

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

—❧ 1886 ❧—

VOLUME II.

AUGUSTA:

SPRAGUE & SON, PRINTERS TO THE STATE.

1886.

REPORT

OF THE

Railroad Commissioners

OF THE

STATE OF MAINE.

1885.



AUGUSTA:

SPRAGUE & SON, PRINTERS TO THE STATE.

1886.

REPORT.

To the Governor of the State of Maine:

Agreeably to the provisions of section 114 of chapter 51 of the Revised Statutes, we submit the Twenty-Seventh Annual Report of the Board of Railroad Commissioners of the State, for the year ending December 1, 1885.

While, by the laws of this State the Board of Commissioners have not the general supervision of railroads and railways, as such boards have in many of the other States, our powers and duties being more particularly defined, still, we deem it our privilege and duty, as we have in the past, to make such suggestions and recommendations as we have thought may be beneficial to railroad managers and the public generally, basing it upon the theory that if any wrongs are suffered by the public, or any beneficial results may be accomplished, publicity would tend, to a great extent, to right such wrongs and stimulate managers of railroads to make such alterations and changes as might reasonably be expected to give more efficient service. The tendency to consolidate and absorb the smaller railroad into the greater, which has prevailed all over the country, as well as in this State, still continues, and since our last report, the three great lines of railroads running southerly from Portland have been substantially put under one management, so that, to-day, more than one-half of the railroad system of the State is so owned and controlled that it is to a certain extent under one management, so that if they saw fit to do so, might impose upon connecting roads, in the adjustment of freight and passenger

traffic, unequal rates, still we are pleased to say no such attempt has been made, but on the contrary, we have been assured by the managers of connecting roads that rates had been adjusted with them on the most favorable terms. However, we cannot but fear that to consolidate the railroad system of the State with all lines running south and west, under one management, may in time prove detrimental to the business interests of the State, if not to the railroads thus consolidated.

EXAMINATIONS.

In compliance with the provisions of law, the Commissioners have made, during the past year, careful examinations of the tracks, rolling stock, viaducts and culverts of the several lines of railroad within the limits of the State, and have found most gratifying improvements in nearly all of them, as more fully appears by the detailed description of each road and its condition hereinafter given, and where, in a few instances, the Commissioners felt it their duty to order repairs and renewals to be made, their requirements, for the most part, were cheerfully and speedily complied with.

STATIONS.

As will appear in the report in detail of the condition of each road, many new station-houses have been erected and others remodeled and repaired during the year, and much needed improvements made in each for the accommodation and convenience of the patrons of these railroads, and while the Commissioners cheerfully commend what has been done in this respect, they feel it their duty to still urge upon managers of railroads the desirability of making many other needed improvements and accommodations for passengers while waiting at stations, and to urge upon station agents the necessity of keeping such places neat and clean.

POWERS AND DUTIES OF COMMISSIONERS.

During the last session of the Legislature, the powers and duties of the Board of Commissioners were considerably enlarged, as will appear by an examination of extracts from the Acts and Resolves of 1885, relating to crossing of railroads over highways, and also to accidents on railroads, printed in the Appendix to this report.

RAILROADS IN MAINE.

	Miles in Maine.	Whole length Maine line op.
Aroostook River Railway.....	30.	30
Atlantic and St. Lawrence (Grand Trunk).....	82.2	149.5
Androscoggin (Maine Central) viz: Bath Branch, and ..	8.2	} 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
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.
Stillwater Branch	2.5	2.5
Whitneyville and Machias.....	7.5	7.5
Total.....	1,148 52	6,307.18

AROOSTOOK RIVER RAILWAY.

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

Directors—Samuel Thorne, New York City.

D. W. James,	“	“
J. Kennedy Todd,	“	“
O. H. Northcote,	“	“
John S. Kennedy,	“	“
A. Barring,	“	“
E. R. Burpee,	Bangor, Me.	
Rt. Hon. Lord Elphenston,	Scotland.	
George Stephens,	Montreal.	
Hon. D. A. Smith,	“	
C. W. Weldon,	St. John.	

This is a branch line from the New Brunswick Railway to Presque Isle, in this State, and is operated and controlled by the first-named company. The line leaves the New Brunswick Railway at the Aroostook Junction, and follows up the fertile valley of the Aroostook River, through the flourishing towns of Fort Fairfield and Caribou, to its present terminus at Presque Isle. The country traversed by this railway is very attractive and picturesque. The soil rich and highly productive, yielding abundant returns for the labor expended upon it, and the entire country tributary to the Aroostook River Railway, offers inducements to enterprising and industrious settlers second to no other region of equal extent in this country, and we believe that when this fact is fully understood by the people of our own State, and others seeking to establish homes in a new and desirable location, and the railway system is extended and perfected, that Aroostook County will enter upon a season of growth and prosperity, unparalleled in the history of this State. During the past season a marked improvement has been made in the condition of the above-named road. Mr. F. W. Cram, the former efficient manager of the European & North American Rail-

road, has been appointed to the position of General Manager of the New Brunswick Railway, and the leased lines composed of the St. John & Maine, and the New Brunswick & Canada railways, and under his management the entire system has been greatly improved, and largely increased facilities extended to the patrons of the road for safe and rapid transportation of passengers and freight. Before Mr. Cram assumed the management, the Commissioners had occasion to call the attention of the officers of the road to the unsatisfactory condition of certain portions of the road-bed and track, particularly the new portion between Caribou and Presque Isle, but we are glad to report that these defects have now, for the most part, been remedied. The crib-work at exposed points near the river has been renewed and rip-rapped. The track has been raised from two to five feet, the defective culverts and cattle guards renewed, and the road well ditched and drained. The track between Fort Fairfield and Caribou is in good condition for fast-train service, and rides well. Between Caribou and Presque Isle, the track for a large portion of the distance has been ballasted, defective ties removed, and the number of ties per mile increased. The light iron rails originally laid in the track are being replaced with heavier steel rails, about seven miles of which have already been laid. New steel frogs have been laid at all the sidings, and the entire track greatly improved. Large and long-needed additions have been made to the rolling stock.

President—Samuel Thorne, New York City.

Vice President—J. Kennedy Todd, New York City.

General Manager—F. W. Cram, Bangor, Me.

Superintendents—John Stewart, Woodstock, N. B. ; H. D. McLeod, St. John, N. B.

General Freight Agent—F. W. Cram.

General Passenger Agent—J. F. Leavitt, St. John, N.

Treasurer—Alfred Seely.

Clerk of Corporation—Alfred Seely.

Address of Company—New Brunswick Railway Company, St. John, N. B.

ATLANTIC & ST. LAWRENCE RAILROAD.

From Portland, Maine, to Island Pond, Vermont, 149½ miles—82½ miles in Maine.

Directors—Joseph Hickson, Montreal, Canada.

Sir A. T. Galt,	“	“
Philip H. Brown,	Portland,	Maine.
Charles E. Barrett,	“	“
F. R. Barrett,	“	“
H. J. Libby	“	“
F. R. Swan,	“	“
G. P. Wescott,	“	“

It is hardly necessary to give a detailed description of the condition of this important railroad, as the road in all its parts is kept up to that standard of excellence described in our reports of former years, its condition admitting of no adverse criticism, but on the contrary, deserving our unqualified approval and commendation. The road-bed and track is second to no other in the State, and every precaution is taken to secure the safety of the trains. The track is laid with heavy steel rails throughout its entire length, and with the exception of the pile bridge at Portland, the bridges are constructed of iron, supported in most cases upon massive first and second-class masonry. Many of the station buildings along the line have been remodeled, and others rebuilt, and the remainder are in a fair condition for the comfort of passengers. The road has been operated with freedom from accidents, and the trains run with great regularity. The prevalence of small pox at Montreal and some other points in Canada this season has seriously affected the traffic over this road, but we trust that with the disappearance of this dreaded disease, the business will resume its wonted course, and the road enter upon a season of greater prosperity and advancement. The rolling stock is in good condition.

Hon. Joseph Hickson, General Manager, Montreal, Canada.

E. P. Hannaford, Chief Engineer, “ “

J. S. Stephenson, Superintendent, “ “

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

The proper address of the Company operating the road is Grand Trunk Railway of Canada, Montreal, Canada.

BANGOR & PISCATAQUIS RAILROAD.

From Oldtown to Moosehead Lake, 77 miles.

Directors—Moses Giddings, Bangor, Maine.

A. G. Wakefield, “ “

M. S. Drummond, “ “

C. L. Marston, “ “

John Cassidy, “ “

W. C. Pitman, “ “

W. H. Strickland, “ “

L. J. Morse, “ “

A. M. Robinson, Dover, “

This road diverges from the European & North American division of the Maine Central Railroad, at Oldtown, and extends to West Cove, at the foot of Moosehead Lake, where the trains connect with steamers for Mt. Kineo and other points on the lake. At our examination, made this fall, the road presented a greatly improved appearance compared with the examination made in the spring. A considerable amount of new steel rails, and many new ties, have been laid in the track, and the road-bed ballasted and ditched. The bridges and culverts between Oldtown and Blanchard have all received necessary repairs, some of which were suggested by the Commissioners at the time of the spring examination. The station buildings and the platforms along the line have been put in good order, and the entire line of the road gives evidence of constant supervision and care by the officers in charge of it. The division of the road between Blanchard and Moosehead Lake, opened for travel last year before it was fully completed, has been ballasted, the road-bed and track surfaced, and the cuts widened and ditched. Convenient station buildings have been erected at Shirley Mills and

West Cove. The wharf at West Cove has been completed, and good plank walks are extended from the station to the wharf, for the convenient transfer of passengers and freight. Guard-rails have been laid upon the trestle bridges between Blanchard and Shirley Mills.

The International Railway, now in process of construction, from Sherbrook, Canada, via Lake Megantic, to Mattawamkeag, on the line of the European & North American division of the Maine Central Railroad, must, by the terms of the charter granted by this State, make a connection with the Bangor & Piscataquis road at West Cove, the present terminus of the last-named road. This will form a very direct line from Bangor to the great West, and must result in increased business to the city and the Bangor & Piscataquis Railroad. Some portions of the track will require new rails and ties the coming summer, and we are assured that arrangements are already made to supply this requirement. The rolling stock of the road is in good order, but some additions are required to meet the demands of increasing traffic.

Moses Giddings, Bangor, President.

Arthur Brown, Superintendent, General Passenger and Freight Agent.

H. W. Blood, Treasurer and Clerk.

Proper address of Company, Bangor, Maine.

BANGOR & KATAHDIN IRON WORKS RAILWAY.

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

Directors—Charles V. Lord, Bangor.

F. W. Carr, “

Henry McLaughlin, “

Charles Hamlin, “

F. A. Wilson, “

At our last examination of this road, we found it in good condition and safe for the service required of it. The ballasting and raising of the track, widening and ditching the road-

bed, has been continued during the past season, and the road presents a greatly improved appearance. The bridges and culverts have received all necessary repairs, and the station buildings are in good order.

The destruction of the Katahdin Iron Works by fire affected the business of this road very seriously, but other industries have been established at different points along the line, and the Iron Works have been rebuilt, in a greatly improved and more substantial manner. The product of these works, together with the slate quarries and mills at Brownville, furnish this road a large amount of freight, assuring its future value and success.

Charles L. Lord, President, Bangor.

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

Proper address of Company, Bangor and Katahdin Iron Works Railway, Bangor, Maine.

BOSTON & MAINE RAILROAD.

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

Directors—George C. Lord, Newton, Mass.

Nathaniel G. White, Lawrence, Mass.

Nathaniel S. Bradlee, Boston, “

Richard Olney, “ “

Samuel C. Lawrence, Medford, “

James R. Nichols, Haverhill, “

Amos Paul, So. Newmarket, N. H.

William S. Stevens, Dover, “

Frank Jones, Portsmouth, “

Joseph L. Ricker, Deering, Maine.

This road has been maintained in excellent condition during the past year, and many additions and improvements have been made to the track, road-bed and buildings, among which is a new engine-house and turn-table at North Berwick, addition to freight-house at Wells, a new freight-house at Biddeford, and addition to car-house at Kennebunk. Long side

tracks have been built at Portland, Scarborough, Old Orchard, Saco, Biddeford and North Berwick, also a new turn-table at Kennebunk, and the bridge across Fore River, at Portland, has been fully repaired. The track, bridges and buildings on the entire length of the road in this State are in most excellent condition, and no effort, on the part of the management, or expense is spared to keep the road in all its parts up to the high standard it has maintained in the past. An iron bridge has been erected over the Alfred road at Biddeford, and an overhead bridge at Tappan Cut, in Saco. The east abutment of the bridge at Salmon Falls has been strengthened and repaired, and it is now in good condition. The rolling stock of the road has been largely increased and is in excellent condition. The road has been operated the past year with entire freedom from accident to passengers or trains. As the Boston and Maine Railroad Company now controls the entire railroad system between Portland and Boston, the patrons of the road may congratulate themselves that their interests are in the hands of a competent and successful management, whose record in the past is a guarantee for progressive and higher attainments in the future.

George C. Lord, President, Newton, Mass.

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

William Merritt, Supt. Western Div., Boston, “

D. W. Sanborn, “ Eastern “ Portland, Me.

J. W. Sanborn, Supt. Northern Div., Wolfboro' Junction, N. H.

W. J. C. Kenney, General Freight Agent, Danvers, Mass.

William F. Berry, Assistant Freight Agent, East Boston, Mass.

Dana J. Flanders, General Passenger Agent, Malden, Mass.

Amos Blanchard, Treasurer, Lowell, Mass.

Chancy P. Judd, Clerk of Corporation, Reading, Mass.

Proper address of the Company, Boston and Maine Railroad, Boston, Mass.

BRIDGTON & SACO RIVER RAILROAD.

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

Directors—William F. Perry, Bridgton, Maine.

William A. Stevens,	“	“
A. H. Burnham,	“	“
J. W. Fowler,	“	“
D. Ingalls,	“	“
P. P. Burnham,	“	“
Edwin Ingalls,	“	“
Almon Young,	Hiram,	“

This is a comparatively new road, and it was not fully completed at the time it was opened for business; since that time, however, the road-bed has been widened and raised at different points along the line, and the track put in good surface and line and the trains run over it with remarkable steadiness and freedom from unpleasant motion. The bridges along the road are, for the most part, wooden trestle, and pile structures of ample strength for the service required of them. The open culverts and water-ways are built of wood. The station buildings at Hiram Junction and Bridgton are comfortable, convenient, and kept in good order. The cars are in every respect first-class, and are kept particularly neat. The road is economically and well managed and has been operated with entire freedom from accident.

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 remains in about the same general condition as stated in our report of last year. Many new ties have been put into the track and more are required. The bridges are in good condition, having been rebuilt, with the exception of the bridge over the Penobscot at Bangor, since the road came into the possession of the Maine Central Railroad Company. The road is not well ballasted, as there is no material suitable for that purpose found along the line. Some portion of the iron rails in the track will need renewal at an early day. The road has been operated without accident during the past year.

EUROPEAN & NORTH AMERICAN RAILWAY.

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

Directors—Noah Woods, Bangor, Maine.

Charles P. Stetson, Bangor, Maine.

Samuel H. Blake, “ “

Nathan C. Ayer, “ “

Franklin A. Wilson, “ “

Sprague Adams, “ “

Thomas J. Steward, “ “

Aaron L. Simpson, “ “

John S. Ricker, “ “

The European and North American Railway is leased to the Maine Central Railroad Company and forms a part of the great through line from Portland, Maine, to St. John, New Brunswick. The road is in good condition and improvements are constantly being made. The track is laid with steel rails throughout its entire extent, and the road-bed is for the most part well ballasted and ditched.

The station buildings, with some exceptions, and platforms are conveniently arranged and well maintained. Since the road came under the management of the Maine Central Company, marked improvements have been made. Several of the

bridges have been replaced by stronger and better structures, some repaired and strengthened, and others are in process of building. The long bridge at Orono has been stripped of its covering, preparatory to a change of structure, and new abutments have been built at Olamon Stream, upon which a new bridge is to be placed. The station buildings at Vanceboro are well arranged in every respect for the comfort and convenience of passengers, and a good restaurant is maintained in the passenger station. At Vanceboro, connection is made with the St. John & Maine and the New Brunswick railways, the first mentioned running to St. John and Fredericton, New Brunswick, and the last to St. Stephens, St. Andrews and Woodstock, New Brunswick, Houlton and Presque Isle in Aroostook County, Maine. The opening of the cantilever bridge across the St. John River, at St. John, on the first day of October last, was an event of great interest to the people of New Brunswick and Maine and to railroad men generally throughout the country, and it was the occasion of a large gathering of parties interested from both sides of the border, and rejoicing that this long-talked-of scheme of bridging the St. John River had at last culminated in the successful construction of one of the finest bridges upon the continent, uniting these two countries with bands of steel, and connecting the railroad systems of both. The opening of this bridge for traffic must prove of great advantage to the railways centering at St. John, and their connecting lines, and we have no doubt that in a short time a greatly increased amount of travel and freight will be developed on account of this important and long-needed connection.

Noah Woods, President, Bangor.

Charles P. Stetson, Clerk of Corporation, Bangor.

Albert T. Thompson, Treasurer, Bangor.

Proper address of the Company, European & North American Railway, Bangor, Maine.

FRANKLIN & MEGANTIC RAILROAD.

From Strong to Kingfield, 15 miles. Gauge, 2 feet.

Directors—Varnum B. Mead, Boston, Mass.

Samuel W. Sargent, “ “

P. H. Stubbs, Strong, Maine.

J. W. Porter, “ “

John Winter, Kingfield, “

Loring Pullen, “ “

W. S. Heath, Salem, “

The construction of this road was commenced in the summer of 1884, and construction trains were run over it the following winter. At our first examination of the road, last spring, we found some of the bridges defective, and, in the opinion of your Commissioners, unsafe for the passage of trains over them. Notice was immediately served upon the Manager, prohibiting the running of passenger trains over the road, until the bridges were strengthened to the satisfaction and approval of the Commissioners. At our second examination, made a few weeks later, we found that the bridges had been strengthened, and permission to run passenger trains and a certificate of safety were given. At our third examination, in October, we found the road-bed and track greatly improved by ballasting, ditching, surfacing, and aligning the track. The road was built for the purpose of reaching the timber lands of northern Franklin. The present terminus is Kingfield, and that town already gives evidence of increasing growth and prosperity. Many new buildings have been erected in the village of Kingfield, and new industries are being established along the line of the road.

President—Samuel W. Sargent, Boston, Mass.

General Manager—P. H. Stubbs, Strong, Maine.

Purchasing Agent—V. B. Mead, Boston, Mass.

General Passenger Agent—W. Fred S. Fogg, Strong, Me.

Treasurer and Clerk of Corporation—P. H. Stubbs, Strong, Maine.

Proper address of Company, Franklin and Megantic Railroad Company, Strong, Franklin County, Maine.

GREEN MOUNTAIN RAILWAY.

From Eagle Lake, Mount Desert, to the summit of the Green Mountain, six thousand feet in length.

The summit of Green Mountain attains an elevation of about one thousand six hundred feet above the sea level, and it has always been a point of great interest to visitors at Bar Harbor, on account of the extended and rare view of land and sea, with the long stretch of coast, and out-lying islands. The Green Mountain road was constructed for the purpose of making the ascent of the mountain expeditious and attractive. The road is reached by carriage road to the foot of Eagle Lake, and from thence, by steamer, about two miles, to the railroad station at the base of the mountain. The road is very substantially and safely built, and for a large portion of the distance the track timbers are securely bolted to the ledge. There are no trestles or high bridges on the line, but wherever it was necessary to cross slight ravines or waterways on the side of the mountain, crib-work has been built and well secured.

The line of the road is very direct, and although the grades are heavy, the appliances for controlling the movements of the trains are so efficient, that security from accident is assured. The railroad company have erected a new hotel on the summit of the mountain, the past season, to take the place of one destroyed by fire last year. The new building is superior in location and arrangement to the first one built. The trains have been run without accident since the opening of the road, and the same careful management in the future as in the past will insure the same results.

W. B. Hayford, President, Bangor, Maine.

F. B. Clergue, Treasurer, Clerk and Superintendent, Bangor, Maine.

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

HOULTON BRANCH OF NEW BRUNSWICK & CANADA RAILWAY.

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

During the past season that portion of this branch within the limits of this State, has been fully ballasted, the track relaid with new steel rails, and steel rail frogs laid at all the switches. All defective ties have been removed from the track and new ones laid in their places, and the road is now in very good condition. This branch is an important feeder to the New Brunswick Railway, giving it a connection with the growing town of Houlton, the receiving and distributing point of a large section of the most prosperous and productive portion of Aroostook County, and we are happy to report that the above-mentioned and long-needed improvements on the Houlton branch have been satisfactorily accomplished.

John Stewart, Superintendent, Woodstock, N. B.

F. W. Cram, General Manager, St. John, “

Alfred Seeley, Treasurer, “ “

KNOX & LINCOLN RAILROAD.

From Bath to Rockland, 49 miles.

Directors—John T. Berry, Rockland.

Francis Cobb, “

George W. Kimball, Rockland.

E. K. O'Brien, Thomaston.

E. O. Clark, Waldoboro'.

D. W. Chapman, Damariscotta.

Edwin Flye, Newcastle.

Henry Ingalls, Wiscasset.

J. G. Richardson, Bath.

Thomas W. Hyde, “

John R. Kelley, “

The Commissioners are happy to report a very marked improvement in many respects in the condition of this road. About twenty-three miles of the track is now laid with steel

rails; eleven and one-half miles of steel rails, with angle splice joints, and fifteen thousand nine hundred ties have been laid in the track the past season, and we believe, as stated by the Superintendent in his report, that the road is in better condition than ever before. The following-named bridges have received necessary repairs: Mill Creek, Georges River, Dickey, Sidensparker, Damariscotta Mills, Bryant's Meadow, Wright's, Marsh River, Sheepscot, Wiscasset, Hobson's, Montswear, Nequasset and Dyke, involving the use of about one hundred thousand feet of timber. Thirteen miles of track have been raised and ballasted. The destruction, by fire, of the station buildings at Rockland was a serious calamity to this road, as it involved not only the passenger and freight depots, but a new passenger car, six freight cars, one postal and baggage car, and a considerable amount of freight. Temporary buildings have been erected upon the site of the old station-houses, but it is to be hoped that the long-considered project of extending the road to a point nearer the business center of the city will be determined favorably in the spring, and permanent buildings erected on the site selected for that purpose, and we believe that the true interests of the road demand that this improvement shall be made. No accidents have occurred to the trains, passengers or employes during the past year.

President—John T. Berry, Rockland, Maine.

Superintendent—C. A. Coombs, Bath, “

Treasurer—A. F. Low, Bath, Maine.

Clerk of Corporation—Edmund Wilson, Thomaston, Maine.

Proper address of the 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 is a comparatively new road, having been in operation only about three years. It is leased to and managed by the

Boston & Maine Railroad Company, and furnishes direct and convenient communication with one of the most desirable summer resorts upon the coast of Maine. The road is well built and is maintained in good condition. Officers same as Boston & Maine.

LEWISTON & AUBURN BRANCH RAILROAD.

From Lewiston to a junction with the Grand Trunk Railway of Canada, 5 5-10 miles.

The original construction of this road was most thorough and complete, and no expense was spared to insure the permanency of the bridges and other structures. There are four iron bridges, all of which are supported by abutments and piers of first-class masonry. The road-bed is wide and well drained, the track fully ballasted, the station buildings well built and conveniently arranged, and the entire road is in excellent condition. The road is leased to the Grand Trunk Railway Company of Canada, and managed by the officers of that company.

LEWISTON & AUBURN HORSE RAILROAD.

About 7 7-10 miles in length, extending through the principal streets of Lewiston and Auburn, and to Lake Auburn. That portion of the road through the above-named cities is generally in good condition, but the division extending along the public road to Lake Auburn, needs some improvements. The road-bed should be in several places widened, raised and properly drained, and the track aligned and surfaced. The cars are in good condition, and the horses are not overworked or abused, and evidently receive good attention and care. The Company owns forty horses, fifteen cars, eight sleighs and one snow plow.

F. W. Dana, President, Lewiston.

C. W. Corbett, Treasurer, “

Proper address of the Company, Lewiston & Auburn Horse Railroad Company, Auburn, Maine.

CONSOLIDATED MAINE CENTRAL RAILROAD, ITS BRANCHES
AND LEASED LINES.

Total number of miles operated by this Company, 527
46-100 miles.

Directors—Darius Alden, Augusta, Maine.

William G. Davis, Portland, Maine.

Horatio N. Jose, “ “

Joseph S. Ricker, “ “

Arthur Sewall, Bath, “

Thomas W. Hyde, “ “

Abner Coburn (deceased), Skowhegan, Me.

John Ware, Waterville, Maine.

William B. Bacon, Boston, Mass.

Frank Jones, Portsmouth, N. H.

Samuel C. Lawrence, Medford, Mass.

George C. Lord, Newton, Mass.

Amos Paul, South New Market, Mass.

The roads now included in the Maine Central system are the lines from Portland, via Augusta, Waterville and Bangor, to the State line between Maine and New Brunswick at Vanceboro, and from Cumberland Junction, via Lewiston, to Waterville and Skowhegan; the Androscoggin Railroad from Brunswick to Leeds Junction, with branch from Crowley's Junction to Lewiston; the Leeds and Farmington branch, from Leeds Junction to Farmington; the Bath branch, from Brunswick to Bath; Belfast branch, from Burnham to Belfast; the Dexter & Newport branch, from Newport to Dexter; Eastern Maine branch, from Bangor to Bucksport, and the Maine Shore Line branch, from Bangor, via Ellsworth, to Mt. Desert Ferry and Stillwater branch, in all, as stated above, 527 46-100 miles. The tracks from Portland to Vanceboro, and from Cumberland Junction to Waterville, Bangor to Mt. Desert Ferry, Bath to Brunswick, and from Brunswick to Lewiston, are laid with steel rails. There has been laid in the track during the past year about 3,593 tons of steel, 362

tons of iron rails, 165,543 new cross ties, and 54,000 yards of ballast put under it. New bridges have been built at the following-named points during the past year: At Winslow a very substantial iron bridge of two spans, each 140 feet in length, has taken the place of the wooden bridge erected when the road was built. At Freeman's Creek, Lawrence Boom and Rolling Dam, the wooden bridges have been replaced by iron lattice-girder bridges, each of 54 feet span, and the abutments at Lawrence Boom have been rebuilt.

The bridge over the Kennebec River at Waterville has received a new floor system, one of the abutments at the Richmond road has been rebuilt, and an iron bridge of 37 feet span built at this point. A new wooden bridge of 35 feet span was built at the Yarmouth road. All the above-named bridges are located on the line from Portland, via Augusta, to Waterville. At West Farmington, on the Leeds and Farmington branch, a new trestle approach has been built at Temple Stream bridge, and 424 feet of pile bridge at Farmington. The west abutments of the New Meadows bridge, on the Bath branch, have been thoroughly repaired, and the Highway bridge at Danforth Street, Portland, renewed. On the line from Cumberland Junction, via Lewiston, to Waterville, the two westerly spans of the bridge over the Androscoggin River at Lewiston have been strengthened by new lateral bracing, and the abutments at the overhead bridge near the upper station at Lewiston, rebuilt, and the highway bridge over the track at Belgrade, rebuilt. At Olamon Stream, on the European and North American Division, new abutments have been built, preparatory to receiving a new superstructure. On the Mt. Desert branch, at Boggy Brook and Reed's Pond streams, new abutments have been built, and good wooden bridges of 35 feet span placed on these, and at Egery's Mill Stream, Kilkenney, and Carrying Place, iron bridges of 50 feet span have been built. Two iron spans, 56 feet in length, have taken the place of the wooden spans at Union River, near Ellsworth. Iron turn-tables have been built at Bangor and

Portland, and wooden turn-tables at Brunswick and Oldtown. Many other repairs and improvements of minor importance have been made in the bridges and culverts along the entire line. A little over seven miles of side tracks have been built the past year.

At Congress Street, Portland, Yarmouth Junction and Benton, new and commodious passenger stations have been built, and the station buildings at Greene and Brewer have been enlarged and repaired. A new tank-house has been built at Vanceboro and Kingman, on the European road, and on the Maine Shore Line at Mt. Desert Ferry. Forty-three and five-tenths miles of new fence have been built, and three and five-tenths miles of old fence repaired. The rolling stock of the road has been largely increased during the past year and is now in excellent condition. Since 1870, one hundred and one new bridges of greater or less importance have been built at different points on this road. Nearly one-half of the total railroad mileage in this State is now under the control of the Maine Central Railroad Company and operated by them, and it is but just to say, that the powers with which the managers of this road are invested, have not been abused to the injury of the business interests of the State, but on the contrary have been exercised with liberality, and great discretion, for the establishing and building up of new enterprises along their extended line, and have always given their influence in favor of developing the resources of the whole State. The road is managed to the entire satisfaction of the public, and the managers have secured the respect and confidence of all with whom they have business relations. The main lines of the road are in excellent condition, but some of the branch lines need renewal of track to a greater or less extent. The station buildings are, for the most part, comfortable and convenient, but there are some that need improvements in both of the above-named respects, and we have no doubt that these will receive attention at an early day. No accident has occurred to passengers or trains during the past year, but

some have occurred at road crossings, by which several persons have lost their lives. In most of these cases the investigations have proved that the railroad company and its employes were not at fault.

The completion and opening of the cantilever bridge across the St. John River at St. John, New Brunswick, has added largely to the business of the Maine Central Railroad, and some of the officers of this road aided by their influence and means, in the accomplishment of this great project. As the railroad systems of New Brunswick and Maine are now so intimately connected, we have thought it proper to introduce on another page of this report a description of this remarkable bridge, as printed in the St. John Telegraph, a newspaper published in St. John, on the day of the opening.

Many changes and improvements are in progress at the present time, in the bridges and track of the Maine Central road, a description of which will more properly be given in the Railroad Commissioners' report of next year.

Arthur Sewall, President, Bath, Me.

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

Josiah H. Drummond, Clerk, Portland, Maine.

J. A. Linscott, Treasurer, " "

George York, Auditor, " "

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

W. S. Eaton, General Freight Agent, Portland, "

W. H. Allen, Civil Engineer, " "

Amos Pillsbury, Master Mechanic, Waterville, "

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

MONSON RAILROAD.

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

This road is well and economically managed, and has been operated, since its construction, with entire freedom from accident. The bridges and culverts are in safe condition. The track is in good surface and alignment, and rides well. The slate quarries at Monson furnish a large amount of freight, and during the summer season the passenger traffic is large, and increasing from year to year, as the attractions of the pleasant town of Monson and the surrounding country are becoming better known, since the increased facilities for reaching this interesting part of the State have been established by the building of this road. An effort is now being made to extend the road from Monson to Greenville, at the foot of Moosehead Lake, also from Abbott to Skowhegan. In the event of the success of this project, it is proposed to widen the track to the standard gauge, and thus avoid the inconvenience and expense of transferring passengers and freight from the cars of the narrow gauge to those of the standard gauge. The extension of this road, as proposed, would shorten the distance between Moosehead Lake and Portland about seventy miles.

J. B. Mathews, Manager, Monson, Maine.

John A. Kimball, Treasurer, Lowell, Mass.

Proper address of the Company, Monson Railroad Company, Monson, Maine.

NORWAY BRANCH RAILROAD.

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

The construction of this branch has proved of great advantage to the business interests of the town of Norway and the surrounding country. Extensive manufacturing establishments have been built, and are in successful operation.

The village of Norway presents an air of thrift and prosperity, owing, in a great measure, to the increased facilities for transportation of passengers and freight, by this connection with the Grand Trunk Railway. The road is in excellent condition for the service required of it.

George L. Beal, President, Norway, Maine.

Managers same as Grand Trunk Railway.

ORCHARD BEACH RAILROAD.

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

This road is a great source of pleasure and convenience to the summer visitors to Old Orchard Beach, extending along the beach, as it does, in close proximity to the ocean. The view from the cars is unobstructed and interesting, and passengers receive the full benefit of the invigorating breezes from the sea. Many cottages, for summer occupation, have been erected along the line of the road by persons who prefer quiet retirement to the more exciting and busy scenes at the central point. The road is in good condition and is a paying investment to the stockholders.

President—James T. Furber, Lawrence, Mass.

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

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

Clerk of Corporation—Geo. F. Calif, Saco, Maine.

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

OLD ORCHARD JUNCTION RAILROAD.

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

Since the date of our last report, this road has been abandoned, the track taken up and sold.

OCEAN STREET HORSE RAILROAD.

From the Maine Central Railroad crossing at Woodford's, along Ocean Street, 1 5-10 miles in length.

This road remains in about the same fair condition as reported last year. The business at the present time is very light, but will undoubtedly increase when the desirable building lots along the line are improved, and residences built upon them.

PORTLAND HORSE RAILROAD.

The Portland Horse Railroad is located along the principal streets of Portland, and from Portland, through the town of Deering, to Steven's Plains, in the town of Westbrook, 7 3-4 miles in length.

Directors—H. Libby, Portland, Maine.

H. L. Hart, “ “

Charles Forbes, Portland, Maine.

W. R. Wood, “ “

H. L. Wheeler, Deering “

This road has been extended and greatly improved during the past year, and is now in good condition. The track along Congress Street has been relaid in a most thorough manner, and the road extended from the foot of Vaughn Street to the new station of the Maine Central Railroad at the Congress Street crossing, adding very greatly to the comfort and convenience of passengers to and from the city of Portland. The road is well managed. The cars are kept in good repair and a very cleanly condition. The horses are well stabled, fed and kindly treated, and have no marks of abuse so often observed on similar roads in other cities.

President—Harrison J. Libby, Portland, Maine.

General Manager, Treasurer and Clerk—E. A. Newman, Portland, Maine.

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

PORTLAND & OGDENSBURG RAILROAD.

From Portland, Maine, to Lunenburg, N. H., 110 miles—
51 miles in Maine.

Directors—Samuel J. Anderson, Portland, Maine.

H. N. Jose,	“	“
J. S. Ricker,	“	“
J. P. Baxter,	“	“
R. M. Richardson,	“	“
Francis Fessenden,	“	“
George E. B. Jackson,	“	“
S. R. Small,	“	“
C. H. Amdsen,	Concord, N. H.	

The track of this road was entirely relaid with steel rails and ballasted last year, so that but little remained to be done in this direction the past season. The road-bed has been improved at several points along the line by widening the cuts and raising the embankments. Some of the excavations have been widened and ditched. A new truss bridge has been built over Shepard's River, and the culverts along the road repaired. The iron bridge over the Saco River, at Hiram, has been strengthened and repaired. New buildings are being erected near Portland to be used as machine shops, for the repairing of locomotives, cars, &c. We stated in our report of last year, that the pile bridges at the two crossings of the Presumpscot River, would be rebuilt the present year, but it has not been done. We trust that arrangements will immediately be made to rebuild these important structures. With the exception of the bridges above named, the road is in very good condition, and will need only the ordinary repairs for several years to come. The station buildings are in good order. The grounds at Sebago Lake have been greatly improved by the erection of buildings for the convenience of pleasure parties and others, who, during the summer months, frequent this attractive resort. The Superintendent of this road, Mr. Hamilton, is a practical

machinist and has had much experience in railroad management, and under his management the road has been operated with safety and economy. No accidents to trains or passengers have occurred during the past year.

Samuel J. Anderson, President, Portland, Maine.

John W. Dana, Treasurer, Portland, Maine.

Jonas Hamilton, Superintendent, Portland, Maine.

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

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

Proper address of 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.

Nathan Webb, “ “

William L. Putnam, “ “

Charles McCarthy, Jr., “ “

Joseph S. Ricker, Deering, “

Arthur Sewall, Bath, “

Stephen J. Young, Brunswick, “

George C. Lord, Newton, Mass.

Richard Olney, Boston, “

The many changes and additions made upon this road during the last three or four years, are rapidly raising it to the conditions of a first-class railroad, comparing very favorably with most of the other railroads in the State. The track is in good running order, and rides remarkably well. One thousand seven hundred and eight tons of steel rails, and 19,070 cedar cross-ties have been laid in the track, 729 feet of new side track has been laid at different points on the line, and 6,380 feet of side track relaid with old iron, taken from the main line. The truss bridge at East Rochester has been protected from the weather by sheathing inside and out, and

painted. Two new truss bridges have been built, one at Great Brook, the other at Little River. At Saccarappa a bridge has been repaired and a new culvert built near Spring Street. Guard rails have been laid on the Saco River bridge at Buxton. At Alfred new passenger and freight stations and platforms have been built, the station grounds raised two feet, and the main and side tracks brought up to the new grade. At Saccarappa a very tasty and convenient passenger station and a long platform have been built. At Portland a large addition to the engine house, and a new flag station at Green Street have been built, and a pile bridge, 390 feet in length, on the Marginal Way, has been filled with earth. Other improvements of minor importance have been made at Portland, Gorham and Springvale. Two new passenger cars have been added to the rolling stock the past year. No accident has occurred to trains or passengers during the past year. It will be necessary to rebuild two of the small truss bridges between Springvale and East Rochester, and repair the Shaker Pond pile bridge at Alfred, the coming season. The track and bridges at the Marginal Way, at Portland, will also need repairs. The road is in every respect well managed, and much credit is due the Company and its officers for the greatly improved condition of the road and rolling stock.

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.

Directors—Arthur Sewall, Bath, Maine.

Thomas W. Hyde, Bath, Maine.

F. R. Barrett, Portland, “

Frank Jones, Portsmouth, N. H.

Samuel C. Lawrence, Medford, Mass.

William B. Bacon, Boston, “

James R. Nichols, Haverhill, “

This road is in excellent condition throughout its entire length. The track is laid with steel rails, and is in good surface and alignment. The pile bridge across Fore River at Portland has been fully repaired. One new abutment has been built at the road crossing, about one mile west of North Berwick station, and an iron bridge has replaced the wooden one at this point. The pile bridges over the Great Works River have received necessary repairs. The long pile bridge across the Piscataquis River at Kittery has been strengthened and repaired, and it is in very good condition. The road-bed is wide, thoroughly drained, and the location between the fences cleared of all brush and rubbish, presenting a very neat appearance. The buildings along the line are well maintained and neatly kept. This road now forms a part of the Eastern Division of the Boston and Maine Railroad, and is operated by that company.

Arthur Sewall, President, Bath, Maine.

James T. Furber, General Manager, Boston, Mass.

N. G. Chapin, Treasurer, Brookline, Mass.

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

D. W. Sanborn, Superintendent, Boston, Mass.

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

Proper address of Company; Portland, Saco and Portsmouth Railroad Company, Causeway Street, Boston, Mass.

PORTSMOUTH, GREAT FALLS & CONWAY RAILROAD.

From station of Portland, Saco and Portsmouth Railroad, at South Berwick, Maine, to North Conway, N. H., 71 37-100 miles. Two and ninety-two hundredths miles in Maine.

The road-bed, track and bridges, of that portion of this road within the limits of this State, are in very good condition. During the past season a new iron bridge has replaced the wooden one at Great Works River, South Berwick, and new bridges have been built across the stream at Milton, on the State line. The bridge at Salmon Falls is in good order. The track between Conway Junction and Salmon Falls has been relaid with new rails and ties, and the road-bed well ditched and drained.

President—Arthur Sewall, Bath, Maine.

General Manager—James T. Furber, Boston, Mass.

Treasurer—N. G. Chapin, Brookline, “

Clerk of Corporation—William Hackett, Portsmouth, N. H.

Superintendent—John W. Sanborn, Wakefield, “

Master of Maintenance of Way—H. Bissell, Salem, Mass.

Proper address of Company, Portsmouth, Great Falls and Conway Railroad Company, Causeway Street, Boston, 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, “ “

William H. Moulton, “ “

Charles R. Milliken, “ “

George C. Wing, Auburn, “

Otis Hayford, Canton, “

George D. Bisbee, Buckfield, “

The work of repairing, (or perhaps it may more properly be said) of rebuilding this road has been continued the past

season. The bridge over the stream near Sumner Station, has been completed in a substantial manner, and the length reduced from the original length of 265 feet, to one span of 75 feet. The bridge at Buckfield has received a new floor system throughout its entire length. Several other bridges of less importance have been rebuilt, and greatly reduced in length. The total reduction in the length of bridges from the year 1883 to the present time is 877 feet. During the past year there has been laid in the track 530 tons of new steel, 230 tons of iron rails, and a little over 14,000 new ties, and the track is, for the most part, in very good condition, with the exception of three or four miles of old iron, which should be renewed the coming season. The road is fortunate in having large deposits of gravel at convenient distances along the line, and much work has been accomplished in ballasting the track, widening and filling the embankments, and ditching the cuts. The high trestle bridge at Pottle Stream, near Mechanic Falls, Allen bridge in Minot, and the bridge at the head of Whitney Pond, must be rebuilt the coming spring. Mr. L. L. Lincoln, the superintendent of this road, is a gentleman of large experience in the management of railroads, and by his careful supervision the road has been operated successfully, and with entire freedom from accident. The rolling stock is in very good condition. Should the great water power at Rumford Falls be developed and utilized, there can be no doubt that this road would be extended up the beautiful valley of the Androscoggin River to the falls, adding largely to its business and value.

President—William L. Putnam, Portland, Maine.

Vice President—Otis Hayford, Canton, “

Treasurer—R. C. Bradford, Portland, “

Clerk of Corporation—C. S. Andrews, Portland, Maine.

Superintendent—L. L. Lincoln, Canton, “

Proper address of Company, Rumford Falls and Buckfield Railroad Company, Portland, Maine.

SOMERSET RAILROAD.

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

Directors—R. B. Dunn, Waterville, Maine.

R. W. Dunn, “ “

Edmund Rowe, Norridgewock, Maine.

C. A. Harrington, “ “

John Ayer, Oakland, Maine.

F. W. Hill, Exeter, “

W. H. Brown, North Anson, Maine.

Nathan Weston, Madison, “

S. S. Thompson, Lyndonville, Vermont.

This road remains in the same good condition as stated in our report of last year. The trestle bridge at Madison has been thoroughly repaired, and new timbers placed upon several culverts. The track is well ballasted and rides remarkably well. It will be necessary to rebuild the temporary trestle bridge at the washout between Norridgewock and Madison bridge, the coming summer. Two large woolen mills have been erected at Madison bridge, near the line of the road, and the village is increasing rapidly in population and business, which will undoubtedly prove of great advantage to this road. The road is well and successfully managed, and no accidents have occurred to passengers or trains. The rolling stock is in good condition.

John Ayer, President, Oakland, Maine.

W. H. Ayer, Superintendent, Oakland, Maine.

A. R. Small, Treasurer, “ “

Edmund Rowe, Clerk, Norridgewock, “

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

ST. CROIX & PENOBSCOT RAILROAD.

From Calais to Princeton, 22 miles—17 miles in this State,
5 miles in New Brunswick.

Directors—Geo. W. Porter, St. Stephens, N. B.
Henry F. Eaton, Milltown, “
E. A. Barnard, Calais, Maine.
E. C. Gates, “ “
L. G. Downes, “ “

As has been stated in our former reports, the business consists, for the most part, in the transportation of lumber from the mills at Baring and Milltown, to the wharves at Calais. Mixed passenger and freight trains are run from Calais to Princeton, and at the last-named point, in the summer season, connection is made by steamboat with Grand Lake and other points. That portion of the road within the limits of this State is in a safe condition for the passage of trains at a low rate of speed, but the iron, or a portion of it, is badly laminated and worn, and many new cross-ties are needed in the track. The bridges and culverts are, for the most part, in good order.

The long trestle bridge between Calais and Milltown has been fully repaired, and the timbers on many of the culverts and water-ways have been renewed. Many new cross-ties have been laid in the track, and many more should be laid the coming season. The road is operated with care, the trains are run at a low rate of speed, and we consider it safe for the service required of it. No accidents have occurred during the past year.

President—George W. Porter, St. Stephens, N. B.

Superintendent—S. W. Haycock, Calais, “

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

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

SANDY RIVER RAILROAD.

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

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

Joel Wilbur, Avon, “

D. M. Bonney, Farmington, Maine.

James H. Bonney, “ “

George H. Willis, Bath, “

The work of preparing this road for the contemplated change from the narrow to standard gauge, has been continued the past summer. Excavations have been widened, grade summits reduced, and the embankments raised and widened. Substantial stone culverts and earth embankments have taken the place of wooden trestle bridges at many points, and the line and surface of the track has been much improved. Some of the iron is laminated and worn, and will require removal, unless the contemplated change of gauge is made at an early day. Many new cross-ties have been laid in the track, and several of the long trestle bridges and culverts received necessary repairs. The repairs, in many cases, are of a temporary character, as a change of gauge would involve the necessity of new and stronger structures. The long trestle bridge at Strong, will soon need very extensive repairs, and the truss bridge at Phillips, will require strengthening, although both are safe for the present. The road rides very smoothly, and no accident has occurred to passengers, trains or employes. The business of the road is steadily increasing, and shows very encouraging results for the past year.

President and General Manager—N. B. Beal, Phillips, Me.

Superintendent and General Freight Agent—N. B. Beal, Phillips, Maine.

Treasurer and General Passenger Agent—J. E. Thompson, Phillips, Maine.

Clerk of Corporation—Daniel M. Bonney, Farmington, Me.

Proper address of the Company, Sandy River Railroad Company, Phillips, Franklin County, Maine.

ST. CROIX RAILROAD.

From Vanceboro, Maine, to McAdam Junction, in the Province of New Brunswick, 7 miles— $\frac{1}{2}$ mile in Maine.

This road has not been operated since the lease of the St. John & Maine Railway, to the New Brunswick Railroad Company. The track has not been removed.

WHITNEYVILLE & MACHIASPORT RAILROAD.

From Machiasport to Whitneyville, 7 5-10 miles.

Used only for transportation of lumber, and we do not examine it.

Cornelius Sullivan, Treasurer and Manager.

In concluding this report, the Commissioners congratulate the people of the State, and the railroad companies, that the year has passed without accidents to trains or passengers, and the business of the roads has been well sustained. Several accidents have occurred at grade crossings, by which persons have been killed. Low-built overhead bridges, and coupling cars, have caused the death or maiming of many employes. Many freight cars are now built so high (14 feet), that no overhead bridge should be erected with less than 20 feet clear space between the top of the rail and the stringers of the bridge. Bridge guards have been put up to warn the men that they are approaching a bridge, but they soon get out of order and misplaced, and fail to afford protection to the brakeman whose duty calls him to the top of the cars.

We give below the description of the cantilever bridge over the St. John River, at St. John, New Brunswick, to which reference was made on a preceding page of this report :

The Cantilever Bridge.

The main river bridge consists of a central span of 477 feet, supported on granite piers which are $9 \times 27\frac{1}{2}$ feet in size at the top, the east pier being about 96 feet high and the west pier about 50 feet in

height. The shore arms of the bridge are $143\frac{1}{2}$ feet in length at the east side and 191 feet in length at the west side, the end of the east arm being supported on masonry abutments placed in an excavation made in the solid rock on that side for the purpose, and the west arm being supported by a granite pier, 8×34 feet in size at the top, of about 40 feet in height.

The portion of the main river bridge between the piers consists essentially of three parts, viz., the cantilever arms at each side, which are respectively $143\frac{1}{2}$ feet and 191 feet in length, being the same as the shore arms at the ends, and the central span of $142\frac{1}{2}$ feet, which is essentially an independent truss span, the ends of which are supported by the ends of the cantilevers. The depth of the trusses over the piers are relatively 65 and 80 feet at the east and west piers, and the shore arms at the ends and the centre span are each 27 feet in depth.

The panel lengths of the trusses are about 24 feet,

AND THE RAILWAY TRACK

is supported on the lower chord level by means of steel floor beams, 3 feet in depth, riveted between the struts and posts, and by four lines of longitudinal stringers, 30 inches in depth, riveted between the floor beams, upon which are placed the wooden ties carrying the rails, these ties being 8×8 inches in size and 17 feet in length, and placed 8 inches apart. The lower chord of the bridge, as well as the intermediate posts, are made of rolled steel channels 16 inches in depth, which were made specially for this work, the lower chord channels being united by cover plate and lattice work, and the post channels by lattice work on each side.

The upper chords and main diagonals consist of forged steel eye bars made by the Kloman process, which consists in rolling the bars with an enlarged portion at each end, which portions are afterwards forged under a steam hammer in the requisite form of head. The blanks for these eye bars were rolled on a special mill prepared for the purpose at the works of the Steel Company of Scotland, in Glasgow, and the hammers and gas furnaces used in their manufacture were put in especially for the purpose by the bridge company at their works at Lachine, P. Q. The bars, chords and posts are united by steel pins accurately turned to size, and from 5 to $7\frac{1}{2}$ inches in diameter.

THE INTERMEDIATE POSTS

are supported near their centres by means of longitudinal struts of channels latticed together and angled between the posts, and the trusses are held against being overturned sideways by wind pressure by means of transverse tie rods connected to struts placed between the posts at the level of the longitudinal struts and to struts connected to the upper chord pins. In the longest post on the west pier, and on each side of the same, intermediate cross struts are placed between the posts and additional sway rods provided. The wind pressure against the trusses as a whole, which tends to throw them out of position in a horizontal direction, is resisted by three sets of lateral rods, the lower set being placed between the lower chords and beneath the floor beams, the centre set being placed between the longitudinal struts at the centres of the posts, and the upper set being placed between the upper chords, and their united strength is sufficient to hold the bridge securely against a wind pressure of 40 lbs. per square foot, acting on the faces of both trusses and upon the train covering the whole length of the bridge, and giving a vertical force of 10 feet to the wind, or a total pressure of 416 tons.

The whole structure is proportioned to sustain a train load of $1\frac{1}{4}$ tons to the running foot in connection with two engine loads of 90 tons each; and under the above loads in connection with the wind pressure named, the whole structure would only be strained to about one fifth its breaking strength.

THE ENDS OF THE CANTILEVERS

at the abutments are secured by anchor roads to a gridiron of rolled beams placed 27x32 feet, respectively, below the bridge seats at the east and west ends, upon which rests a weight of masonry amounting to about 780 and 880 tons at the east and west ends, respectively, or about $3\frac{1}{2}$ times the amount of the greatest upward strain that could result by loading the span on the piers and leaving the shore arms unloaded.

The arrangements for allowing expansion and contraction consist of a nest of rollers placed under the shore arms at each abutment, which allow the shore arms to expand and contract by simply swinging the anchor rods round the pin connection in the gridiron of beams beneath the masonry. The expansion in the centre span is allowed by slotting the upper and lower chords at the ends of the

cantilever arms and allowing the centre span to swing on the vertical post which supports it at the end of the cantilever arm.

The erection of the west shore arm was begun on the 9th of April, and the west arm was completed on the 4th of May, a week's time having been lost during this period by the breaking of the driving pinions in the hoisting engine. The erection of the western portion of the main river span was begun on the 9th of May, and the west part to the centre of the entire span was finished on the 4th of June. The erection of the east shore arm was begun on the 6th of June, and finished on the 21st of June. The erection of the east river arm was begun on the 24 of June, and the two parts were connected at the centre on the 9th of July, or three months after the commencement of the erection of the work. The first engine crossed the bridge on the 20th of July, and the bridge was tested by the government engineers on the 31st of July, or less than four months after the commencement of the erection.

THE TEST.

The bridge was tested by two trains, each having two engines weighing from 60 to 65 tons, and followed by flat cars loaded with clay and gravel, weighing about 30 tons each. These trains were placed first on the shore arms, without any load on the central portion of the bridge between the piers, which caused a deflection of $\frac{1}{4}$ to $\frac{3}{8}$ of an inch in the centre of the shore arms, and an elevation of $\frac{3}{8}$ to $\frac{5}{8}$ of an inch in the centre span of the cantilevers. On the second loading, the four engines were brought together at the centre of the centre span and the cars allowed to cover the entire length of the bridge and on each side, under which load the deflection was $3\frac{3}{4}$ inches at the centre of the centre span, and less than $\frac{1}{8}$ of an inch at the centre of the shore arms. The third loading was the same as the second, except that the cars on the shore arms were removed, and under this load, the greatest deflection at the centre of the centre span was 4 inches, and the elevations of the centres of the shore arms were $\frac{1}{4}$ and $\frac{7}{8}$ of an inch, respectively, for the east and west arms. The maximum deflection of 4 inches under these loads was less than two-thirds the deflection on the Niagara cantilever bridge of the same length of span under a similar condition of loading, showing considerably greater stiffness than in the Niagara bridge.

Every part of the main bridge, including the wind bracing, is made of mild open hearth steel, and repeated tests of specimens of the same during its construction showed average tensile strength of about 60,000 pounds per square inch, with an elastic strength of 36,000 pounds per square inch; the average elongation of specimens before fracture amounted to about 32 per cent, and the reduction in area at the point of fracture amounted to about 43 per cent; in other words, a bar of 10 inches in length would stretch about $3\frac{1}{4}$ inches before breaking, and a bar having 5 square inches section would reduce down to about 3 square inches in section before fracture, showing much greater toughness and durability than is attained in the very best iron.

The names of the directors are as follows: Hon. T. R. Jones, President; Messrs. John H. Parks, J. Murray Kay, Dr. F. E. Barker, Payson Tucker and George E. B. Jackson. Since the last meeting, Hon. R. Robinson, who was on the directorate since 1881, has died, leaving a vacancy in the board. Mr. P. S. Archibald, the chief engineer of the railway, was assisted by Mr. Gilmore Brown, C. E., as resident engineer. The plans for the bridge were prepared by Mr. Job Abbott, C. E., president and chief engineer of the Dominion Bridge Company. The construction was superintended by Mr. M. H. Hasler, constructing foreman, assisted by Mr. F. E. Came, C. E. These, with Mr. M. J. Hogan, the contractor, and his corps of assistants, directed the construction of the bridge and railway.

RETURNS.

The tabulated returns on another page of this report, show the amount of rolling stock and the financial and business standing of the railroad companies for the past year.

ROADS IN PROCESS OF CONSTRUCTION.

The work of grading the International Railway, through the northern part of this State, is still being carried on; but, as we have not been informed, we are unable to state what progress is being made.

PROJECTED RAILROADS.

From Bancroft, on the line of the European and North American division of the Maine Central Railroad, to Houlton, Aroostook County.

From Mattawamkeag, on the above-named division of Maine Central Railroad, by direct line, to Presque Isle, Aroostook County.

From Greenville, at foot of Moosehead Lake, via Monson, to Skowhegan.

Extension of Rumford Falls and Buckfield Railroad, from Canton to Rumford Falls.

Accidents in Maine, Year Ending Sept. 30, 1885.

ATLANTIC & ST. LAWRENCE.

July 2, 1884. Portland, J. Lee, brakeman, coupling, hand badly hurt.

August 11. Portland, J. P. Corson, mail agent, back sprained.

August 21. Mechanic Falls, F. H. Lord, brakeman, coupling, hand hurt.

September 17. Portland, J. Cummings, laborer, struck by car, knee injured.

September 25. Portland, R. McFarland, laborer, run over by train, killed.

October 24. South Paris, W. P. Hatch, brakeman, coupling, finger crushed.

October 29. Portland, J. F. Haywood, brakeman, coupling, hand crushed.

November 7. Portland, C. J. St Clair, brakeman, coupling, fell between cars, killed.

November 10. Yarmouth, M. Doherty, brakeman, coupling, finger crushed.

November 14. Mechanic Falls, D. Wiley, brakeman, fell under cars, legs run over.

November 27. Portland, W. Starrett, brakeman, coupling, hand injured.

December 29. Portland, F. C. Steavens, engineman, jammed between tender and pulleys, badly injured.

January 8, 1885. South Paris, G. R. Noyes, brakeman, coupling, finger cut off.

January 17. Portland, A. R. Blake, coupling, hand crushed.

February 24. South Paris, P. Barrett, brakeman, coupling, finger crushed.

May 11. Portland, A. R. Blake, coupler, struck by scale house, face injured.

BOSTON & MAINE.

October 10, 1884. Robert Kenneally, passenger, attempting to board a moving train at Maine Central transfer station at Portland, lost a foot.

November 24. William Litchfield, switchman, was struck by engine in Portland yard, and injured.

August 6, 1885. Luther Palmer, engineer, by an accident at Fernald's gravel pit near Kittery, had his engine and one car detached, and received injuries from which he died. Four passengers were injured slightly.

August 8. Alfred Jacques, walking track near Saco, was struck by passing train and received injuries from which he afterwards died.

August 31. Timothy Ronan, fireman, fell from an engine in Portland yard, and was run over and instantly killed.

MAINE CENTRAL.

October 15, 1884. An Italian laborer on construction train fell from train near Reed's Pond, and was run over and instantly killed.

November 11. Body of Capt. E. E. Miles of Oldtown was found near Penobscot switch, Bangor, having been run over by a train. The wheels passed over his head.

January 19, 1885. Isaac Spofford of Greene attempted to drive across the track near Sabattus Station, was struck by a train and received a severe scalp wound.

January 28. Charles Glazer, while walking on track or attempting to cross it, near Iceboro' Station, was struck by snow plow and killed. He was not seen by men on plow on account of driving snow storm.

March 11. Mrs. Samuel Higgins of West Bath jumped from a train at Freeport, after it had started, and fractured her knee pan.

April 7. Eugene Blair, while riding on a wrecking car from Waterville to Fairfield, was struck by a switch target and received cut on the head and other injuries.

June 2. Alfred Kimball of Kennebunk, while walking or standing on the track in Bangor freight house, was run over and killed by a train hauled by a shifting engine.

June 27. A little girl named Dennet, 4 or 5 years old, while crawling under a car near Clark Street bridge in Portland, was run over and killed. The car was on a siding and was moved by a shifting engine.

July 5. As Barnum's circus train was approaching Reed's Pond, it broke apart and the two sections ran together. Circus employe named Shanessey had his leg broken; another, named Miller, had his leg cut and was badly bruised.

July 6. As a funeral procession was passing Colcord's Crossing, near East Newport, a team was struck by train, instantly killing Deacon Tuttle, aged 80, and seriously injuring Mrs. Tuttle, aged 75. The coroner's jury exonerated railroad company and employe from all blame.

September 10. Mrs. John Kelleher, walking across the track near Avon Mills in Lewiston yard, was struck by the train and injured so that she died the next day.

LEWISTON & AUBURN BRANCH.

December 10, 1884. C. Hayden of Auburn, a brakeman, was struck by bridge and head hurt.

February 17, 1885. Guthrie, a section foreman, fell under a plow and back injured.

BANGOR & PISCATAQUIS.

October 6. John Simpson and John Kirby attempted to cross the track in Foxcroft, in front of a moving train. Simpson was injured so that he died the same day. Kirby was slightly injured.

SOMERSET.

August 12, 1885. Charles H. Gross, by jumping from a derailed flat car, while in motion, was killed.

PORTLAND & OGDENSBURG RAILROAD.

November 26, 1884. Baldwin, Frank Howard, freight brakeman, thigh jammed, coupling.

December 4. Steep Falls, Standish, Moses Blake drove against a moving train, head hurt.

December 18. Baldwin, Geo. E. Bryant, freight brakeman, two fingers jammed off, coupling.

March 7, 1885. Portland, F. Lebrine, coal heaver, finger jammed off, coupling.

June 26. Westbrook, Francis Thuotte, killed on track.

August 6. H. M. Barrett, carpenter, carried round shafting, and bruised, in Portland shops.

PORTLAND HORSE.

—1885. A boy ran between the whiffletree and the car and was knocked down, run over and killed before the car could be stopped.

LEWISTON & AUBURN HORSE.

—1885. A car ran over and crushed leg of Frank Kenney, from which accident he died same day.

A. W. WILDES,
JOHN F. ANDERSON,
D. N. MORTLAND.

Rules and Regulations of the Board of Railroad Commissioners of Maine.

(Adopted January 1, 1884.)

1st. The Board of Commissioners will make at least two official examinations, in each year, of the tracks, rolling-stock, bridges, viaducts and culverts of all railroads within the limits of the State; and corporations operating any of said roads will be expected, after notice, by the Board, of such intended examination, to furnish a special train for such purpose.

2d. Applications to the Board of Railroad Commissioners, for the performance of any official act or duty must be in writing, and signed by the person or persons making such application, and, if a corporation, by its authorized agent or attorney.

3d. Petitions for approval of articles of association, when organizing railroad corporations under the general laws of the State, shall be addressed to the Board of Railroad Commissioners, setting forth, briefly, the formation of such association, its name, gauge, and proposed route, and asking for an approval of same; which shall be signed by one or more of the directors. Said articles of association shall be annexed to, and accompany said petition. Upon the reception of such petition, notice shall be ordered by the Commissioners, and a hearing appointed and held at some convenient place in the vicinity of the proposed road.

4th. On the presentation of petitions for approval of location, the Board of Commissioners shall appoint a day for a hearing thereon, in the vicinity of the proposed road, and shall order the petitioners, in writing, to give notice thereof in such manner as the Board may deem reasonable, such notice to be not less than seven days before said hearing.

5th. In all hearings before the Board, the petitioners shall be entitled to open and close.

6th. The fees and compensation of the Commissioners, in all hearings on petitions, except where otherwise provided by law, shall be paid by the petitioners.

APPENDIX.

Decision of the Board in Case of Portland & Rochester Railroad vs. Inhabitants of Deering.

This is a petition by the Portland & Rochester Railroad, setting forth substantially, that they are a corporation owning and operating a railroad, with a single track, from Portland, in this State, to Rochester, in the State of New Hampshire, passing through the town of Deering; that the inhabitants of said town had lawfully laid out and accepted, during the past year, a certain street called Pitt Street, fifty feet wide, over the main track of the petitioners' railroad, and had determined that said way should cross over and above the track of said railroad, at such an elevation, in the clear, above the grade of the track of said railroad as not to obstruct the traffic on said railroad, etc. That the inhabitants of said town had, during the year aforesaid, laid out across said main track of the petitioners, five town ways, and all of them within the space of twelve hundred feet, each fifty feet wide, and mostly within two hundred and forty feet of each other; and, furthermore, that there was no general public necessity requiring the laying out of such ways, but that they were really laid out in the interest of private parties, and for their benefit, etc.; and that by reason of the nearness of the locality to the city of Portland, and the number and nearness of said streets to each other, and the erection of buildings on said streets, will, in time, obstruct the view of the track of said railroad and render the same dangerous to the public, and greatly inconvenience the petitioners in running trains in that locality. And by reason of the facts set forth, the petitioners ask this board to determine the manner and conditions of crossing said track, at said Pitt Street, and to determine and apportion between the petitioners and said town, the expense of building and maintaining so much of said street as is within the limits of said railroad.

On the reception of the above mentioned petition, by the board of Commissioners, notice was ordered and given as required by law and a hearing held in Portland on the ninth day of January, A. D.

1885, at which hearing the evidence adduced by the petitioners and by the inhabitants of said town substantially sustained the statement of facts set forth in the petition, as to the laying out of the streets mentioned, while it may not have sustained all the conclusions so set forth. By section twenty-seven, chapter eighteen of the Revised Statutes, it is made the duty of the Railroad Commissioners, on application of the parties owning or operating a railroad, when ways are so laid out after notice and hearing to "determine the manner and conditions of crossing the same," and also to determine, when any such way is laid out under or over such railroad track, and not at grade, what portion of the expense of building and maintaining the same, shall be borne by such company, or by the city or town in which such way is located, and whether or not the whole or a part of such expense shall so be borne. Till within a few years, the whole expense of building and maintaining such crossings was imposed upon railroads by statute, but the Legislature of 1878 deeming it, we presume, unjust to allow towns and cities to lay out ways over railroads, when and where they pleased, and in such manner as they pleased at the sole expense of the party receiving no benefit therefrom, enacted the above mentioned statutes, so that in cases where great and apparent burdens of expense were thrown upon railroads by reason of the laying out of ways over or under them, an equitable division of the expenses of building and maintaining the same might be made, as above provided. And while we do not question the right of the town of Deering, or the wisdom or motives of the selectmen of that town, in finding that the public convenience and necessity required the laying out of Pitt Street, and the other streets mentioned, we cannot but feel suspicious that if the law had provided that the burden of building and maintaining these several crossings was to be borne by the town, instead of the railroad, the selectmen might have concluded that it was not necessary to lay out five streets, each fifty feet wide, and all within the space of twelve hundred feet, to enable the inhabitants of that locality to cross over to reach the horse cars on Forest Avenue. However, it is apparent that by such laying out the petitioners will be subjected to great expense, in building and maintaining these several crossings, if obliged to assume the whole burden, and in any event suffer great inconvenience in running trains over them, if allowed to cross at grade, as many of them are now laid out. We are therefore convinced that this is one of the cases where the town should, at least contribute to

the expense of building and maintaining a crossing, and we therefore find and determine that the manner and conditions of said crossing shall be as follows: That a bridge over said railroad shall be constructed twenty-two (22) feet clear width of roadway; forty (40) feet clear span between the abutments, and at such an elevation as will give a clear height of twenty-one (21) feet between the under side of its floor beams and the top of the rails of the railroad track; that said abutments shall be of stone, and constructed and maintained by the said railroad company, and that the superstructure and approaches of said bridge shall be built and forever maintained by said town of Deering, and that the compensation and expenses of this board, viz: one hundred and twenty dollars, be paid equally by the petitioners and said town of Deering.

A. W. WILDES,
JOHN F. ANDERSON, } *Railroad*
D. N. MORTLAND, } *Commissioners*
 } *of Maine.*

Chapter 310.

AN ACT to amend section twenty-seven of chapter eighteen of the Revised Statutes, relating to laying out ways across railroads.

Be it enacted, etc., as follows :

Section twenty-seven of chapter eighteen of the revised statutes is hereby amended by inserting after the word "application," in the third line of said section, the words 'of the municipal officers of the city or town wherein such crossing is situated, or;' and also by striking out the word "way" in the twelfth line of said section, and inserting instead thereof the word 'crossing;' and also by striking out all between the word "parties" in the fifteenth line and the word "costs," in the twenty-ninth line of said section, and inserting instead thereof, the following words: 'said commissioners shall make a report, in writing, of their decision thereupon to the supreme judicial court at its next succeeding term to be held in the county wherein such crossing is situated, and shall also make a report of such rulings, proofs and proceedings as either party desires, or as they deem necessary for a full understanding of the case. The presiding justice, at such term of court, may accept, reject, or re-commit said report, or send the case to a new commission, or make such other order or decree as law or justice may require, and to his ruling or order either party may file exceptions. The final adjudication, in such cases shall be recorded as provided in section thirty of this chapter;' so that said section, as amended, shall read as follows :

'Section 27. 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 municipal officers of the city or town wherein such crossing is situated, or of parties owning or operating the railroad, shall upon notice and hearing, determine the manner and conditions of crossing the same; and when such way crosses such track at grade, the expense of building and maintaining so much of such way as is within the limits of such railroad shall be borne by the railroad company whose track is so crossed; and when such way is laid out under or over such track and not at grade, the expense of building and maintaining so much thereof as is within the limits of such railroad shall be borne by such company or by the city or town in which such crossing is located, or shall be apportioned between

such company and such city or town as may be determined by the railroad commissioners upon petition and after notice and hearing of the parties. Said commissioners shall make a report in writing of their decision thereupon to the supreme judicial court at its next succeeding term to be held in the county wherein such crossing is situated, and shall also make a report of such rulings, proofs and proceedings as either party desires or as they deem necessary for a full understanding of the case. The presiding justice at such term of court may accept, reject, or re-commit said report, or send the case to a new commission, or make such other order or decree as law or justice may require, and to his ruling or order either party may file exceptions. The final adjudication in such cases shall be recorded as provided in section thirty of this chapter. Costs may be taxed and allowed to either party at the discretion of the court.'

[Approved March 4, 1885.]

Chapter 312.

AN ACT to amend section twenty-eight of chapter fifty-one of the Revised Statutes, relating to railroad crossings.

Be it enacted, etc., as follows :

Section twenty-eight of chapter fifty-one of the revised statutes, is hereby amended by inserting after the word "highways," in the first line thereof, the words 'or town-ways;' and also by striking out all between the word "determined," in the third line thereof, and the word "no," in the eleventh line thereof, and inserting instead of the words thus stricken out, the words, 'as provided by section twenty-seven of chapter eighteen of the revised statutes;' so that said section, as amended, shall read as follows :

'Section 28. Railroads may cross highways or town-ways in the line of the railroad; but cannot pass along them without leave of the town. The conditions and manner of crossing shall be first determined, as provided by section twenty-seven of chapter eighteen of the revised statutes. No crossing of a street in a city not a highway, shall be made without the written consent of the mayor and aldermen, stating the manner and conditions thereof, to be recorded in the records of the commissioners. Crossings not so made are nuisances and may be so treated, and the directors making them are personally liable.'

[Approved March 4, 1885.]

Chapter 321.

AN ACT to render more effective section one hundred twenty-six of chapter fifty-one of the Revised Statutes, relating to accidents on railroads.

Be it enacted, etc., as follows :

Section one hundred twenty-six of chapter fifty-one of the Revised Statutes, is hereby amended so as to read as follows :

' Section 126. When a serious accident occurs to any train on a railroad, immediate notice thereof shall be given in writing by the officers of the company operating such railroad, to the chairman of the board of railroad commissioners, who shall, if he deems the public interest to require it, cause an investigation to be made at once by said board ; and for such purpose any member of said board shall have power to send for such evidence as he believes necessary ; and said commissioners shall, in their annual report, make a full statement of the cause of such accident. The expense of such investigation, including witness fees, shall be paid from the State treasury on certificate of the board of railroad commissioners. Witnesses in all cases before said board shall be allowed the same fees as in the supreme judicial court.'

[Approved March 4, 1885.]

	STOCK.				DEBT.			Balance Profit and Loss Account. Surplus, S; Deficit, D.	PERMANENT INVESTMENTS.					REVENUE FOR YEAR ENDING SEPT. 30, 1885.							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, 1886.		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.			
Aroostook River (1)	1	-	-	-	-	-	-	-	-	-	-	-	15,160 00	1,873 00	-	17,033 00	27,072 00	44,105 00	522 00	414 00	4,015 00	12,959 00	6,739 00	1,969 00				
Atlantic & St. Lawrence (2)	2	5,484,000 00	93	14,100 00	3,000,000 00	nil	8,484,000 00	-	8,484,000 00	-	-	228,952 79	15,271 42	14,906 88	259,131 09	711,956 04	973,362 63	15,826 82	-	23,235 22	229,465 55	134,769 91	-					
Bangor & Piscataquis	3	357,148 50	202	196	1,225,000 00	309,065 58	1,891,214 08	D. 152,684 05	1,590,196 91	110,200 07	-	38,133 05	1,801,214 08	47,925 11	1,650 00	6,150 99	55,726 10	82,060 58	138,005 35	349 42	807 33	7,033 68	28,558 18	32,204 92	1,472 94			
Bangor & Katahdin Iron Works	4	120,000 00	14	14	120,000 00	220,000 00	14,770 15	356,273 43	S. 1,503 28	335,139 07	-	21,134 36	356,273 43	4,977 50	48 23	808 70	5,860 43	10,188 43	17,014 24	158 05	262 50	1,228 73	6,793 25	3,028 85	412 82			
Belfast & Moosehead Lake (3)	5	648,100 00	157	146	640,700 00	150,000 00	-	798,100 00	-	Not returned.	-	2,332 54	6,599 08	8,931 57	-	-	-	-	-	-	-	-	-	-	-			
Boston & Maine	6	6,921,274 52	4119	287	490,200 00	4,115,000 00	1,827,796 66	14,696,255 23	S. 1,832,184 05	9,620,937 63	1,308,180 00	1,089,994 33	2,677,143 27	14,696,255 23	3,544,301 88	162,976 73	89,416 12	3,796,694 73	2,435,401 16	6,511,559 82	204,637 83	19,511 43	307,038 34	2,096,574 33	524,151 23	162,622 53		
Bridgton & Saco River	7	89,304 00	84	80	81,050 00	100,800 00	9,658 99	199,762 99	D. 1,161 39	168,312 22	26,473 62	875 01	2,940 75	199,762 99	8,332 54	259 55	723 48	9,315 57	9,329 38	18,644 95	93 93	98 20	627 01	7,399 51	3,951 15	-		
Dexter & Newport (3)	8	122,000 00	128	120	106,700 00	175,000 00	-	297,173 83	S. 173 83	297,000 00	-	-	173 83	297,173 83	-	-	-	-	-	18,000 00	36 00	-	1,053 00	-	-	-	-	
Eastern Maine (3)	9	200,000 00	19	18	194,600 00	-	-	200,126 99	S. 126 99	200,000 00	-	-	126 99	200,126 99	-	-	-	-	-	9,500 00	-	-	500 00	-	-	-	-	
European & North American (3)	10	2,486,000 00	368	321	2,234,800 00	1,000,000 00	15,792 35	3,753,970 45	S. 252,178 10	3,255,570 23	330,678 77	2,065 00	165,656 45	3,753,970 45	-	-	-	-	-	125,500 00	-	-	-	-	-	-	-	
Franklin & Megantic	11	44,500 00	143	136	26,400 00	50,000 00	20,965 17	115,465 17	D. 14,675 70	75,979 83	8,409 47	13,725 00	2,675 17	115,465 17	1,328 04	72 85	-	1,835 90	2,240 73	4,078 63	13 83	-	154 00	2,301 25	-	-	-	
* Green Mountain	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Houlton Branch (1)	13	-	-	-	-	-	-	-	-	-	-	-	-	-	2,000 00	25 1 00	2,277 00	3,626 00	5,903 00	72 00	57 00	580 00	1,647 00	919 00	268 00	-	-	
* Kennebunk & Kennebunk't (4)	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Knox & Lincoln	15	364,580 00	271	256	362,680 00	2,395,000 00	-	2,759,580 00	-	2,579,532 54	125,300 00	3,767 16	50,980 30	2,759,580 00	76,935 73	3,342 62	5,633 63	87,152 28	51,586 54	138,738 82	-	-	7,190 88	29,139 09	50,038 03	6,366 76	-	
Lewiston & Auburn Branch (2)	16	150,000 00	-	-	150,000 00	150,000 00	-	300,000 00	-	300,000 00	-	-	-	-	10,829 61	200 00	250 08	11,279 69	17,165 35	30,073 04	1,577 64	-	840 73	-	6,054 53	-	-	
Maine Central	17	3,620,100 00	586	392	1,104,300 00	11,154,900 00	675,081 27	15,565,214 61	S. 115,133 34	10,063,585 87	1,926,557 36	2,714,828 11	860,243 27	15,565,214 61	1,190,073 78	47,639 46	99,607 90	1,337,321 14	1,502,458 25	2,847,607 59	56,980 42	4,433 26	120,689 20	768,481 24	369,186 37	70,861 56		
Maine Shore Line (3)	18	390,000 00	236	236	23,600 00	750,000 00	-	1,140,000 00	-	390,000 00	-	750,000 00	-	1,140,000 00	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Monson	19	1,250 00	-	-	-	-	83,605 40	84,855 40	D. 8,300 05	58,708 39	17,154 28	277 00	415 68	84,855 40	1,910 60	396 56	2,307 16	8,538 94	10,874 00	23 84	-	895 86	5,254 41	3,042 72	16 20	-	-	
Orchard Beach (4)	20	50,000 00	12	5	2,200 00	-	17,223 88	67,223 88	D. 3,853 84	47,224 52	14,280 52	-	1,865 00	67,223 88	4,224 50	-	25 00	4,249 50	4,249 50	40 86	62 50	330 24	1,426 52	372 26	78 35	-	-	
Portland & Ogdensburg	21	1,052,185 55	254	244	1,022,000 00	3,177,000 00	231,185 45	4,460,371 00	D. 20,626 76	4,035,262 01	390,242 91	-	14,239 32	4,460,371 00	-	-	-	-	-	-	-	-	-	-	-	-	-	
Receiver, Portland & Ogdensburg,	21	-	-	-	-	Certificates 250,000 00	62,365 81	312,365 81	D. 99,495 61	Paid account P. & O. R. R.	109,101 60	103,768 60	312,365 81	135,029 86	4,477 58	8,696 69	148,824 05	361,992 93	494,165 27	1,840 59	1,378 83	15,394 48	130,916 89	45,911 10	6,625 10	-		
Portland & Rochester	22	588,617 19	96	83	92,100 00	-	1,200 00	652,270 90	S. 62,453 71	588,617 19	13,894 40	49,759 31	652,270 90	64,321 13	2,200 00	6,665 88	73,187 01	107,679 20	181,900 44	1,823 58	571 05	13,110 22	54,510 80	47,165 11	3,373 54	-	-	
Portland, Saco & Portsmouth (4)	23	1,500,000 00	1367	111	2,502 shares	-	1,233 00	1,504,073 68	S. 2,840 68	1,382,445 00	96,555 00	20,000 00	5,073 68	1,504,073 68	-	-	-	-	-	90,285 07	-	-	-	-	-	-	-	
Portsmouth, Gt. Falls & Conway (4)	24	1,150,300 00	559	19	2,369 shares	1,000,000 00	1,136 25	2,152,084 61	S. 648 36	2,086,250 00	64,050 00	-	1,784 61	2,152,084 61	-	-	-	-	-	45,071 09	-	-	-	-	-	-	-	
Rumford Falls & Buckfield	25	500,000 00	30	27	437,700 00	172,900 00	36,866 23	718,736 47	S. 8,970 24	652,437 47	61,789 56	-	4,509 44	718,736 47	14,398 54	893 06	1,469 10	16,760 70	29,666 86	46,757 26	83 96	259 17	5,453 50	12,447 60	11,710 88	1,071 47	-	
Sandy River	26	69,533 06	75	67	65,200 00	50,000 00	31,884 83	152,117 89	D. 581 59	109,604 05	34,012 68	5,130 54	2,789 03	152,117 89	9,481 04	932 13	780 00	9,481 04	12,047 13	23,240 30	149 84	100 00	1,818 50	6,853 02	4,794 25	1,000 00	-	
Somerset	27	450,000 00	-	-	-	-	1,197 52	455,771 80	S. 4,574 28	450,000 00	-	-	5,771 80	455,771 80	10,124 69	863 69	1,394 28	12,382 66	18,477 36	30,860 02	310 77	498 45	8,869 06	10,707 49	1,347 60	370 30	-	
St. Croix & Penobscot	28	100,000 00	62	26	35,600 00	151,100 00	49 15	374,408 63	S. 123,259 48	311,935 48	52,064 52	6,280 27	4,123 36	374,408 63	3,831 04	-	905 77	4,736 81	33,732 40	38,849 21	328 63	600 00	2,292 99	8,086 93	4,199 80	654 10	-	
* Whitneyville & Machias	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Lewiston & Auburn (Horse)	30	50,000 00	44	44	58,300 00	12,200 00	8,009 55	70,209 55	S. 1,511 87	40,252 13	19,511 52	9,898 80	2,058 97	71,721 42	10,894 61	-	-	-	-	37,372 11	-	-	-	-	-	-	-	-
* Ocean Street (Horse)	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Portland (Horse)	32	157,600 00	97	86	147,200 00	-	25,873 47	183,473 47	S. 2,524 02	-	-	-	-	-	73,015 73	-	-	73,015 73	-	102,126 97	1,715 36	964 24	7,755 46	42,658 70	22,559 27	-	-	

* No returns received by the Commissioners from these Corporations.

- (1) Leased to New Brunswick Railroad Company.
- (2) " " Grand Trunk " "
- (3) " " Maine Central " "
- (4) " " Boston & Maine " "

* Inclusive of \$927,444.76 of Improvement Accounts.

EXPENDITURES.

Way and Track.	Bridges.	Equipment.	Buildings.	Total Expenses.		Net Income.	Rentals.	Interest Accrued.	Dividends.	Balance for the year. Surplus, S; Deficit, D.	Net addition to Property account, 1885.	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.)	No. of Locomotives.	Number of Passenger Cars.	Number of Parlor or Sleeping Cars.	No. of Mail, Baggage and Express Cars.	Number of Freight Cars.	No. of Other Cars.	Total Miles of Road.	Total in Maine.	Aggregate Length of Track, Computed as Single Track, in Maine.	Average Number of Persons Employed.		
\$ 6,739 00	\$ 1,969 00	\$ 3,256 00	\$ 871 00	\$ 30,745 00	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	447	33½		1			
55 134,769 91	-	90,900 09	-	761,966 74	2	211,395 89	-	480,684 80	-	D. 269,288 91	-	173,251	474,851	1,080,202	160,582	91,103	251,685	9,074	086	273,914	472,410	746,324	86,504	514	47	25	20	nil	-	149½	82½	101 27-100	816	2		
18 32,204 92	1,472 94	13,079 08	789 30	84,494 85	3	53,510 50	-	73,750 00	-	D. 20,239 50	-	50,309	49,180	105,749	25,425	23,371	48,796	560,909	924,394	8,556	45,240	53,796	187,833	1,577,491	5	5	-	3	81	1 76½	76½	80½	92	3		
25 3,028 85	412 82	3,582 19	44 57	15,510 96	4	1,503 25	-	6,000 00	-	D. 4,496 72	1,579 71	11,808	11,808	25,767	8,163	3,816	11,349	65,148	30,869	4,360	8,954	13,314	39,923	61,311	3	2	-	1	20	-	18 9-10	18 9-10	20 9-10	18	4	
-	-	-	-	-	5	81,088 45	-	15,592 50	-	S. 54,887 28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33 1-10	33 1-10 *			5		
33 524,151 23	162,622 53	688,553 77	166,576 86	4,169,660 32	6	2,341,899 50	1,360,037 69	281,861 81	560,000 00	S. 140,000 00	411,315 03	1,289,545	540,028	2,178,181	6,721,688	332,621	7,054,309	77,318,927	12,268,639	623,563	334,769	958,332	21,933,747	23,003,797	207	337	11	80	3586	221	115½	44	85 58-100	4477	6	
51 3,951 15	-	1,197 61	63 08	13,430 49	7	5,214 46	-	6,607 38	-	D. 1,392 92	-	24,690	-	27,430	3,370	8,629	11,999	36,971	133,226	5,344	4,193	9,537	63,561	64,146	2	2	-	2	15	-	16	16	17	20	7	
-	-	-	-	1,089 00	8	16,911 00	-	10,500 00	7,320 00	D. 909 00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	14 *	14½			8	
-	-	-	-	-	9	9,000 00	-	4,500 00	4,500 00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18 9-10	18 9-10 *				9	
-	-	-	-	590 15	10	124,909 85	-	-	124,300 00	S. 609 85	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	117 1-10	117 1-10 *				10	
25 -	-	406 00	-	2,875 08	11	1,203 55	-	2,875 00	-	D. 1,671 45	84,389 30	-	-	5,490	1,938	601	2,539	-	-	-	-	2,216	-	-	1	1	-	-	8	5	15	15	15 3-10	13	11	
-	-	-	-	-	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		12	
00 919 00	268 00	444 00	118 00	4,105 00	13	1,798 00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		13	
-	-	-	-	-	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		14	
09 50,038 03	6,366 76	13,156 83	2,141 41	108,033 00	15	30,705 82	-	-	-	-	-	69,360	34,590	111,300	55,880	34,483	90,363	875,403	1,248,130	7,555	33,616	41,171	151,606	1,306,143	6	9	-	3	93	6	49	49	53	100	15	
6,054 53	-	7,825 32	-	26,269 10	16	3,803 94	-	18,000 00	-	D. 14,196 06	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5½	5½				16	
24 369,186 37	70,861 56	266,383 18	73,887 06	1,730,902 29	17	1,116,705 30	189,000 00	701,766 65	215,541 00	S. 10,397 65	-	964,568	746,430	2,379,404	937,982	260,268	1,198,250	22,693,967	25,649,928	439,779	349,071	888,850	21,839,777	44,664,116	84	92	-	41	1809½	82	303 2-10	303 2-10 *	371 21-100	1700	17	
-	-	-	-	-	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		18
41 3,042 72	16 20	104 81	109 61	9,447 45	19	1,426 55	-	4,623 48	-	D. 3,196 93	978 78	11,287	1,096	12,383	3,564	329	3,893	22,049	2,026	-	7,440	7,440	-	45,830	2	1	-	-	16	2	6 16-100	6 16-100	9 16-100	15	19	
52 372 26	78 35	31 30	329 13	2,672 16	20	1,577 34	-	901 25	-	S. 675 99	-	7,059	-	7,059	31,305	18,469	49,774	96,273	47,167	-	-	-	-	-	-	2	8	-	1	-	3	3	3 345-1000	8	20	
-	-	-	-	-	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	91 354-1000	50 81-100	112			21	
89 45,911 10	6,625 10	49,241 75	11,527 17	262,835 91	21	99,157 02	-	9,500 00	-	S. 89,657 02	-	148,665	162,770	389,325	92,039	61,741	153,780	2,083,213	2,445,042	144,287	119,243	263,530	3,527,718	10,972,009	15	20	-	5	250	11	109	51	-	334	21	
80 47,165 11	3,373 54	23,781 11	12,292 20	156,627 61	22	25,272 83	-	23,532 99	23,532 99	S. 1,739 84	-	75,038	67,099	178,528	155,330	21,499	176,829	-	-	64,074	46,782	110,856	-	-	8	9	-	5	211	-	52½	49	57 9-10	155	22	
-	-	-	-	-	23	90,285 07	-	-	90,000 00	S. 285 07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		23
-	-	-	-	-	24	45,071 09	-	45,000 00	-	S. 71 09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		24
60 11,710 88	1,071 47	3,374 49	830 21	46,757 26	25	11,525 28	-	13,169 77	-	D. 1,643 79	-	18,700	18,100	40,000	11,255	10,626	21,881	164,404	224,495	16,034	15,540	31,574	322,704	370,728	3	2	-	2	68	-	26 77-100	26 77-100	28 77-100	45	25	
02 4,794 25	1,000 00	1,797 90	-	16,513 51	26	6,663 75	-	4,680 00	-	S. 1,983 75	425 00	11,918	12,168	27,206	13,115	2,401	15,516	218,796	41,135	6,954	1,639	8,593	97,440	29,502	3	4	-	1	27	2	18	18	18 35-100	26	26	
19 1,347 60	370 30	1,909 53	983 28	24,996 48	27	5,863 54	-	-	-	-	-	6,950	6,410	23,600	-	-	12,609	-	-	-	-	14,353 85-100	-	-	3	3	-	2	19	-	25	25	27	35	27	
03 4,199 80	654 10	10,064 96	1,033 23	27,260 64	28	11,588 57	-	9,231 00	-	S. 2,357 57	-	21,209	4,296	27,403	16,379	-	16,379	170,818	-	-	-	-	-	-	-	5	4	-	2	191	5	21	16½	24 34-100	31	28
-	-	-	-	-	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		29	
-	-	-	-	35,313 14	30	1,580 98	-	-	-	-	-	-	-	-	-	-	169,317	-	-	-	-	-	-	-	-	-	16	-	-	8	7	114-1000	7 114-1000	7 797-1000	32	30
0 22,559 27	-	15,430 14	11,284 12	102,367 29	32	-	-	-	-	D. 240 32	-	-	-	-	-	-	1,374,352	-	-	-	-	-	-	-	-	-	36	-	-	4	9	9	-	-	70	32

* In addition to the above aggregated rail mileage of 527 46-100, the Maine Central company operates 7½ miles by steamboats from Grant's Point, in the town of Hancock (Mt. Desert ferry station), to Bar Harbor, in the town of Eden, the receipts and expenditures of which are included in the above tabulation.