successfully operated, and no accidents have occurred.

*President*—N. B. Beal, Phillips, Maine.

*Superintendent and Gen. Freight Agent*—D. L. Dennison, Phillips Maine.

*Gen. Passenger Agent and Treasurer*—J. E. Thompson.

*Clerk of Corporation*—Phillip H. Stubbs, Strong, Maine.

Proper address of Company, Sandy River Railroad Company, Phillips, Maine.

#### ST. CROIX RAILROAD.

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

This road was built by the New Brunswick & Canada Railway, for the purpose of securing an independent connection with the European and North American Railway at Vanceboro', but since the New Brunswick & Canada and St. John & Maine railways have been leased to the New Brunswick railway, the necessity for the St. Croix railway has ceased to exist, and the road has been abandoned.

#### WHITNEYVILLE & MACHIASPORT RAILROAD.

From Machiasport to Whitneyville, 7.5 miles.

This road is only used for the transportation of lumber, and we do not inspect it, or receive any returns from the officers. Cornelius Sullivan is Treasurer and Manager.

## NEW RAILROADS.

## CONSTRUCTED AND OPENED DURING THE YEAR 1883.

Bridgton & Saco River, 2 feet gauge.....	15.5 miles.
Green Mountain.....	1.13 “
Kennebunk & Kennebunkport.....	4.5 “
Monson, 2 feet gauge.....	6 “

## ROADS IN PROCESS OF CONSTRUCTION.

Bangor & Piscataquis Extension from Blanchard to Moosehead Lake, 13.9 miles.

Mt. Desert Branch of Maine Central Railroad, 40 miles.

International or Megantic Railway, from Lenoxville, Canada, via. Lake Megantic and Moosehead Lake to a connection with the European and North American Railway at or near Mattawamkeag.

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 Accidents in Maine, Year Ending June 30, 1883..
 

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## ATLANTIC &amp; ST. LAWRENCE RAILROAD.

- M. McHenry, teamster, Portland, driving across track, leg broken.
- G. Fisher, unknown, Portland, laid down on track, suicide.
- W. D. Ladd, brakeman, Mechanic Falls, coupling cars, badly crushed.
- N. L. Fitzgerald, sea captain, Portland, run over by train, killed.
- J. B. Dyer, brakeman, Danville Junction, fell under train, killed.
- J. F. Ladd, brakeman, Danville Junction, slipped off car, foot injured.
- Walter Perkins, boy of 9 years, Mechanic Falls, driving across track, killed.
- Ed. Duddy, guardman, Portland, coupling cars, thumb crushed.
- D. A. Willey, brakeman, Yarmouth Junction, coupling cars, finger crushed.

- P. Welch, teamster, Portland, driving across track, wrist injured.  
 T. Lee, coupler, Portland, coupling cars, finger crushed.  
 L. A. Needham, brakeman, Danville Junction, coupling cars, finger crushed.  
 R. F. Lowell, coupler, Portland, shunting, foot crushed.  
 S. F. Merrill, passenger, Portland, trying to get on moving train, leg crushed.  
 M. Franklin, trackman, Portland, standing on track, killed.  
 C. L. Thomas, brakeman, Gilead, coupling cars, killed.  
 W. W. Stowell, brakeman, Bryant's Pond, fell between cars, ankle sprained.  
 J. E. Lamson, coupler, Portland, jumping from engine, leg crushed.

## BOSTON &amp; MAINE RAILROAD.

October 14, 1882. Unknown man, run over and killed near Biddeford, Me.

November 15. Charles E. Deering, thrown from his buggy by engine striking it, at Portland. He was slightly injured.

March 13, 1883. L. W. Foster, employe, run over and injured, in Portland yard.

March 24th. E. H. Cressey, employe, injured by getting caught between freight cars.

April 28th. D. McDonald, employe, killed by frozen earth from steam shovel, at Pine Point.

June 23d. George Sullivan, trespasser, ran across track, struck and injured by train, near Biddeford.

July 6th. Walter Small, employe, attempting to get on train at Maryland Ridge, had one leg cut off.

August 1st. M. Holland, employe, coupling cars at Portland, had one hand jammed.

August 29th. Charles Connean, walking on track near Saco, struck and injured by train.

September 6th. James Falvey, trying to get on a train at Biddeford, was killed.

September 26th. J. H. Shackley, employe, run over in Portland yard, and killed.

## MAINE CENTRAL RAILROAD.

November 8, 1882. At Lincoln a special train ran into rear of passenger train and although none were killed, five passengers were







NAME OF ROAD.	STOCK.				DEBT.			PERMANENT INVESTMENTS.					REVENUES FOR YEAR ENDING SEPTEMBER 30, 1883.					EXPENDITURES.									
	Capital Stock.	Number of Stockholders.	Number of Stockholders in Maine.	Amount of Stock held in Maine.	Amount of Funded Debt.	Amount of Unfunded Debt.	Total Liabilities September 30, 1883.	Net addition to property in 1883.	Cost of Construction.	Cost of Equipment.	Total Permanent Investment.	Cash and Cash Assets.	Total Property and Assets.	From Passengers.	Express and Extra Baggage.	Mails.	Total Earnings passenger department.	Total Earnings freight department.	Total Income all sources.	Taxes.	Insurance.	General Expenses.	Traffic Expenses.	Way and Track.	Bridges.	Equipment.	Buildings.
Aroostook River.....	-	-	-	-	-	-	-	-	-	-	-	-	10,412 27	259 80	1,284 34	11,956 31	30,183 37	42,139 86	402 97	107 60	1,534 37	12,845 91	7,486 19	350 76	3,755 65	533 09	27,016 54
Atlantic & St. Lawrence.....	5,484,000 00	1322 94	16,400	3,000,000	-	8,484,000 00	-	-	-	-	-	8,484,000 00	250,345 20	17,526 58	14,741 93	282,613 71	732,199 97	1,017,283 90	17,130 11	18,569 55	in next	263,669 97	*175,370 76	-	381,150 02	-	861,212 51
Bangor & Piscataquis.....	357,148 50	209 204	356,150	925,000	-	-	-	-	-	-	-	-	37,051 20	1,350 00	5,310 64	43,711 84	78,544 36	122,910 15	262 58	693 38	6,333 86	19,667 48	17,970 23	2,772 89	8,649 33	824 47	57,174 22
Bangor & Katahdin Iron Works.	120,000 00	14 14	120,000	220,000	5,520 92	345,520 92	786 54	335,139 07	inc. in last	335,139 07	10,381 85	345,520 92	7,097 63	50 79	793 31	7,969 23	13,792 67	21,784 44	50 35	225 38	1,123 10	6,449 42	5,056 47	8 19	2,189 08	678 76	15,780 75
Belfast & Moosehead Lake.....	648,100 00	163 151	640,900	150,000	87,900 00	886,000 00	-	-	-	32,332 54	13,303 60	-	Leased to	Me. Cen.	R. R.	Co.	-	-	37,479 95	-	-	496 85	-	-	-	-	496 85
Boston & Maine.....	6,921,274 52	4233 294	460,700	3,500,000	816,963 85	12,874,440 51	69,950 00	9,512,780 26	1,308,180 00	11,607,796 93	1,266,643 58	12,874,440 51	1,679,603 22	76,516 14	24,952 67	1,781,072 03	1,134,871 66	2,985,141 10	115,264 38	7,215 98	224,562 16	945,623 69	300,173 90	49,664 41	283,934 77	144,320 92	2,070,760 21
Bridgton & Saco River.....	88,566 50	84 80	81,050	80,000	27,118 91	195,784 75	-	166,035 74	26,013 39	192,049 13	3,735 62	195,784 75	7,220 32	138 53	198 99	7,557 84	4,954 84	12,512 68	-	73 35	1,017 60	5,266 16	2,646 47	-	419 97	533 85	9,977 40
Dexter & Newport.....	122,000 00	131 122	105,700	175,000	999 45	279,999 45	-	297,000 00	-	-	999 45	297,999 45	Leased to	Me. Cen.	R. R.	Co.	-	-	18,000 00	-	-	-	-	-	-	-	44 15
European & North American.....	2,446,000 00	315 270	2,067,000	1,000,000	53,200 00	3,499,200 00	-	-	-	-	-	-	"	"	"	"	-	-	-	-	-	-	-	-	-	-	-
Green Mountain.....	61,000 00	12 12	61,000	39,000	7,200 00	134,564 75	-	102,064 75	inc. in last	134,064 75	500 00	134,564 75	-	-	-	6,744 26	95 42	7,839 68	-	-	-	-	-	-	-	-	4,704 25
Houlton Branch.....	-	-	-	-	-	-	-	-	-	-	-	-	1,041 23	2,600 00	138 41	1,195 67	3,018 34	4,214 01	40 30	10 76	153 46	1,266 29	748 00	-	375 57	38 66	2,634 04
Knox & Lincoln.....	364,580 00	269 255	362,680	-	2,395,000 00	2,759,580 00	-	2,579,532 51	125,300 00	2,704,832 50	54,747 46	2,759,580 00	86,555 55	3,301 34	5,386 64	95,768 93	55,068 30	150,837 23	-	-	6,406 72	33,229 46	54,285 08	7,440 20	9,953 12	2,330 85	113,645 43
Maine Central.....	3,620,100 00	520 408	1,078,500	9,700,600	1,163,497 25	14,484,197 25	781 00	10,049,779 52	1,651,209 74	1,975,503 71	807,704 28	14,484,197 25	1,147,206 71	48,037 88	93,056 34	1,288,306 93	1,547,193 73	2,864,615 31	50,921 73	4,811 36	104,451 17	831,662 39	425,413 42	39,875 01	288,775 18	93,796 64	1,839,706 80
Orchard Beach.....	50,000 00	12 4	1,700	-	15,252 64	65,252 64	13,362 31	47,224 52	14,280 52	61,505 04	2,925 14	65,252 64	4,647 85	-	28 57	4,676 42	17 65	4,728 77	31 88	82 50	2,262 55	1,225 73	534 77	-	347 57	-	4,455 00
Old Orchard Junction.....	60,000 00	5 3	1,500	70,000	4,666 67	134,666 67	-	128,749 83	inc. in last	-	120 83	134,666 67	-	-	-	-	-	1,180 75	-	-	-	-	-	-	-	-	2,310 09
Portland & Ogdensburg.....	1,063,000 00	254 243	-	3,068,000	228,576 92	4,447,319 22	70,925 27	3,950,237 72	390,242 91	4,340,480 63	106,838 59	4,447,319 22	138,921 64	5,144 18	8,698 19	152,764 01	186,080 27	338,844 28	807 01	2,675 21	14,149 49	132,655 82	82,041 57	8,217 16	41,346 41	7,231 04	289,123 70
Portland & Rochester.....	584,031 43	102 85	211,300	-	15,724 71	652,756 14	-	584,031 43	inc. in last	585,483 17	67,272 95	652,756 14	64,728 17	2,200 00	6,583 52	73,511 69	123,255 56	197,940 13	2,063 34	298 93	13,368 76	59,139 96	63,510 14	2,054 34	27,601 52	9,428 68	177,465 67
Portland, Saco & Portsmouth....	1,500,000 00	1389 109	2,259 sh's	-	-	1,506,996 11	-	1,382,445 00	96,555 00	1,499,000 00	7,996 11	1,506,996 11	Leased to	Eastern	R. R.	Co.	-	-	90,354 63	-	-	-	-	-	-	-	-
Portsmouth, Gt. Falls & Conway.	1,150,300 00	582 20	175 sh's	1,000,000	-	2,151,714 05	-	2,086,250 00	640 50	-	1,414 05	2,151,714 05	"	"	"	"	-	45,056 54	-	-	-	-	-	-	-	-	-
Rumford Falls & Buckfield.....	500,000 00	31 28	437,700	137,000	37,910 08	674,910 08	15,833 55	608,277 69	56,639 56	665,667 25	9,242 83	674,910 08	14,862 16	903 25	1,411 76	17,177 17	33,971 39	52,272 01	159 81	142 70	8,422 83	13,895 10	8,898 26	270 92	2,758 40	733 59	35,281 61
Sandy River.....	69,533 06	74 66	65,200	50,000	26,834 02	146,367 08	-	104,883 70	33,767 05	138,650 75	7,716 33	146,367 08	9,264 38	851 10	780 00	10,895 48	12,028 56	22,983 94	55 43	-	1,842 08	7,461 89	5,114 46	-	2,226 83	-	16,700 69
Somerset.....	379,050 44	-	-	450,000	53,552 61	882,603 05	-	803,754 18	5,095 00	816,649 18	2,320 36	882,603 05	8,738 25	496 33	1,413 85	10,648 43	15,347 53	25,995 96	116 45	118 72	6,725 12	10,353 60	1,917 00	375 02	3,115 32	1,620 27	24,341 49
St. Croix & Penobscot.....	100,000 00	65 26	34,000	162,300	-	379,948 68	-	311,935 48	52,064 52	364,000 00	15,948 68	379,948 68	4,450 51	-	909 25	5,459 79	34,050 88	40,456 64	267 48	628 46	2,423 68	7,483 57	5,173 05	4,685 55	5,268 65	1,132 22	27,062 66
Whitneyville & Machias.....	no returns.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Portland (Horse).....	157,600 00	99 92	147,500	-	-	-	-	-	-	-	-	-	-	-	-	63,052 66	-	66,032 24	266 94	283 80	3,141 55	39,268 73	7,024 42	-	10,184 96	4,534 33	64,704 73

Lewiston & Auburn (Horse), no return.

Ocean Street (Horse), " "

\*Inc. of Bridges and Buildings.

EXPENDITURES.

	General Expenses.	Traffic Expenses.	Way and Track.	Bridges.	Equipment.	Buildings.	Total Expenses.	Net Income.	Rentals.	Interest Accrued.	Dividends.	Balance, Surplus, S. Deficit, D.	Passenger Train Mileage.	Freight Train Mileage.	Total Train Mileage.	Number of Local Passengers.	Number of Through Passengers.	Total Number of Passengers Carried.	Local Passenger Mileage, (carried one mile.)	Through Passenger Mileage, (carried one mile.)	Tons of Local Freight.	Tons of Through Freight.	Total Tons of Freight Carried.	Local Freight Mileage, (tons carried one mile.)	Through Freight Mileage, (carried one mile.)	Number of Locomotives.	Number of Passenger Cars.	Number of Parlor or Sleeping Cars.	Number of Mail, Baggage and Express Cars.	Number of Freight Cars.	Number of other Cars.	Total Miles of Road.	Total in Maine.	Average Number of Persons Employed.	
7 60	\$ 1,534 37	\$ 12,845 91	\$ 7,486 19	\$ 350 76	\$ 3,755 65	\$ 533 09	\$ 27,016 54	\$ 15,123 14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9 55	in next	263,669 97	*175,370 76	-	381,150 02	-	861,212 51	150,071 39	-	480,685 60	-	D-324,614 21	189,673	485,793	833,655	133,665	126,244	259,939	3,784,111	7,198,432	248,359	445,978	694,337	19,536,521	59,878,987	47	25	-	20	-	-	150 3-4	82 1-2	935	
3 38	6,333 86	19,667 48	17,970 23	2,772 89	8,649 33	824 47	57,174 22	65,735 93	-	-	-	-	40,582	40,238	86,270	20,468	24,603	45,101	399,019	897,594	5,687	45,838	51,525	131,633	1,585,222	4	4	-	2	80	-	62 8-10	62 8-10	70	
5 38	1,123 10	6,449 42	5,056 47	8 19	2,189 08	678 76	15,780 75	6,003 69	-	6,000 00	-	S- 3 69	13,038	12,856	27,644	8,717 3	4,582 1/2	13,298	111,497	98,600 1/2	7,909	6,344	14,253	67,585	84,007	2	2	-	1	30	-	18 9-10	18 9-10	-	
	496 85	-	-	-	-	-	496 85	36,983 10	-	14,274 00	9,405 50	S- 13,303 60	Leased	Leased	Leased	to	the	the	Maine	Central	Central	Central	R. R.	Company.	Company.	-	-	-	-	-	-	33 1-2	33 1-2	-	
5 98	224,562 16	945,623 69	300,173 90	49,664 41	283,934 77	144,320 92	2,070,760 21	914,380 89	88,296 87	258,680 82	560,000 00	S- 7,403 20	1,176,851	529,011	2,028,735	6,166,381	322,376	6,488,756	73,004,098	12,212,383	687,587	259,319	946,906	26,378,567	22,358,210	89	155	8	35	1560 231	204 1-5	44	2093		
3 35	1,017 60	5,266 16	2,646 47	-	419 97	533 85	9,977 40	2,535 28	-	2,988 72	-	D- 453 44	-	-	22,128	5,998	5,828	11,826	82,438	91,040	1,488	3,040	4,528	13,054	48,178	2	2	-	2	15	-	16	16	-	
	-	-	-	-	-	-	44 15	17,955 85	-	10,500 00	7,320 00	S- 135 00	Leased	Leased	Leased	to	the	the	Maine	Central	Central	Central	R. R.	Company.	Company.	-	-	-	-	-	-	14	14	-	
	-	-	-	-	-	-	4,704 25	125,000 00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	114 1-2	114 1-2	-	
	-	-	-	-	-	-	4,704 25	3,135 25	-	1,200 00	600 00	S- 1,335 25	-	-	-	-	-	2,697	-	-	-	-	-	-	-	-	1	1	-	-	-	1 2-10	1 1-5	-	
0 76	153 46	1,266 29	748 00	-	375 57	38 66	2,634 04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	6,406 72	33,229 46	54,285 08	7,440 20	9,953 12	2,330 85	113,645 43	37,191 80	-	-	-	-	70,095	35,145	116,880	60,882	38,388	99,280	1,028,018	1,217,193	5,159	32,771	39,930	139,003	1,291,639	5	9	-	3	80	6	49	49	-	
3 36	104,451 17	831,662 39	425,413 42	39,875 01	288,775 18	93,796 64	1,839,706 80	1,024,908 51	182,958 33	644,146 15	197,522 50	S- 281 53	842,397	745,073	2,148,679	891,776	259,162	1,150,937	21,209,317	24,092,738	426,483	350,799	777,282	21,342,645	42,440,786	74	86	-	36	2113 79	484 1-10	484 1-10	-		
1 50	2,252 55	1,225 73	534 77	-	347 57	-	4,455 00	273 77	-	-	-	S- 273 77	-	-	6,006	35,920	8,411	44,331	107,760	25,233	-	35 1-2	35 1-2	70 1-2	-	-	2	8	-	-	-	-	-	-	
	-	-	-	-	-	-	2,310 09	-	-	4,666 67	-	D- 5,796 01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	4	-	[pas'ngr	1	-	2 3-4	2 3-4	-
21	14,149 49	132,655 82	82,041 57	8,217 16	41,346 41	7,231 04	289,123 70	49,720 57	-	71,489 08	-	D- 21,768 51	135,753	97,813	271,846	74,407	60,869	135,271	1,880,974	2,264,308	147,009 9-10	60,510 1-2	207,520 4-10	2,293,523 4-10	4,813,573 4-10	11	24	-	inc. in	280 1	109	51	291		
93	13,368 76	59,139 96	63,510 14	2,054 34	27,601 52	9,428 68	177,465 67	20,474 46	-	-	-	S- 20,474 46	74,609	67,734	179,960	152,695	22,668	175,360	-	-	60,846	53,697	114,543	-	-	8	9	-	5	211	-	52 1-2	49	160	
	-	-	-	-	-	-	90,352 47	-	-	-	90,000 00	S- 354 63	Leased	Leased	Leased	to	the	the	Maine	Central	Central	Central	R.	R.	Co.	-	-	-	-	-	-	50 76-100	50 76-100	-	
	-	-	-	-	-	-	45,056 54	-	-	45,000 00	-	S- 56 54	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72 86-100	2 92-100	-	
70	8,422 83	13,895 10	8,898 26	270 92	2,758 40	733 59	35,281 61	16,990 40	-	9,590 00	-	S- 7,400 40	18,300	18,000	38,300	8,094	10,344	18,434	-	-	14,329 6-10	18,884 2-10	33,233 8-10	-	-	3	2	-	2	58	30	30	8		
	1,842 08	7,461 89	5,114 46	-	2,226 83	-	16,700 69	6,283 25	-	4,356 21	-	S- 1,927 04	12,016	12,484	31,693	13,402	3,446	16,848	172,798	54,314	10,167	-	10,167	154,421	-	-	-	-	-	-	-	-	-	4	
72	6,725 12	10,353 60	1,917 00	375 02	3,115 32	1,620 27	24,341 49	1,654 47	-	-	-	-	10,388	8,650	24,913	6,420	5,150	11,570	-	-	6,432	7,032	13,464	-	-	3	3	-	2	20	25	25	30		
46	2,423 68	7,483 57	5,173 05	4,685 55	5,268 65	1,132 22	27,062 66	13,393 98	-	9,761 90	-	S- 3,632 02	19,616	8,990	25,064	21,436	-	21,436	201,002	-	-	-	-	-	-	-	4	4	-	2	182	21	16 1-4	37	
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
80	3,141 55	39,268 73	7,024 42	-	10,184 96	4,534 33	64,704 73	1,327 51	-	-	-	S- 5,083 55	-	-	261,485 1/2	-	-	1,170,276	-	-	-	-	-	-	-	-	26	-	-	4	-	7 3-8	7 3-8	58	

\*Inc. of Bridges and Buildings.