

# 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

— 1885 —

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VOLUME II.

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AUGUSTA:

SPRAGUE & SON, PRINTERS TO THE STATE.

1885.

# REPORT

OF THE

# Railroad Commissioners

OF THE

STATE OF MAINE.

1884.



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# REPORT.

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*To the Governor of the State of Maine:*

We submit herewith the Twenty-Sixth Annual Report of the Railroad Commissioners of this State, for the year ending December 1, 1884.

As the railroad system of the State is being gradually extended, the demand upon the time and attention of the Commissioners is yearly increased; in no year since the Board was first established has it been so great as during the last. This increased demand upon the time and attention of the Board has been caused, principally, by the statute relating to the formation of railroad corporations, and building of railroads under its provisions; although during the year a branch of the Maine Central Railroad, known as the Maine Shore Line, has been completed, and the Bangor & Piscataquis Railroad extended to Moosehead Lake, under charters granted by the Legislature, before the enactment of the statute above mentioned.

While, in many of the States, the time of the Commissioners is largely taken up in adjusting questions and controversies between their several railroad companies, and between these corporations and municipal and other corporate bodies, and with individuals, we are pleased to say that the management of the several railroads in this State, in dealing with each other and with individuals and corporations, has been such as to rarely call for the exercise of the authority conferred by statute upon the Board of Commissioners, or to require additional legislation in that respect.

The Commissioners have made two careful examinations, during the year, of the tracks, rolling stock, bridges, viaducts and culverts of the several railroads in the State, and, with few exceptions, have found all in good repair and safe for public travel, and where doubts existed as to safety of any or either of them, have caused reasonable repairs or renewals to be made, and at the close of the year sent to the clerk of each corporation a certificate of its condition, as required by law; and we take pleasure in reporting a very general improvement in nearly all of the railroads in the State, since our last report.

### NEW RAILROADS.

Only one railroad corporation has been organized under the provisions of the general railroad law during the year—viz.,

#### THE FRANKLIN & MEGANTIC RAILROAD.

The road is to extend from a point on the Sandy River Railroad, in the village of Strong, through the towns of Freeman and Salem, to Kingfield, a distance of about fifteen miles; gauge, two feet. The location of this road was approved by the Commissioners on the fourth of April last. We are informed that the grading is nearly completed, and that the road will soon be opened for travel.

#### FRANKLIN & SOMERSET RAILROAD COMPANY.

A corporation under the above title was organized in the fall of 1883. Said corporation proposed to construct a railroad from a point on the Sandy River Railroad at South Strong, in the county of Franklin, thence in a north-easterly direction, through the town of New Vineyard, to North New Portland. The location of this proposed road, deliberately considered by the Commissioners during the past year, was not approved. See Appendix.

### MOUNT DESERT RAILROAD.

A corporation under the title of Mount Desert Railway was organized in the fall of 1883, under the provision of the statute.

This company proposed to construct a railroad from the village of Bar Harbor, in the town of Eden, to the base of Green Mountain in said town, a distance of three miles; gauge two feet.

A hearing on petition for location was given by the Commissioners to parties interested, January 16 and 17, 1884, and the same was approved in part. See Appendix.

### ANSON & NEW PORTLAND RAILROAD.

This corporation was also organized in 1883, and their location approved by the Commissioners, April 4, 1884. This contemplated road is to extend from a point on the Somerset Railroad at Anson, in a northerly direction, to North New Portland; length of road about eight (8) miles; gauge two feet. We do not learn that any effort is being made to build the same.

### MAINE SHORE LINE RAILROAD.

This road, which is now a branch of the Maine Central, has been completed during the past year, and put in good order for the passage of trains. The road extends from the village of Brewer, near Bangor, through the city of Ellsworth, to Hancock Point, within seven or eight miles of Bar Harbor. It was opened for traffic in the early part of the season, and commanded a very large portion of the travel to that famous summer resort. The road is about forty (40) miles in length.

### BANGOR & PISCATAQUIS RAILROAD EXTENSION.

During the past season the above-named railroad has been extended from Blanchard to the so-called West Cove of Moosehead Lake, a distance of about fourteen (14) miles.

This extension will undoubtedly be the means of largely increasing the travel over the whole line of the road and its receipts from freight also.

### AMENDMENT OF STATUTES RELATING TO RAILROADS.

In your Commissioners' last report we called attention to several statutes which in our judgment should be amended as follows :

“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.”

#### RAILROAD CROSSINGS.

We also called attention to the statute of 1883, chapter 167, now a portion of section 27 of chapter 18 of the Revised Statutes. Said section provides as follows :

“Town ways and highways may be laid out across, over or under any railroad track, in the same manner as other town ways and highways, except that the Railroad Commissioners *on application of the parties owning*



*or operating the railroad*, shall upon notice and hearing determine the manner and conditions of crossing the same."

Section 28, chapter 51, Revised Statutes, is as follows :

"Railroads may cross highways in the line of the railroad, but cannot pass along them without leave of the town. The conditions and manner of crossing shall first be determined in writing, and entered in their records by the County Commissioners."

In calling attention to these statutes in our last report, we used the following language which we here re-insert :

"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."

We believe that each of the above-mentioned sections should be amended, so that all parties interested should stand on an equal footing. If the parties owning and operating the railroad have the right to call upon the Commissioners to determine the manner and conditions of crossing, why ought not the municipal officers of towns to have similar power? They cannot make the crossing until it is determined how and in what manner they shall cross, and the parties owning or operating the railroad may not desire to call upon the Commissioners, and as the law stands no other party interested can do so.

Section 28 of chapter 51, above quoted, after providing that the County Commissioners, in writing, may determine the conditions and manner of crossing, reads as follows :

"When the corporation is dissatisfied with their decision, it may make a written application to the Governor, who shall appoint three disinterested persons, not residents of the county, who, after notice to the Commissioners, and at the expense of the corporation, shall revise and adjudicate upon the matter; and their decision, signed and recorded in the records of the Commissioners, shall be final."

If the above statute is to be retained, it would seem reasonable to provide that all parties interested in such crossing should, if dissatisfied with the decision of the Commissioners, have the right to make the application provided for railroad

corporations in such cases, and that the expense and costs attending the same be paid as provided in section 125, chapter 51, Revised Statutes.

### PROVISIONS FOR SAFETY.

The prime object in creating a Board of Railroad Commissioners was to secure the safety of the general public by providing a board of officials whose duty should be to see that all railroads in the State, and rolling stock, are kept in suitable repair and safe for travellers. This object cannot be fully attained unless the Board of Commissioners are clothed with sufficient power to compel railroads crossing highways, or highways crossing railroads, to be so constructed as to insure safety, as far as may be, to those travelling over both. In many places in the State, highways cross under railroads in such a manner as to compel railroad companies to construct awkwardly askew bridges over them; one of these was the bridge at Cole's Corner, in the town of Wells, on the Boston & Maine Railroad, where an accident occurred a few years ago which, in a measure, was owing to this manner of spanning the highway. Since said accident, an arrangement has been made with the town to alter the course of the highway so as to cross under the railroad at right angles thereto.

### TRAVEL ON RAILROADS IN PROCESS OF CONSTRUCTION.

We think the statute should be so amended as to require an inspection by the Commissioners of all new railroads before they are opened to public travel. There is now no law to prevent railroad companies or contractors from running passenger trains for public travel over railroads in process of construction, and while in an unsafe and even dangerous condition.

## RAILROADS IN MAINE.

	Miles in Maine.	Whole length Maine line op.
Aroostook River Railway .....	30.	30.
Atlantic and St. Lawrence (Grand Trunk) .....	82½	149.5
At droscooggin (Maine Central) viz: Bath Branch, and .....	8½	} 75.65
Brunswick to Farmington, including branch to Lewiston .....	66.9	
Bangor and Piscataquis .....	77.	77.
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
Franklin and Megantic .....	15.	15.
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
Maine Shore Line .....	40.	40.
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 Showhegan, 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 .....	1,148.52	6,307.18

## AROOSTOOK RIVER RAILWAY.

From State line to Presque Isle, 30 miles.

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

George Stephens, Montreal.

J. S. Kennedy, New York.

J. Kennedy Tod, New York.

E. R. Burpee, Bangor, Me.

The Aroostook River Railway is a branch of the New Brunswick Railway, and extends from the boundary line between the United States and the British Province of New Brunswick to Presque Isle, in the State of Maine. That portion of the road between the State line and Caribou was projected and built by the citizens of Aroostook County, and soon after its completion leased to the New Brunswick Railway Company, by whom it has been extended from Caribou to Presque Isle. The road was originally built and operated with a track gauge of  $3\frac{1}{2}$  feet, but the rapidly growing business and development of the resources of Aroostook County demanded increased facilities, and the track has been widened to the standard gauge, thus securing the advantages of a uniform gauge with that of the general railroad system of the country. The entire track of the New Brunswick Railway, including the Aroostook River Railway as far as Caribou, has been re-laid with steel rails, and is now in good condition. Several of the bridges have, at the suggestion of your Commissioners, been renewed or repaired. Between Caribou and Presque Isle the rails are of too light weight for the service required of them, but we are assured that the defect will be remedied at an early day, and trains will be run at a low rate of speed until this is accomplished. The road-bed and bridges are in good order. The management of the road is progressive and liberal in its dealings with the public, but as the country which this line of railroad traverses is comparatively new, time must be given it to fully develop the value and importance of its position.

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

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

John Stuart, Superintendent, Woodstock, N. B.

Address of the Company, St. John, New Brunswick.

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

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

*Directors*—Joseph Hickson, Montreal, Canada.

Sir A. T. Galt,	“	“
Philip H. Brown,	Portland.	
Harrison J. Libby,	“	
Franklin R. Barrett,	“	
Francis K. Swan,	“	
George P. Wescott,	“	

This road continues in the same condition of excellence as reported last year. The rails and ties in the track have been renewed wherever it has been found necessary to do so. The road-bed is well ballasted and drained. The bridges are all constructed of iron and of the most approved patterns. The location between the fences is well cleared of bushes and rubbish of all kinds, presenting a very neat and attractive appearance. The station buildings, for the most part, are well maintained and convenient, and several new structures have been built and others are in process of erection at different points. In short, the whole line gives evidence of skilful and careful management and due regard for the safety and convenience of the public. The entire track is laid with steel rails of heavy weight. The Atlantic & St. Lawrence Railroad is leased to and operated by the Grand Trunk. The proper address of the company operating the road is Grand Trunk Railway of Canada, Montreal, Canada.

Joseph Hickson, General Manager, Montreal, Canada.

William Edgar, Gen'l Pass. Agent, “ “

J. S. Stephenson, Superintendent, “ “

E. P. Hannaford, Chief Engineer, “ “

John Lloyd, Assistant Engineer, in charge of Maine Division,  
Richmond, Province of Quebec.

## BANGOR &amp; PISCATAQUIS RAILROAD.

From Oldtown to Moosehead Lake, 77 miles.

*Directors*—Moses Giddings, Bangor.

M. S. Drummond,	“
William B. Hayford,	“
John Cassidy,	“
C. H. Sawyer,	“
Isaac Strickland,	“
A. G. Wakefield,	“
T. S. Moore,	“
C. L. Marston,	“
T. N. Egery,	“
W. C. Pitman,	“
T. White,	“
A. M. Robinson,	Dover.

Since the date of our last report this road has been extended and completed from Blanchard to West Cove, at the foot of Moosehead Lake, a distance of 14 miles, making the total length of the road from its junction with the European & North American road at Oldtown to Moosehead Lake, 77 miles. The opening of this road to Moosehead Lake gives easy access to one of the most attractive and desirable summer resorts to be found in Maine, or, indeed, in the whole country, and it will undoubtedly become a very popular line of travel for tourists and others who are seeking for rest and enjoyment amidst the wild and magnificent scenery of Maine, and particularly in the region about Moosehead. In addition to the above, the lumbering interests centering at the lake must be greatly benefitted by the opening of this line and the increased facilities it affords for the transportation of men and supplies to the many camps in the vicinity of the lake. The road from Blanchard to the lake is located over a rough and broken surface, requiring sharp curves, heavy grades, and long, high trestle bridges, the last named built in a very substantial manner. Many improvements and repairs have been made on the older division, between Oldtown and Blanchard. The high, trestle bridges located between Guilford and Blanchard have been repaired and strengthened, and many new rails and ties laid and the track ballasted, station buildings repaired and painted, and the general condition of the road greatly improved.

The rolling stock is in good order, but some additions are required to accommodate the rapidly increasing business.

Moses Giddings, Bangor, President.

Arthur Brown, Superintendent, Gen'l Pass. and Freight Agent.

H. W. Blood, Treasurer and Clerk.

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, “

Notwithstanding the discouragements under which this company has labored in consequence of the destruction by fire of the Katahdin Iron Works, upon which they depended, in a great measure, for business, the road has been maintained in good condition up to the present time. The track has been raised, ballasted, surfaced and aligned, the road-bed well drained. In compliance with the suggestions of your Commissioners, the lattice bridge over Pleasant River, near the iron works, has been strengthened, and all the bridges are now in a safe condition for the passage of trains over them. New industries are being established at different points along the line, particularly at Brownville and Katahdin Iron Works, and should the furnaces at the last named point be re-built, the traffic over this road will be greatly increased and the purposes for which it was constructed attained.

Charles L. Lord, President, Bangor.

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

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

## BOSTON &amp; MAINE RAILROAD.

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

*Directors*—George C. Lord, Newton, Mass.

Nathaniel G. White, Lawrence, Mass.

Nathaniel J. Bradley, Boston, “

John F. Osgood, “ “

James R. Nichols, Haverhill, “

Amos Paul, South New Market, N. H.

William S. Stevens, Dover, “

Nathaniel W. Farwell, Lewiston, Me.

Joseph S. Ricker, Portland, “

The Commissioners are happy to report the many and very great improvements and additions made during the past season on this important line of railroad, and we note particularly the widening of the road-bed and completion of the double track from Portland to West Biddeford, making about 19 miles of continuous double-track road. The filling of the pile bridges across Scarboro' marshes has been continued, and these long and expensive structures have been reduced to a small fraction of their original length, and the portions of the bridges necessarily retained have been thoroughly repaired. The new double track has been well ballasted and is now in excellent running order. The most marked and important changes have been made between Old Orchard and Biddeford, where the many iron bridges over the streets of Saco and Biddeford, and over the different channels of the Saco River, have, with one or two slight exceptions, been entirely removed, and heavier, stronger and better iron structures substituted in their places. The bridges not removed have been thoroughly strengthened. The bridges removed varied from 50 to 400 feet or more in length, and these have been taken down and others raised in their places, without accident to persons or detention of trains, a record which all who are familiar with the peculiar location of some of these bridges, and the difficulties to be encountered and overcome, will appreciate and highly commend. The road throughout its entire length is, in all respects, in excellent condition, and may safely challenge comparison with any other road in the country. The rolling stock is in excellent order.

George C. Lord, President, Newton, Mass.

James T. Furber, General Superintendent, Lawrence, Mass.



William Merritt, Assistant Superintendent, Boston, Mass.  
 W. J. C. Kenney, General Freight Agent, Danvers, “  
 D. J. Flanders, General Passenger Agent, Haverhill, “  
 Amos Blanchard, Treasurer, Lawrence, “  
 Chancy P. Judd, Clerk of Corporation, Reading, “  
 S. H. Stevens, General Eastern Agent, Portland, Me.  
 Edwin A. Smith, Road Master, in charge of Maine Division, 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 Rail-  
 road, at Hiram. Gauge, 2 feet; 15 5-10 miles in length.

*Directors*—William F. Perry, Bridgton, Maine.

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

This road has been maintained, in good condition, up to the pres-  
 ent time, and has been operated, since its completion, without acci-  
 dent or injury to persons or property. The road-bed has been  
 widened and the track raised and ballasted at many points along  
 the line where the embankments were left narrow and low. The  
 track is in good surface and line, and the trains run as steadily as  
 they do upon most of the standard gauge roads in the State. The  
 cars are very convenient and comfortable. The entire rolling stock  
 is in good condition, and we regard this as a first-class narrow  
 gauge road.

William F. Perry, President, Bridgton.

J. A. Bennett, General Passenger and Freight Agent, Bridgton.

Perley P. Burnham, Treasurer, Bridgton.

Proper address of Company, Bridgton & Saco River Railroad,  
 Bridgton, Me.

## EASTERN MAINE RAILROAD.

From Bangor to Bucksport, 18 8-10 miles.

This road was chartered under the title of the Bucksport and Bangor Railroad, then changed to Eastern Maine Railroad, and leased to the Maine Central Railroad Company, by whom it is now operated. It was originally built for a broad gauge road, 5 feet 6 inches, then changed to a gauge of 3 feet, and again widened to the standard gauge of 4 feet 8 1-2 inches. Since it came under the management of the Maine Central Company, the small bridges between Brewer and Bucksport have been renewed, and an iron plate girder bridge placed over the crossing of the European & North American Railway, at Bangor. The road has never been properly ballasted, as there is very little material found along the line suitable for that purpose. The road is in safe condition for the passage of trains, but some of the embankments should be widened, and many new ties placed in the track. The bridge over the Penobscot River at Bangor is in very good order.

## EUROPEAN &amp; NORTH AMERICAN RAILWAY.

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

*Directors*—Sprague Adams, Bangor, Me.

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

As stated in former reports, the European & North American Railway is leased to and operated by the Maine Central Company. The work of improvement still continues, and good progress has been made toward raising the condition of this road to the standard of other portions of the main lines of the Maine Central. The great freshet of last spring threatened serious disaster to some portions of the road, particularly at the long bridge at Orono, and at other points between Mattawamkeag and Vanceboro, but the prompt and decisive action of the officers, seconded by the employes, proved

equal to the emergency, and no serious detention of trains or great damage to the road occurred. The abutment and one pier of the bridge at Orono was partially washed out, but these have been re-built in a more permanent manner, and the bridge is now in better condition than before the freshet, and is entirely secure from injury by freshets in the future. Some of the embankments between Mat-tawamkeag and Danforth, were overflowed and washed by the unprecedented rise of water, but these have been widened and raised, and are now safe from any rise of water in the future. The road-bed has been widened and well drained in many places. The track has been ballasted, and the bridges and station buildings along the line put in good condition. All the iron rails have been removed from the track, and steel rails substituted, and the entire road is in all respects in good order.

Noah Woods, President and Treasurer, Bangor.

Charles P. Stetson, Clerk of Corporation, 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.

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

This road is operated during the season of summer travel only, and thus far has proved a success. The road is well built, and maintained in a perfectly safe condition, and every precaution is adopted to guard against accident. We made an examination of this road in the early summer and found it as stated above.

*President*—W. B. Hayford, Bangor.

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

Proper address of Company, Green Mountain Railway, Bangor, Maine.

## HOULTON BRANCH OF NEW BRUNSWICK &amp; CANADA RAILWAY.

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

The Houlton Branch Railway was originally built by the New Brunswick & Canada Railway, largely assisted by the town of Houlton, and has proved a great benefit, not only to Houlton, but the whole surrounding country as well. Several new industries have been established in the vicinity of the station at Houlton since the completion of the road. Some repairs have been made during the past season upon the road-bed and track, and more are needed, such as ties, ballast, and some new rails. The road is leased to the New Brunswick Railway Company.

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

*General Manager*—E. R. Burpee, “ “

*Treasurer*—Alfred Seeley, “ “

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

## KNOX &amp; 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, “

We again take pleasure in commending the officers of this company for their continued efforts to improve the condition of the road, and the success attending their efforts. During the past year, 300 tons of new steel rails, and 7,000 new ties have been laid in the track, and 13½ miles of track lifted and ballasted. About 11½ miles of the track is now laid with steel rails, and much attention has been given

to ditching and draining the road-bed. New side tracks have been built at Wiscasset, South New Castle, and Winslow's Mills, to better accommodate the increasing business at these points. Turn-tables have been thoroughly repaired, and 20 culverts re-built or repaired. The depot buildings at New Castle and Waldoboro' have been painted and a new depot has been built at Nobleboro', and others along the line enlarged and repaired. Extensive additions have been made to the platforms at different points on the line. About  $4\frac{1}{2}$  miles of wire fence has been built and the board fences repaired. Many of the bridges have been strengthened and put in good condition, among which are the Dyke, Neguasset and Monsweag bridges between Bath and Wiscasset, Sheepscot, Nichols River and Wright's bridges between Wiscasset and Damariscotta, Muscongus Bay, Winslow's Mills, and Sidenspark's bridges between Damariscotta and Thomaston repaired, and the overhead bridge at Thomaston almost entirely re-built. We notice in the report of the Superintendent, a recommendation looking to the extension of this road from its present terminus at Rockland, to a point near the business center of the city. We have long felt that this was a much needed improvement, and trust that the proposition will receive the consideration which its importance demands. The rolling stock is in good condition and important additions have been made during this year. The trains have been run with great regularity and without accident.

John T. Berry, President, Rockland, Me.

Edmund Wilson, Clerk, Thomaston, "

F. H. Low, Treasurer, Bath, "

C. A. Coombs, Superintendent, Bath, "

William B. Ludwig, Road Master, Waldoboro', Me.

William A. Field, Master Mechanic, Bath, "

Proper address of Company, Knox & Lincoln Railroad Company, Bath, Me.

#### KENNEBUNK & KENNEBUNKPORT RAILROAD.

From the Boston and Maine station at Kennebunk to Kennebunkport, 4 5-10 miles in length.

The principal business of this road is derived from the pleasure travel during summer months, to Kennebunkport, which is one of the most attractive sea-side resorts upon our coast. The road is well built, and is in good order at the present time. It is leased to and operated by the Boston & Maine Company. The proper address is Boston & Maine Railroad, Boston, Mass.

## LEWISTON &amp; AUBURN BRANCH RAILROAD.

From Lewiston to a junction with Grand Trunk Railway of Canada, 5 5-10 miles. This road continues in the same excellent condition as stated in our report of last year, and is in all respects a model road. The road is under lease to the Grand Trunk Railway, and is a valuable feeder to that railway. The proper business address is Grand Trunk Railway of Canada, Montreal, Canada.

## LEWISTON &amp; AUBURN HORSE RAILROAD.

About 7 7-10 miles in length. We have made a careful examination of the tracks and cars of this road, and find them all in good order. The horses are in good condition and evidently kindly treated, and well cared for. The stable is very comfortable and commodious, and well adapted to the purposes for which it is used. Since the extension of this road to Lake Auburn, the business has largely increased, as it affords to the citizens of Lewiston and Auburn a cheap and expeditious mode of reaching one of the most interesting and attractive summer resorts in our State. Several new side tracks have been laid during the past year. We are informed by the officers of the road, that the net earnings this year are largely in excess of any preceding year. The Company own forty horses, fifteen cars, eight sleighs and one snow plow.

*Directors*—F. W. Dana, Lewiston.

J. L. H. Cobb, “

J. N. Wood, “

H. C. Little, “

F. M. Drew, “

Geo. C. Wing, Auburn.

E. T. Gile, “

*President*—F. W. Dana, Lewiston.

*Treasurer*—H. C. Packard, Auburn.

*Clerk of Corporation*—F. M. Drew, Lewiston.

Proper address of Company, Lewiston & Auburn Horse Railroad Company, Auburn, Me.

## MONSON RAILROAD.

From the station of the Bangor & Piscataquis Railroad, at Abbott, to Monson, 6 miles. Gauge, 2 feet.

This road has been in successful operation since October 22, 1883. Although it was not fully completed at that date. Since that time the track has been ballasted, aligned, and surfaced, and it is now in good running order. The principal business of the road is derived from the transportation of slate from the quarries at Monson, to the Bangor & Piscataquis road at Abbott, at which point the slate is transferred from the narrow to the standard gauge cars, and distributed to various and distant points in New England, the Middle, and Western States. The road was projected and built by the enterprising owners of the quarries, and while of great benefit to them, it has brought the thriving town of Monson into close connection with other portions of the country, and many visitors and tourists are attracted to the town by the beauty of its location and surrounding scenery.

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, 522 8-10 miles.

*Directors*—Abner Coburn, Skowhegan, Me.

Darius Alden, Augusta,	“
William G. Davis, Portland,	“
Geo. E. B. Jackson,	“ “
Horatio N. Jose,	“ “
Thomas W. Hyde, Bath,	“
Arthur Sewell,	“ “
George S. Morrison, New York, N. Y.	
Willard P. Phillips, Salem, Mass.	
William B. Bacon, Boston,	“
Samuel C. Lawrence, Medford, Mass.	
Richard Olney, Boston,	“
Frank Jones, Portsmouth,	“

As stated in our report for 1883, the roads now operated by this Company are the through lines from Portland, via Augusta and Bangor, to Vanceboro', and from Cumberland Junction via Lewiston to Waterville; the Androscoggin Railroad, from Brunswick to Leeds Junction, with branch from Crowley's Junction to Lewiston; the Leeds & Farmington branch from Leeds Junction to Farmington, the branch from Brunswick to Bath; the Somerset and Kennebec branch, from Waterville to Skowhegan; Belfast branch from Burnham to Belfast; the Dexter and Newport branch from Newport to Dexter; Eastern Maine branch from Bangor to Bucksport, and the Maine Shore Line branch from Bangor, via Ellsworth, to Mount Desert Ferry. The track on the main lines is laid with steel rails, and a portion of some of the branches have, during the past season, been laid with the same material. The double track has been extended from Woodford's to Westbrook Junction, and the track from Portland to Yarmouth Junction relaid with heavier steel rails. The steel rails taken from the main track, between the points above mentioned, have been relaid on the branch between Brunswick and Lewiston. A new truss bridge has been built over the Sabattis Stream on the Brunswick and Lewiston branch, and new abutments and bridge at Pine Brook, between Crowley's and Lewiston. The track on this branch has been ballasted, and it is now in good condition throughout its entire length. Between Crowley's and Leeds Junction the road has been much improved. From Leeds Junction to Farmington the track has been ballasted, the road-bed ditched and well drained, and necessary repairs made on the bridges. No important changes have been made on the Bath branch, but the bridges and track are in excellent condition. The bridge at Seven-Mile Brook, on the main line between Augusta and Waterville, has been repaired and strengthened, and a new flooring placed upon the Ticonic River bridge at Waterville. We learn from the officers of the Company, that several of the wooden bridges between Portland and Augusta, and the wooden truss bridge over the Sebasticook, at Winslow, will be taken down and iron bridges substituted, the coming summer. No material changes, other than the ordinary repairs of the road, have been made upon the main line from Cumberland Junction, via Lewiston to Waterville, and the road is in excellent condition. The main line from Portland, via Augusta to Bangor, is also in excellent order, and with the exception of those named above, no important improvements have been made. The branch from Waterville to Skowhegan,



while it is in a safe condition at the present time, yet needs some new steel rails, ties and ballast, but we are assured that these needs will be supplied at an early day. In all other respects the road is in good condition. The track on the Belfast branch has been greatly improved, with new ties and ballast, and the road is in good condition in all respects. The Dexter branch needs some new rails, ties and ballast. The bridges are in very good condition; some of the culverts and cattle-guards have been re-built this year, and the road is generally in good condition. The branch from Bangor to Bucksport, is in fair running order, but the road-bed should be widened in several places, and many new ties and ballast will be required the coming season. A new iron girder bridge has been erected over the crossing of the European and North American Railway at Bangor, and the wooden bridges between Brewer and Bucksport have been re-built.

#### MAINE SHORE LINE.

From Bangor to Mount Desert Ferry, 40 miles.

The construction of this road was commenced in the spring of 1883, and the road was opened for travel the last of June of the present year. The road diverges from the Eastern Maine Railroad, in the town of Brewer, and passes over a broken and irregular surface, through a sparsely-settled region, to the city of Ellsworth, in Hancock County. From Ellsworth the line continues over a more regular surface and lighter soil, through a more thickly settled and attractive country. The design in building this road was to secure an expeditious and convenient line of travel between the railroad system of the whole country and the noted watering place, Bar Harbor, or Mount Desert, and we learn that the business of the road the past summer has exceeded the anticipations of its most sanguine friends. The road was opened for travel before it was entirely completed, but as it was leased to and passed under the control of the Maine Central Railroad Company, a large force has been kept at work finishing and perfecting the road-bed. The Company have built very extensive wharves at Mount Desert Ferry, and erected suitable store-houses and station buildings for the comfortable accommodation of all who have occasion to pass over the road. We understand that the wooden bridges on this line will be replaced with iron, at an early day. The station buildings along the line of

the Maine Central and its branches, are, for the most part, well arranged, convenient and maintained in a very neat and orderly condition, and the road, in all its departments, gives evidence of careful supervision on the part of the officers, and faithfulness on the part of the employes. The rolling stock of the road is in excellent condition. The trains are run with great regularity, and no accident has occurred for which the Company or employes were responsible.

George E. B. Jackson, President, Portland, Me.

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

Josiah H. Drummond, Clerk, Portland, Me.

J. A. Linscott, Treasurer, " "

Geo. W. York, Auditor, " "

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

W. S. Eaton, General Western Freight Agent, Portland, Me.

F. W. Cram, General Eastern Freight Agent, Bangor, Me.

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

Ira Russell, Master Mechanic, Waterville, Me.

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

#### NORWAY BRANCH RAILROAD.

From Grand Trunk Railway, South Paris, to Norway, 1 5-10 miles.

The trains over this road are run in connection with those of the Grand Trunk Railway. The road is leased to the Grand Trunk Railway Company, and is maintained in excellent condition.

George L. Beal, President, Norway, Maine.

Address of Managers, same as Grand Trunk Railway.

#### ORCHARD BEACH RAILROAD.

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

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

\*Samuel E. Spring, Portland, Me.

J. R. Nichols, Haverhill, Mass.

Amos Paul, South Newmarket, N. H.

Geo. F. Calef, Saco, Me.

W. S. Dennett, “

M. G. Palmer, Portland, Me.

This road is operated during the summer months only, and adds greatly to the convenience and pleasure of visitors at Old Orchard and the neighboring watering places along the coast. The ride along the beach presents a view of the ocean and the prominent points and out-lying islands. The road is in good order in all respects.

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

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

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

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

Proper address of Company, Orchard Beach Railroad Company, Boston, Mass.

#### OLD ORCHARD JUNCTION RAILROAD.

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

*Directors*—Charles Fairchild, Boston, Mass.

C. D. Brown, Portland, Me.

J. S. Norris, “ “

H. W. Staples, Old Orchard, Me.

F. L. Higginson, Boston, Mass.

This road has not been operated for the last two years, and we have made no examination during that time.

*President*—Charles Fairchild, Boston, Mass.

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

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

Proper address of Company, Old Orchard Junction Railroad Company, Boston, Mass.

#### OCEAN STREET HORSE RAILROAD.

From Woodford's, in Deering, along Ocean Street, 1 5-10 miles in length.

This road is in fair condition; the business is limited, at the present time, but will probably increase when the vacant lots along Ocean Street are occupied by residences.

## PORTLAND HORSE RAILROAD.

This road extends along the main streets of the city of Portland, and from Portland, through the town of Deering, to Stevens Plains, in the town of Westbrook. Seven and one-fourth miles in length.

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

H. J. Libby, Portland, “

W. R. Wood, “ “

E. A. Norton, “ “

Charles Forbes, “ “

This road continues in the same satisfactory condition as reported last year. Measures are being taken to extend the tracks the coming season, in order to better accommodate the passengers to and from the different railroad stations in the city, a much needed improvement, and one, we think, the traveling public will appreciate.

*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 Horse Railroad Company, 484 Congress Street, Portland, Me.

## PORTLAND &amp; OGDENSBURG RAILROAD.

From Portland to Lunenburg, New Hampshire, 110 miles. Fifty-one miles in Maine.

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

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.

It was stated, in our report for 1883, that the Portland & Ogdensburg Railroad, within the limits of this State, had been greatly im-

proved in its road-bed, bridges, track, and other material points, and, at the time of our examination, this appeared to be the fact. Two new bridges had been built, and one long bridge entirely removed, and a stone arch and solid embankment substituted in its place. The road-bed had been improved, by reducing several grade summits and raising embankments. Five hundred tons of new steel rails and over 45,000 ties had been laid in the track, and the whole road presented a much better appearance than it had for several years before. During the severe weather of last winter, the disintegration of the iron rails commenced and continued until it became almost phenomenal in its character, and it was found that the track was rapidly becoming unsafe for the passage of trains. As the Company was not in a condition financially to purchase steel to relay the track, application was made for the appointment of a Receiver, who should have power to raise funds and make the necessary repairs and replenishments. General S. J. Anderson, President, was appointed to the Receivership, and during the past summer the track has been re-laid with steel rails throughout its entire length, and new ties have been put into the track, wherever it was found necessary to remove the old ones. The filling of the pile bridge at Shepherd's River has been completed, and substantial stone abutments for a truss bridge built at the crossing of the stream. The pile bridges over the Presumpscot River have been temporarily strengthened, and will be re-built the coming summer. The water-ways at Stroud-water have been repaired, and are now in a safe condition. Two new locomotives have been added to the rolling stock, notwithstanding the difficulties under which the Company has labored. The trains have run regularly and safely.

Samuel J. Anderson, President, Portland, Me.

John W. Dana, Treasurer, " "

Jonas Hamilton, Superintendent " "

John F. Anderson, Chief Engineer, Portland, Me.

Charles H. Foye, Clerk of the Corporation and General Ticket Agent, Portland, Me.

Proper address of the Company, Portland & Ogdensburg Railroad Company, Portland, Me.

## PORTLAND &amp; 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.	
George C. Lord,	Newton, Mass.	
Stephen J. Young,	Brunswick, Maine.	
Joseph S. Ricker,	Deering,	“

Our examination of this road during the past season, shows a greatly improved condition of the road-bed and track. The filling of the pile bridge, near Deering's bridge, has been completed and a solid embankment has taken the place of a nearly worn-out wooden structure. The old truss bridge, at Lewis Brook, of 57 feet span, has been removed, and a good hard pine bridge erected in its place. The over-head bridge, at Shaws Ridge, has been re-built, with stone abutments, and two other road bridges fully repaired. The side tracks along the line have been greatly improved by re-laying them with the old iron taken from the main track. Twelve miles of new steel rails and 9,000 cedar ties have been laid in the track, and a large amount of ballast put under the track. Five thousand five hundred feet of new side-track have been laid at different points along the road. At Gorham, a new tank house has been built and the platform at the station extended. The station building at Center Waterboro' has been moved back from the track and placed upon a new foundation; a new platform, 237 feet in length, has been built and the grounds about the station graded. At Portland, a coal shed and derrick have been built, and a new iron turn-table at Rochester. With one exception, the motive power of the road is in good order, but the business requires additional engines and several new passenger and freight cars. Several of the small truss bridges between Alfred and East Rochester must be re-built very soon, and we hope that arrangements will be made to do so the coming season. The entire road presents a greatly improved appearance, as compared

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\* Deceased.

with its condition in former years. All but about three miles of the old iron rails in this State, have been taken out of the track and steel rails substituted. The track is, for the most part, well tied and ballasted, and the station buildings in good order. The marginal way has been repaired and a portion of the pile bridging filled with earth and stone. The trains have been run without accident or detention.

George P. Wescott, President, Portland, Me.

W. H. Conant, Treasurer, " "

Joseph W. Peters, Superintendent, " "

Proper address of Company, Portland and Rochester Railroad Company, Portland, Me.

#### PORTLAND, SACO & PORTSMOUTH RAILROAD.

From Portland, Maine, to Portsmouth, N. H., 51 miles. Fifty and seventy-six hundredths miles in Maine.

*Directors*—Arthur Sewall, Bath, Me.

Geo. E. B. Jackson, Portland, Me.

Wm. B. Bacon, Boston, Mass.

Samuel C. Lawrence, Medford, Mass.

Frank Jones, Portsmouth, N. H.

Thomas W. Hyde, Bath, Me.

F. R. Barrett, Portland, "

This road has been maintained in the same excellent condition as stated in our report of last year. There have been two new iron girder bridges built during this year, one at the Kennebunk River, between Biddeford and Kennebunk, the other at the Great Works Stream, between Wells and North Berwick. Both of them are, in every respect, first-class bridges. The road bridge, about one mile west of North Berwick, is now being re-constructed and will probably be completed very soon. That portion of the long pile bridge across the Piscataquis River, at Kittery, in this State, has been thoroughly repaired and is in good condition. The road-bed is well ditched and drained, and the track well ballasted. The road, in all its departments, bears witness to the care and watchfulness of the officers in charge, and their determination to keep it up to a high standard of excellence and safety.

Arthur Sewall, President, Bath, Me.  
 Payson Tucker, General Manager, Portland, Me.  
 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. Bissell, Master Maintenance of Way, Salem, "  
 F. Hardy, Purchasing Agent, Boston, "  
 Amos Pillsbury, Master of Rolling Stock, Boston, "  
 F. R. Barrett, Clerk of Corporation, Portland, Me.

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

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

From Conway Junction, in South Berwick, Maine, to North Conway, New Hampshire, 71 3/4-100 miles. Two and ninety-two hundredths miles in Maine.

*Directors*—Arthur Sewall, Bath, Me.  
 Samuel C. Lawrence, Medford, Mass.  
 Frank Jones, Portsmouth, N. H.  
 John W. Sanborn, Wakefield, N. H.  
 Charles H. Sawyer, Dover, " "

During the past year, a portion of the track of this road, within the limits of this State, has been re-laid with steel rails and ballasted. The bridges have received needed repairs, and one bridge, over the Great Works Stream, in South Berwick, has been entirely re-built in a substantial manner. A neat and commodious depot has been built at Conway Junction. This road is leased to the Eastern Railroad Company, and managed by that corporation.

*President*—Arthur Sewall, Bath, Maine.  
*Treasurer*—N. G. Chapin, Boston, Mass.  
*Clerk of Corporation*—Wallace Hackett, Portsmouth, N. H.  
*Superintendent*—John W. Sanborn, Wakefield, " "  
*Master of Maintenance of Way*—H. Bissell, Salem, Mass.

Proper address of the Company, Portsmouth, Great Falls & Conway Railroad, Causeway Street, Boston, Mass.



## RUMFORD FALLS &amp; BUCKFIELD RAILROAD.

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

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

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

Your Commissioners are glad to report that this road, after a long struggle with adverse influences, has emerged from its difficulties, and is now in a prosperous condition, with good business prospects in the future. The Company has made every reasonable effort to improve the road, and have succeeded in doing so in a very marked degree. Since the date of our last report, 630 tons of new steel rails and 10,000 ties, have been laid, and other improvements made in the entire track. A large amount of ballast has been placed upon the road-bed at different points along the line, and several stone culverts built and embankments made over them in place of perishable wooden trestles. The high trestle bridge near the Canton Steam Mill, and the Bartlett trestle in Minot, have both been filled with earth. The road-bed between Canton and Hartford, has been widened and properly ditched. All the trestle and pile bridges have been repaired and strengthened, and in some instances shortened by filling with rock and earth. Substantial stone abutments have been built at the stream in Sumner, and a new lattice bridge is now being placed upon them. The station buildings have all been repaired and painted. The rolling stock is in excellent condition, and the trains have been run without accident or detention. L. L. Lincoln, a gentleman of long experience in railroad management, is Superintendent of this line.

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

*Vice President*—Otis Hayford, Canton, “

*Treasurer*—S. C. Andrews, Portland, “

*Clerk of Corporation*—Geo. D. Bisbee, Buckfield, Me.

*General Passenger Agent*—R. C. Bradford, Portland, Me.

Proper address of Company, Rumford Falls & Buckfield Railroad Company, Portland, Me.

## SOMERSET RAILROAD.

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

*Directors*—John Ayer, Oakland, Me.

\*S. D. Lindsey, Norridgewock, Me.  
 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.

We again have the pleasure of reporting this road in very good condition. No important repairs or changes have been made the past season. The track is in good alignment and surface, well ballasted, and compares very favorably with the other railroads in the State. The bridges are all in safe condition for the present, but there is one temporary structure, the trestle bridge at Jones Brook, near Madison Mills, that should soon be re-built in a more permanent manner. This road is very carefully and economically managed, and its whole appearance is very creditable to the officers in charge.

*President*—John Ayer, Oakland, Me.

*Superintendent*—W. M. Ayer, Oakland, Me.

*Treasurer*—A. R. Small, “ “

*Clerk*—Edmund Rowe, Norridgewock, “

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

## ST. CROIX AND PENOBSCOT RAILROAD.

From Calais to Princeton, 22 miles.

*Directors*—George W. Porter, St. Stephens, N. B.

Henry F. Eaton, Milltown, “

E. A. Barnard, Calais, Me.  
 E. C. Gates, " "  
 L. G. Downes, " "

The company have continued to make needed repairs in their track and bridges during the past season. Many new ties have been laid and a portion of the track ballasted. The bridges are in a good state of repair and are safe for the present. The suspension of work at the tannery, at Grand Lake, has seriously affected the business of this road, but it is hoped that this will be restored in the early future. The affairs of the road are very carefully and economically managed, and it has been operated without injury to person or property.

*President*—Geo. W. Porter, St. Stephens, N. B.

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

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

Proper address of company, St. Croix and Penobscot Railroad Company, Calais, Me.

#### SANDY RIVER RAILROAD.

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

*Directors*—N. B. Beal, Phillips, Maine.  
 D. L. Dennison, " "  
 Joel Wilbur, Avon, "  
 D. M. Bonney, Farmington, "  
 Geo. H. Willis, Bath, "

This was the first two feet gauge railroad built in Maine, and now, after several years experience, it has been found that the narrow gauge is not equal to the requirements of the rapidly increasing business of the Sandy River Valley. They have, for the last two years, been making preparations for a change to the standard gauge, and a great deal of work has been done in anticipation of this event. Many of the embankments have been widened and raised, grade summits reduced, and the line straightened. A large number of good stone culverts have been built, and embankments made over them in the place of light wooden trestle bridges. The change of gauge will involve a change of location, and the building of a new bridge at Strong and at the crossing of the Sandy River at Phillips, both of them needed and much to be desired improvements. The

track and road-bed have been materially improved this year by being properly aligned, surfaced and ballasted, and the road is in good running order, and rides very steadily. The rolling stock is in excellent condition. No accidents have occurred to the trains.

*President and Superintendent*—N. B. Beal, Phillips, Me.

*Gen'l Passenger Agent and Treasurer*—J. E. Thompson, Phillips.

*Clerk of Corporation*—D. M. Bonney, Farmington.

Proper address of company, Sandy River Railroad Company, Phillips, Me.

#### ST. CROIX RAILROAD.

From Vanceboro, Maine, to McAdam Junction, in the Province of New Brunswick, 7 miles— $\frac{1}{2}$  mile in Maine. The track of this road has not been removed, but the road is not operated.

#### WHITNEYVILLE & MACHIASPORT RAILROAD.

From Machiasport to Whitneyville, 7 5-10 miles.

Used only for the transportation of lumber.

Cornelius Sullivan, Treasurer and Manager.

#### ROADS IN PROCESS OF CONSTRUCTION.

The grading of the International Railway has been continued. Eight miles have been completed, and two miles more are being graded at the present time. We are informed by Mr. McFee, Superintendent of the road, that the portion graded, within the limits of this State, embraces the most difficult and expensive section of the line. The tabulated returns, on another page of this report, will give the financial and business standing of the railroad companies for the past year.

At the time of the organization of the Railroad Commission, there were about 400 miles of railroad in this State; at the present time there are 1,148 52-100 miles. In closing this report, the Commissioners tender their thanks to the officers of the different railroads for the uniform courtesy and kindness with which they have been received and treated; and whenever defects have been discovered, a simple suggestion from the Commissioners has generally been sufficient to secure immediate attention. In but a few instances has it been necessary to issue the statute notice in order to accomplish the desired result.

## Accidents in Maine, Year Ending June 30, 1884.

## ATLANTIC &amp; ST. LAWRENCE.

August 10, 1883. Yarmouth, G. E. James, brakeman, coupling, fingers crushed.

September 10. Portland, J. S. Tennant, coupler, coupling, fingers crushed.

October 14. Yarmouth, Pearson, engine driver, explosion, cut about the face.

December 18. Portland, H. Bennett, brakeman, coupling, hand crushed.

December 22. Falmouth, J. McArdle, conductor, stepping off train, injured spine.

January 11, 1884. West Paris, S. Buck, brakeman, coupling, badly crushed.

January 15. Lewiston Junction, N. Coy, conductor, van broke from train, slightly injured.

January 26. West Bethel, H. Wright, struck by train on crossing, slightly injured.

April 22. West Bethel, G. Vallis, telegraph repairer, stakes on car broke, hand injured.

May 20. Mechanic Falls, Mrs. J. Decoster, factory hand, on track, killed.

May 20. Mechanic Falls, Bessie Morrill, child, on track, slightly injured.

May 24. Portland, C. Shannon, laborer, fell under car, killed.

June 7. Lewiston Junction, W. P. Hatch, brakeman, jumping off engine, ankle sprained.

June 10. Portland, J. R. Lowell, coupler, foot caught in guard-rail, killed.

June 13. New Gloucester, W. Findley, conductor, stakes broke, slightly injured.

## BOSTON &amp; MAINE RAILROAD.

October 20, 1883. James Hudson, a passenger, jumped from a passenger train between Kennebunk and Biddeford, and was instantly killed.

February 4, 1884. P. W. Neal, employe, was struck by engine at Portland, and injured.

April 30. W. H. Googins, employe, caught his coat on a hand car crank and was thrown off from car and killed.

June 23. G. H. Dcelle, employe, attempted to get on an engine, at Portland, but fell under the wheels and had his ankle crushed.

August 12. George Earl was found dead on the track near Portland station.

August 19. Paolis Tooli, a passenger, jumped from a train, as it was approaching Old Orchard, fell, and had his foot crushed by the car wheels.

August 18. A boy named Miller, a passenger, jumped from a train near Arundel, and broke his arm.

August 21. An old lady named Brown, in getting off a train at Camp Ground, Old Orchard, fell, and broke one of her ribs.

September 20. Charles Hill attempted to get on a freight train, at Wells, but fell under the train and was killed.

## KNOX &amp; LINCOLN.

Mr. L. E. Shaw, a brakeman on freight train, slipped from a car in Rockland yard, and his leg was broken. No blame is attached to the company.

## MAINE CENTRAL.

October 13, 1883. Moses Wells, an aged and deaf man, while walking on track at Augusta, was struck and run over by car. He lived 30 minutes. Coroner deemed an inquest unnecessary.

October 22. Charles Geary, 22 years of age, residing on Mountfort street, Portland, was run over by Train No. 12, at Woodford's, and instantly killed. He crawled under the train before it started. Coroner decided that it was a case of suicide and did not hold inquest.

March 6, 1884. Train No. 101 left the track at South Orrington. Baggage and combination cars rolled down the bank and were wrecked. Three trainmen slightly injured and three passengers

considerably shaken up, but not seriously hurt. Accident caused by track spreading.

March 22. Charles Packard, aged 17, while trying to get on to Train No. 35, at Skowhegan, fell under the car and was injured so that his leg had to be amputated.

March 28. A. N. Dudley of Boston, a travelling salesman, attempted to get on to Train No. 1, at Main street, Richmond, while it was in motion, fell under rear car and wheels ran over his leg below the knee; leg had to amputated.

April 7. Collision between Train No. 11 and special freight, at Farmingdale. Three passengers slightly injured. Collision caused by brake on saloon car of special giving out.

April 20. Body of unknown colored man found on or near track at Oakland. Supposed to have been run over and killed by Train No. 35; was probably stealing a ride and fell off. Coroner's jury said was killed "by mischance or accident."

April 25. Thomas Murray of Gorham, Maine, employed as shifter in Portland yard, caught his foot in a guard rail and was run over by cars, taking off left leg below the knee and left arm above the elbow. He died same day.

May 18. William Foster, laborer on working train, while attempting to couple two passengers cars, at Oldtown, was caught between the cars and crushed to death.

May 31. G. Meserve of Richmond, age 14, fell or jumped from baggage car of Train No. 1, at White's Siding, and was quite badly injured.

June 3. O. B. Strout of Durham attempted to walk across track in front of Train 55, at Lisbon Falls, was struck by engine and killed.

June 3. E. I. Russell, brakeman on Train 89, while attempting to get from tender to a flat car while train was in motion, one mile south of Thorndike, fell between them and was killed.

June 17. Henry Benner of Hallowell, while crossing track in team at Milliken's Crossing, was struck by Train No. 11 and instantly killed.

July 29. Mrs. Allen of Yarmouth was found near track at Danville with broken hip; it is supposed that she tried to get on some train. She was taken to Maine General Hospital, where she died next day.









# APPENDIX.



## Decision of the Board in Case of Franklin & Somerset Railroad.

The statute of this State provides that “if the Board of Railroad Commissioners, after hearing the petition, shall approve the proposed location, and find that the public convenience requires the construction of said road, the corporation may proceed with the construction of their road.”

It has been long held that railroads for the conveyance of persons and property are a public use for which private property may be taken, and that the rights of the few must be subservient to that of the many; heretofore, the Legislature has been entrusted with the power to determine when the right of eminent domain should be exercised for such purpose. Whether or not the Legislature had the power to delegate this authority upon a board of three persons, and if they had, whether or not it was wise to do so, is not for us to determine; but in exercising that authority which has been conferred on us, we cannot but feel that we must do so with great care and caution, and that we should be fully satisfied, before we confer the power upon a railroad corporation to take private property for railroad purposes, that the public convenience and exigencies really do require it to be done. The public in every town in the State would undoubtedly be better accommodated by having a railroad run through their town; but that simple fact is not sufficient to warrant the expenditure of large sums of money such as would be necessary to construct a railroad, unless the public demand would warrant it. That is, that the amount of travel over the contemplated road, and the amount of freight to be transported was, or would be, of such magnitude as would reasonably make such road a necessity.

With these principles in view, would the road under consideration be of such a character? Would the amount of travel and freight to be transported over the contemplated Franklin & Somerset Railroad be sufficient to warrant the expenditure of \$156,000, the amount estimated by the engineer?

This road is laid out through the towns of New Vineyard and New Portland; the total valuation of these towns is now \$669,117,

the number of polls, 614; with this amount of wealth and number of polls in these two towns, does the public convenience require the expenditure of the above-mentioned sum of \$156,000, when the wealth of both towns on the line of the road is only \$669,117, and a population that cannot much exceed 3000.

It may be said that the road would not wholly depend upon the wealth or population of these two towns for its support; that is true, but neither can it expect support from all the population and wealth of these very towns. Much of such wealth would contribute nothing to a railroad. Neither can it reasonably expect much support outside of the towns named.

The route is in the general direction of a standard gauge railroad now existing, having its terminus within six or eight miles of said road, therefore it will be seen that it is not intended to open a new country to railroad facilities, but to compete with another railroad to a certain extent, and would, more or less, be obliged to enter into competition for the business of that locality.

Again, we cannot ignore the fact that certain parties, interested in the Somerset Railroad, are now asking the right to build a railroad from North Anson to North New Portland, the terminus of this road under consideration.

It seems to be clear that if both roads should be built it could result in nothing less than bankruptcy to both. It has been said, in argument by counsel, that "*if these petitioners are willing to put their money in and build this road, they ought not to be prevented in so doing. That would be so if no other parties' rights were affected thereby. If these petitioners could obtain the right of way by gift or purchase, there would be no need to call upon the Commissioners to approve their location. They could build without it.*" An approval of location would permit them to take land for their road by paying a reasonable compensation, whether the owner was willing to part with his land or not.

It also would permit them to cross public highways, thereby affecting the rights of the public now existing. We think that the language of the statute, "*public convenience,*" has a broader meaning than merely that more or less individuals in a certain locality would be better accommodated by having a railroad run near their dwellings or places of business, and that the Legislature intended, by the use of these words, that the Board of Commissioners must be satisfied that the public wants and exigencies require its con-

struction, not only in the particular locality, but in the general sense of the word "public," meaning all who may have a direct or remote interest.

While we would be pleased to lend our aid to these petitioners, and all who are honestly endeavoring to develop the resources of our State by the construction of railroads where none now exist, we do not believe that public convenience or necessity requires the construction of the road prayed for by these petitioners, and our finding and order must be that the prayer of the petitioners be denied, at least for the present.

Circumstances may lead us, hereafter, to view the case differently, but as now presented, for the reasons heretofore given, we cannot approve the location.

A. W. WILDES,	}	<i>Railroad Commissioners of Maine.</i>
JOHN F. ANDERSON,		
D. N. MORTLAND,		

FEBRUARY 8, 1884.

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At the request of the officers of the Franklin & Somerset Railroad Company, and others interested in said enterprise, the Commissioners, at a meeting of the Board held at Strong, in the county of Franklin, on the third day of April, 1884, granted to said corporation a re-hearing on their petition for approval of location, which was then and there held, and after said hearing, announced the following decision thereon :

*Franklin & Somerset Railroad.* We, the undersigned, Board of Railroad Commissioners, having, at the request of the officers of said corporation, and others interested in the construction of the above-named road, made a personal examination of the proposed route, and gave a re-hearing to the petitioners for approval of location of the same, at a meeting of the Board held at Strong, in the county of Franklin, on the third day of April, 1884. And, having carefully considered all the additional facts adduced in evidence at said hearing, relating to said route, find no sufficient reason for changing or reversing our former decision, announced February 8, 1884.

While we sympathize with the petitioners in their desire for railroad accommodations, we are satisfied that construction of the proposed road to North New Portland would be an infringement upon the natural and acquired rights of the Somerset Railroad Company.

We believe that if the business of that locality will warrant the construction of any railroad therein, it should be an extension of said Somerset Railroad, or one to connect therewith.

A. W. WILDES, JOHN F. ANDERSON, D. N. MORTLAND,	}	<i>Railroad Commissioners of Maine.</i>
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### Decision in Case of Mt. Desert Railway.

The petitioners, a railroad corporation, organized under the general railroad law, ask for approval of the location of their road, which, as appears from a map of the proposed route, submitted, is to be constructed from a point at or near the steamboat wharf, in the village of Bar Harbor, in the town of Eden, along or near the shore through the village; thence in a westerly direction to the base of Green Mountain, in said town, there to connect with the Green Mountain Railroad, a road recently constructed from the base of said mountain to the summit, a distance of about one mile.

The statute provides that—"if the Board of Railroad Commissioners, after hearing the petition, shall approve the proposed location, and finds that the *public convenience* requires the construction of such road, the corporation may proceed with the construction of their road."

The petitioners claim, as appears from the testimony adduced at the hearing, that the attractions of Green Mountain are such as to lead many thousands of people to visit it during the summer months, annually; that since the facilities were afforded by the Green Mountain Railroad, in making the ascent, the number of visitors has largely increased; and that they have experienced many difficulties in transporting those who desire to visit the mountain, from the village of Bar Harbor to their railroad now existing.

On the other hand, a large number of residents and non-residents of the town of Eden, and others interested, have presented remonstrances, in which, among other things, they claim that "the construction and operation of a railroad in the streets and on the shore in the village of Bar Harbor, as proposed, would be objectionable



in the highest degree to visitors and residents; that it would materially check the growth of the place and be the means of greatly injuring it as a summer resort; and that it would destroy in effect the value of the residences now there, and put an end to the sale of shore lands for such purposes." Also that the construction and operation of a railroad as proposed, would endanger, in dry seasons, the woods growing upon the island, which, as they say, are now a source of attraction, etc. These allegations also have been supported with more or less testimony, it being in a great degree speculative, as from the nature of the case it could not be otherwise.

We shall first consider the requirements of the statute as to whether or not the *public convenience* requires the construction of the proposed road. Does the *public convenience*, or, to use the language of the constitution, do the *public exigencies* require it to be constructed? The evidence adduced at the hearing tended to show that the island of Mt. Desert is a place to which many thousands of people resort during the summer months, from all parts of the Union as well as the inhabitants of this State, to a great extent; that railroads have been extended, and lines of steamboats established to convey to and from that place the many thousands who annually go there. Among the many attractions on said island, is the range of mountains, the highest of which is Green Mountain, upon which a hotel has been built, and a railroad constructed from its base to its summit; that on said road four thousand people have ascended the mountain the past season.

This railroad on the mountain was deemed a *public convenience*, within the meaning of the statute, by this Board, at the time of its construction, for the purpose of making the ascent. Large sums of money have been expended in its construction and equipment. The amount of travel upon it, during the past season, fully sustains the theory that it is a public convenience. Would the contemplated narrow gauge railroad from Bar Harbor village to connect with this road on the mountain be a *public convenience*? Do the public exigencies require its construction; or do they require that these four thousand or more people who may desire to visit the summit of that mountain and view the scenery there presented shall be obliged to walk, or avail themselves of the means heretofore provided in that locality to reach the Green Mountain Railroad, simply because the sound of a locomotive's whistle might grate harshly upon the ears

of some one in retirement, or lest a spark from said locomotive might cause a fire in the woods in some dry season and destroy the same to some extent. Nature has given Mt. Desert Island some of the grandest scenery on the globe. It was placed here not for the eye of the rich alone, but for that of the poor as well; not for the few, but for the public; for those who stay but a day, as well as for those who stay months and years; and for the purpose of viewing it they may avail themselves of the more modern means of travel, whether the object be business or pleasure. And we think railroads may be lawfully constructed to meet the demands of the public in this respect; and that the right of eminent domain may be exercised for such purpose.

It is now the settled doctrine throughout the several States, that the business and purposes of railroads, canals, public highways, turnpikes, bridges, and other such means for travel, are a public use within the meaning of the constitution; and that it is a public use though the pleasure of the public is chiefly concerned. [Matter of Central Park 63 *Barb.* 282.; *In re Mt. Washington* R. R. 35 N. H. 134.]

The Legislature of this State has seen fit to delegate to us, as a Board, the power to determine, in cases of this kind, whether or not the public convenience and exigencies require the construction of such railroads. We must therefore decide such questions from what light we have before us, and having carefully considered all the evidence introduced by the petitioners and the remonstrants, and the arguments of counsel, we are satisfied, and our finding is, that the public convenience and exigencies require such a railroad as the petitioners propose to construct, from some point at or near the village of Bar Harbor, in said town of Eden, to the proposed terminus at the base of Green Mountain in said town.

But we think the objection of the remonstrants to the construction of such road along the shore through said village of Bar Harbor is well founded. While it would undoubtedly be convenient for this corporation to have their road constructed to a point to connect with steamboats running to and from that place, we do not think the public exigencies demand it, but rather demand that it should not be so constructed. Bar Harbor Village is not a commercial center, but a place of summer resort, the home of the public (for the time being) who resort there, and they have an interest in it as such, with all its varied attractions, which ought not needlessly to be broken in upon and



run into a siding and down toward said crossing, in charge of one or more brakemen ; that the engine and the forward portion of said train immediately ran over said crossing, but before the motion of the detached portion of the train was arrested, a train consisting of freight and passenger cars on the Portland and Rochester Road had arrived near said crossing, on its way to Portland, and, after stopping as required by law, received from the person in charge a signal to cross, and thereupon ran up to said station and again stopped with the engine and one freight car on said crossing ; that immediately after, the detached portion of the train on the Portland and Ogdensburg side track came down and ran into two freight cars standing on said side track with such violence as to force them over or on the crossing and into the train of the Portland and Rochester, there standing, striking one of the freight cars and doing the damage complained of.

That there was want of ordinary care, on the part of the men in charge of the detached portion of the Portland and Ogdensburg train, there can be no doubt. These cars, it seems, were far enough away from the crossing, when detached from the train, to be switched on to another track, and to afford time enough before they arrived at the crossing to permit the forward part of the train to go over the crossing and allow the train on the Portland and Rochester to receive a signal to come up and cross and stop at the station.

The men in charge of these detached cars could not with ordinary diligence and heedfulness have failed to see the train of the Portland and Rochester approaching the station and the crossing, in time to prevent the accident complained of.

While we concede that it was the duty of the station agent to see that no train, *or portion of a train*, was crossing or about to cross, before signalling the train of the Portland and Rochester to approach, we think he had good reason to suppose that the detached portion of the Portland and Ogdensburg train would go no farther than to connect with the two cars standing on the side track and come to rest against them.

We can arrive at no conclusion other than that the accident was caused by the carelessness of the persons in charge of the detached portion of the Portland and Ogdensburg train, by allowing the same to run down on a side track at such a rate of speed as to strike those stationary cars and force them over the crossing and into a train on the crossing, *rightfully* there.





	STOCK.				DEBT.			PERMANENT INVESTMENTS.					REVENUE FOR YEAR ENDING SEPT. 30, 1884.						EXPENDITURES.								
	Capital Stock.	Number of Stock-holders.	Number of Stock-holders in Maine.	Amount of Stock held in Maine.	Amount of Funded Debt.	Amount of Unfunded Debt.	Total Liabilities September 30, 1884.	Net addition to Property, 1884.	Cost of Construction.	Cost of Equipment.	Other Investments.	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.	
Aroostook River.....	1	LEASED	TO NEW BRUNSWICK RAILWAY COMPANY.																								
Atlantic & St. Lawrence.....	2	5,484,000 00	1322 94	17,300	3,000,000	LEASED	8,484,000 00	TO	8,484,000 00	inc. in const.	GRAND TRUNK	8,484,000 00	253,836 09	17,728 95	14,822 55	286,387 59	778,980 27	1,067,431 69	18,370 55	RAIL'Y	24,344 07	263,374 63	204,378 67	OF	381,552 26	CAN	
Bangor & Piscataquis.....	3	357,148 50	212 207	-	1,225,000	293,576 63	1,875,724 98	-	1,589,799 39	110,200 07	-	45,844 56	1,875,724 90	41,516 29	1,414 52	5,250 64	48,181 45	79,688 53	128,039 23	359 67	601 78	6,257 96	23,950 65	20,418 58	86 58	14,007 74	1,1
Bangor & Katahdin Iron Works	4	120,000 00	14 14	120,000	220,000	9,577 71	352,484 95	1,488 49	335,139 07	inc. in const.	-	17,345 88	352,484 95	5,119 00	45 90	780 95	6,011 85	12,098 09	19,651 02	22 46	234 87	2,342 02	7,870 76	3,466 12	116 06	2,217 71	4
Belfast & Moosehead Lake....	5	648,100 00	158 146	640,700	150,000	87,900 00	886,000 00	LEASED	TO THE MAINE CENTRAL RAILROAD COMPANY																		
Boston & Maine.....	6	6,921,274 52	4216 286	385,500	3,500,000	1,076,289 64	13,110,481 23	-	9,512,780 26	1,308,180 00	786,836 67	511,961 00	13,110,481 23	1,704,227 73	79,156 89	25,321 19	1,808,705 81	1,095,663 61	3,005,554 45	126,757 28	9,788 40	232,187 78	1,004,446 13	263,305 76	34,745 47	263,395 73	146,2
Bridgton & Saco River.....	7	89,304 00	84 80	81,050	100,800	10,000 43	200,104 43	2,618 32	168,193 83	26,473 62	-	3,998 88	200,104 43	8,692 89	225 72	723 48	9,641 59	8,159 07	17,800 66	86 72	94 20	777 28	7,815 55	3,484 66	-	1,053 40	
Dexter & Newport.....	8	122,000 00	128 118	110,300	175,000	336 00	175,336 00	LEASED	TO THE MAINE CENTRAL RAILROAD COMPANY.																		
Eastern Maine.....	9	551,690 00	11 10	536,790	-	3,555 00	555,245 00	LEASED	TO THE MAINE CENTRAL RAILROAD COMPANY.																		
* European & North American,	10	LEASED	TO THE MAINE CENTRAL RAILROAD CO.																								
* Green Mountain.....	11																										
Houlton Branch.....	12	LEASED	TO NEW BRUNSWICK RAILWAY COMPANY.																								
* Kennebunk & Kennebunkp't	13	LEASED	TO BOSTON & MAINE RAILROAD																								
Knox & Lincoln.....	14	364,580 00	269 255	362,680	-	-	2,759,580 00	-	2,579,532 54	125,300 00	-	54,728 99	2,759,580 00	83,156 86	3,313 92	5,386 64	92,378 84	51,539 68	143,918 52	-	-	6,781 96	42,252 65	31,614 13	4,187 64	28,508 38	2,7
Maine Central.....	15	3,620,100 00	507 396	1,123,400	10,491,600	497,974 17	15,100,444 00	-	10,050,969 52	1,676,209 74	2,578,180 18	795,084 56	15,100,444 00	1,197,412 82	47,881 83	94,821 16	1,340,115 81	1,476,256 59	2,826,793 63	56,250 64	4,031 18	111,576 55	805,142 47	375,144 44	27,499 73	295,796 05	75,2
Monson.....	16	70,000 00	- -	-	-	78,800 00	80,050 00	-	57,618 05	17,085 58	-	243 25	80,050 00	-	-	-	508 65	3,305 35	3,943 80	-	83 75	1,760 12	2,923 82	1,035 46	-	-	
Orchard Beach.....	17	50,000 00	12 5	2,200	LEASED	17,336 42	67,336 42	-	47,224 52	14,280 52	-	2,278 22	67,336 42	3,615 79	-	25 00	3,640 79	-	3,832 45	30 07	-	403 27	1,403 21	2,173 89	673 12	148 89	8
* Old Orchard Junction.....	18																										
Portland & Ogdensburg.....	19	1,052,185 55	254 243	-	3,352,000	256,146 33	4,660,331 88	-	4,035,262 01	390,242 91	-	108,991 66	4,660,331 88	133,489 10	4,428 92	8,692 65	147,682 33	186,990 77	334,673 10	1,118 12	1,521 55	14,806 05	121,982 45	278,288 10	9,437 17	44,680 87	11,78
Portland & Rochester.....	20	586,385 04	95 80	216,000	-	-	-	-	586,385 04	inc. in const.	2,075 51	58,680 83	647,141 38	63,095 77	2,200 00	6,583 52	71,879 29	111,072 97	183,808 75	2,379 49	559 74	13,328 08	58,709 59	55,958 95	2,917 42	18,238 08	6,47
Portland, Saco & Portsmouth..	21	1,500,000 00	1390 113	2,553 sh's	LEASED	TO	1,504,874 61	EAST'N	1,382,445 00	96,555 00	20,000 00	5,874 61	1,504,874 61	RAILROAD	COMP ANY.	-	-	90,329 50	-	-	-	-	-	-	-	-	-
Portsmouth, Gt. Falls & Conway	22	1,150,300 00	586 22	2,379 sh's	1,000,000	-	2,151,698 52	-	2,086,250 00	64,050 00	-	1,398 52	2,151,698 52	-	-	-	-	-	45,074 47	-	-	-	-	-	-	-	-
Rumford Falls & Buckfield...	23	500,000 00	29 26	437,700	173,000	16,434 61	699,171 93	29,501 33	632,629 02	61,789 56	750 00	4,003 35	699,171 93	14,992 02	915 70	1,450 24	17,357 96	30,434 43	48,096 05	39 80	199 31	6,196 52	12,786 28	11,457 77	518 03	1,953 50	94
Sandy River.....	24	69,533 06	74 66	65,200	50,000	46,618 67	151,551 73	4,295 35	109,179 65	34,012 68	4,755 09	5,794 65	151,551 73	4,445 56	907 53	768 52	11,121 63	9,428 70	20,564 68	79 82	-	2,565 72	7,779 06	5,563 47	-	2,222 60	30
Somerset.....	25	379,050 44	- -	-	450,000	2,982 57	456,136 27	-	450,000 00	inc. in const.	-	6,136 27	456,136 27	11,504 11	935 14	1,494 70	13,933 95	17,227 86	31,161 81	144 06	266 20	2,857 57	9,976 80	10,191 84	542 15	2,385 79	62
St. Croix & Penobscot.....	26	100,000 00	65 26	34,000	160,000	33 00	380,656 53	-	311,935 48	52,064 52	-	16,656 53	380,656 53	3,726 30	-	901 31	4,627 61	32,510 94	37,756 18	474 50	695 00	2,453 39	7,814 48	4,190 33	1,168 38	5,536 60	1,20
Whitneyville & Machias.....	27	5,000 00	- -	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Lewiston & Auburn (Horse)...	28	100,000 00	- -	-	-	-	-	-	-	-	-	-	-	12,056 74	-	-	12,066 44	-	12,638 25	165 02	103 14	5,337 19	75 00	17 53	-	-	
* Ocean Street (Horse).....	29																										
* Portland (Horse).....	30																										

\*No returns received by the Commissioners from these Corporations.

