

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

— 1887 —

VOLUME II.

AUGUSTA:

BURLEIGH & FLYNT, PRINTERS TO THE STATE.
1888.

REPORT

OF THE

Railroad Commissioners

OF THE

STATE OF MAINE.

1886.



AUGUSTA:

SPRAGUE & SON, PRINTERS TO THE STATE.

1886.

REPORT.

To the Governor of the State of Maine.

Agreeably to the requirements of law, we submit the Twenty-Eighth Annual Report of the Railroad Commissioners of the State, for the year ending December 1st, 1886.

As there is to be a session of the Legislature the present winter we have deemed it our duty to call the attention of the law-making power to several subjects which may in its discretion require legislation; these, together with other suggestions, recommendations and statements, we present under the following heads:

1. Organization of Railroad Corporations under General Law.
2. Grade Crossings, Safety Switches and Lights.
3. Serious Accident on Railroads.
4. Increased Weight of Engines.
5. Condition of Railroads.
6. Accidents During the Year.
7. Appendix.
8. Tabulation.

ORGANIZATION OF RAILROAD CORPORATIONS UNDER GENERAL LAW.

The Constitution of the State, Article IV, part third, Sec. 14, is as follows: "Corporations shall be formed under general laws, and shall not be created by special acts of the Legislature, except for municipal purposes, and in cases where the objects of the corporation cannot otherwise be attained; and, however formed, they shall forever be subject to the general laws of the State." Section 13 of same article provides that, "The Legislature shall from time to time, provide, as far as practicable, by general laws, for all matters usually appertaining to special or private legislation."

In obedience to the provisions of the last above quoted section of the Constitution, the Legislature of 1876 enacted a general law under which railroad corporations should be organized and charters granted, which provisions are now incorporated into the Revised Statutes of the State. Notwithstanding these provisions of the Constitution, and that the Legislature has provided the mode for the organization of such corporations, parties still continue to ask the Legislature to grant special charters for such purposes, and a number have been granted since the enactment of the general law above mentioned in cases, too, where the object of the corporations could have been attained under its provisions. Whether or not charters thus obtained are valid or otherwise, is not for us to determine; but we think the good of the railroad system and the welfare of the people of the State require that some uniform system should be adopted, by which and none other railroad corporations should be created. Those who desire to organize a railroad corporation and to build a road under the provisions of the statute are required to make oath that they intend in good faith so to do, and before they can enter upon the construction of their road are required to subscribe for the full amount of stock and pay in cash one-fifth thereof,

also to make a complete survey and location with plans and estimates, and obtain the approval of same by the Board of Railroad Commissioners. These several guards and provisions the law-making power deemed necessary to insure good faith and to preserve the rights of the public. To place the above-mentioned limitations and restrictions upon those who in good faith desire to build a railroad, and to allow others to simply apply to the Legislature for a special act or charter which may, if granted, allow them without expense, limitations or restrictions to occupy, or threaten to occupy, substantially the same territory, and thus compel the first-mentioned parties to abandon the enterprise, or purchase the right acquired by the other party, through the special act aforesaid, is, we think, unjust, and if the practice is continued will greatly retard the healthy growth of the railroad system of the State.

GRADE CROSSINGS, SAFETY SWITCHES AND LIGHTS.

The danger of railroad grade crossings to the traveling public is attracting much attention. The New Hampshire Railroad Commissioners in their last report, say :

“ With the best possible disposition of the jurisdiction of this matter, and a constant increase in safeguards and vigilance, the grade crossing will always be attended with unexpected and serious dangers. The danger is greater to the public than to the roads. This was not so in the early days of railroading, when the equipment was light and automatic brakes and Miller platforms had not been invented. As it is the railroads even now sometimes suffer loss of employes' lives and serious damage to property from crossing accidents. These crossings do not diminish, while their dangers increase with the growth of our villages and cities. The frequency of grade-crossing accidents in this country is frightfully in excess of their frequency in Great Britain, where grade crossings have been relentlessly discouraged from the first introduction of railroads. Here grade-crossing and trespass accidents, according to Mr. Adams, are 26 per cent of all railroad accidents ; in Great Britain they are only 4 per cent of all.

“The suggestion has sometimes been made that all grade crossings should be peremptorily abolished. This would involve such enormous expense that the suggestion is utterly impracticable and valueless. Considering the importance of the subject, and the great gain to life and property that would result from the same absence of grade crossings that we find in Great Britain, it would seem to be a reasonable and far-reaching policy to require at least one grade crossing to be removed upon every hundred miles of road in the State in a year, to be determined on the ground of the greatest advantage to the public and to the road. This would not involve a serious burden on the roads, while in the course of fifty years it would substantially exterminate the crossings at grade throughout the State. A step in the right direction was taken by the Legislature of 1885, in the act approved by the Governor on the last day of the session, which prohibits the crossing at grade of one road by another in future constructions, without the written consent of the Railroad Commissioners.”

In the last report of the Massachusetts Railroad Commissioners it is alleged that

“The statutes of Connecticut recognize a distinction between the comparatively slight convenience afforded by allowing a new highway to cross a railroad at grade and the vital needs of a community that may sometimes be served by allowing a new railroad to cross an existing highway at grade. The first is absolutely forbidden in all cases. The other is allowed where an exigency is shown. It is an error to suppose that this is a partial exercise of favor toward the railroad companies. The permission is given for the sake of the community that desires the railroad. In building a branch or an extension a railroad company often acts not for the sake of profit, but to satisfy the demands of the people for increased facilities.”

At a late annual meeting of the Hartford & New Haven Railroad Company, it was suggested that a certain percentage of the surplus earnings be used to abolish grade crossings. But one of the directors announced that

“He did not believe, however, as the Connecticut town authorities have claimed, that the road should pay all the cost of abolishing the grade crossings required by the Legislature to be abolished gradually during a term of years. This expense the towns should share.”

In view of the fact that grade crossings are rapidly multiplying in this State by the laying out of highways and farm roads over railroads, and in the belief that there should be some specific and comprehensive oversight for such an important matter, we would suggest such an amendment to section 27 of chapter 310 of the Laws of Maine, 1885, as would prevent a highway, farm road or street from being laid across a railroad without the written consent of the Railroad Commissioners, who should be empowered to fix the manner and condition of such crossing and to apportion the expense thereof equitably, and to compel the making safe any existing grade crossing which may be reported or represented as especially blind and dangerous; even to requiring the construction of an over-bridge or an under-pass in the place thereof.

We also respectfully recommend the enactment of a law requiring every railroad company in the State, that has trains passing over any part of its line by night, to place safety switches and lights, of an approved sort, at every siding where such trains pass without stopping; and that the complete and unbroken integrity of the track on the main line shall be thus protected throughout all railroads in the State upon which express trains are run, either by day or night.

SERIOUS ACCIDENT ON RAILROADS.

Section 126 of the Revised Statutes as amended by chapter 321 of Laws of 1885 is as follows:

"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," etc.

Section 65 of chapter 51 of the Revised Statutes is as follows: "When a fatal accident occurs on a railroad, the corporation using it shall give immediate notice to the county attorney, who shall call upon a coroner, residing near the place of the accident, to hold an inquest upon the bodies of those whose deaths have been so caused. If the county attorney does not reside within ten miles of said place, some justice of the peace, residing in the county, shall be requested to notify a coroner to hold such inquest before notice is given to said attorney."

It will be seen that these two provisions of statute cover, substantially, the same ground. While a serious accident may not be fatal, certainly a fatal accident is serious, therefore, under these provisions, it is made the duty of two distinct tribunals to make an investigation of the cause of a fatal accident at the same time. True, the object of the investigation is of a two-fold nature, but as the same witnesses would be required to appear before both tribunals, perhaps at the same time, it might lead to a conflict of jurisdiction, unless one tribunal should wait till the other had finished its investigation, which would not be a compliance with the provisions of the statute, and would also subject witnesses to much delay and inconvenience. We would, therefore, suggest whether or no it would not be better to provide for one tribunal to investigate all such accidents and to make such a report as the circumstances of the case might require.

INCREASED WEIGHT OF ENGINES.

Before proceeding to give detailed statement of the condition of the several railroads in the State, the Commissioners deem it a duty to utter a few words of warning against the prevailing increase in the weight of locomotive engines, out of all proportion to the superstructure and substructure of most of our railroads.

These railroads were built to carry a comparatively light rolling stock, and now, while from age and hard service, he

rails and bridges have impaired power of resistance, they are subjected to steadily increasing loads driven over them at an ever accelerating rate of speed.

We question whether the present general demand for these enormously heavy locomotives with their trains of excessive length, as well as weight, be not a mistake, even upon roads prepared to withstand their impact. It certainly is a most serious error in judgment to permit such immense weights to be impelled over tracks and bridges constructed to carry safely but about half as heavy rolling loads at a much lower rate of speed.

This cannot be in the line of true economy, since all practical men in immediate charge of them admit that rails and bridges, which, under the loads they were designed to carry, would do good service for years to come, are now rapidly failing under the movement of the present heavier trains, and require constant repairs and renewals of parts to maintain them in a passably safe condition, subject all the while to an impending crash of unlimited costs. Even turn-tables, which would be as good as new for turning the engines in common use five or six years ago, are being crushed and ruined by the mere dead weight of those recently put into service. An impression seems to rest in the minds of some railroad officials of the so-called '*eminently practical*' type, that a bridge will continue safe under these heavier loads for an indefinite period, because it has carried them for a month or a year with no apparent disturbance of its members or material. They argue that all bridges will evidence timely warning of over-taxed condition to *proper* inspection.

These are paltry thoughts with no reason in them; for it is well known that the life and strength of material—especially iron and steel, when strained beyond certain limits are actually diminished, it may be almost to the point of rupture, with no visible outward indication of changed structure. We apprehend that there are daily driven, at speed, over railroad bridges, loads greatly in excess of the maximum they

were designed to carry securely ; each one of these insufficient structures that still remain being held up for a while by drawing upon the factor of safety that was intended merely to provide a margin against imperfect material or workmanship that might steal into its construction, but which is thus encroached upon to a perilous extent. Any day disaster may come ; some day it certainly will. Within view of such appalling disasters as have already taken place and must inevitably continue to occur, it is amazing that railroad managers should permit the danger line to be thus approached. But no rational man can doubt that this is often closely done, and too often with even criminal recklessness.

We submit that this Board can hardly do any better service to the public interests than to call the thoughtful attention of railroad officials to the paper read last March, before the Cleveland Civil Engineer's Club by a member (Mr. C. M. Barber), entitled "*Old Bridges under New Loads*," published in the Journal of the "Association of Engineering Societies," Vol. 5 ; No. 3.

RAILROADS IN MAINE.

	Miles in Maine.	Whole length Maine line op.
Aroostook River Railway.....	30.	30.
Atlantic and St. Lawrence (Grand Trunk).....	82½	149.5
Androscoggin (Maine Central) viz: Bath Branch,	8¾	} 75.65
and 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, including Steam Ferry (Maine Central).....	48.66	48.66
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 (Portland 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.....	3.0	3.0
Whitnoyville and Machias.....	7.5	7.5
Total.....	1,157.68	6,316.34

CONDITION OF RAILROADS.

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.

At our examination of this railway the past season, we were gratified to find continued improvement, not only in the track, road-bed and bridges, but in the train service, which has been largely increased to meet the demands of the rapidly growing business of Aroostook County, and particularly that portion of it traversed by this road, and we find that it has been necessary to make large additions to the rolling stock in order to meet the pressing demands for transportation of the products of the rich Aroostook valley. The road has been well ditched, and mostly ballasted, and all defective frogs, ties, culverts and cattle guards renewed. About 25 miles of the track is laid with steel rails, and the remaining five miles will be renewed at an early day with the same material. This road is leased to, and operated by the New Brunswick Railway Company, and is under the efficient management of Mr. F. W. Cram. The following named additions have been made to the rolling stock of New Brunswick Railway during the past year: 6 new passenger locomotives, 1 passenger loco-

motive rebuilt, 12 new passenger cars, 3 passenger cars rebuilt, 4 new baggage and mail cars, all the above equipped with the Westinghouse brake; 6 new freight locomotives, 1 freight locomotive rebuilt, 6 freight saloon cars, 200 20-ton capacity box cars and 300 20-ton capacity flat cars. As the New Brunswick Railway, of which the Aroostook Railway is a branch, is so intimately connected with the railway system of Maine, we think it proper to give some figures, showing the great improvements being made upon that road. During the last 15 months, about 50 miles of new steel has been laid in the track and 256,000 yards of ballast put upon the road-bed. The line from St. John to Vanceboro well ballasted and ditched, 164,000 new ties have been put into the track, and all defective culverts rebuilt. The total number of miles operated by the Company is 447. Of this amount 400 miles is laid with steel rails. Twenty-one new bridges have been built, and the principal bridges east of St. Croix are built of steel. The management of the road has proved very satisfactory to all who have occasion to patronize it, and it is certainly entitled to great credit, for the efforts made to accommodate its patrons, and for the vast improvements made, both in the road and its equipments.

President—Samuel Thorne, New York City.

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

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

Superintendents—John Stuart, Northern Division; H. D. McLeod, Southern Division.

General Freight Agent—F. W. Cram.

General Pass. Agent—J. F. Leavitt, St. John, N. B.

Treasurer and Clerk of Corporation—Alfred Seely, St. John, N. B.

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

ATLANTIC & ST. LAWRENCE RAILROAD COMPANY.

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

Directors—Joseph Hickson, Montreal.

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

This important line of railway has been kept up the past year to that high standard of excellence described in our report of 1885. A portion of the track has been re-laid with heavier steel rails, and wherever required new ties have replaced the old. The whole road is well ballasted and ditched in a most thorough and workman-like manner, presenting a very neat and finished appearance. The entire location between the fences is cleared of rubbish and bushes, giving a clear view, and affording no cover for cattle or other animals. All of the bridges (with the exception of the pile bridge at Portland) are constructed of iron and are of approved patterns or plans. The pile bridge at Portland is kept in complete repair, and is a very strong and substantial structure. Close attention is given by the officers to the safety of the track, bridges, culverts, and smaller waterways, and several of the last named have been renewed during the past season. New and commodious station buildings and platforms have been built at North Yarmouth and Locke's Mills. The station buildings and attachments along the line are, for the most part, kept clean and in good condition, a matter of considerable importance for the comfort and convenience of the travelling public, and one too much neglected by many other roads in the State. The rolling stock is in fair condition. We are glad to note that the traffic over the road has largely increased during the past season.

President—Joseph Hickson, Montreal.

Vice President—Philip H. Brown, Portland.

Treasurer—Charles E. Barrett, “

Clerk of Corporation—F. R. Barrett, “

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

ANDROSCOGGIN RAILROAD.

Brunswick to Farmington, including branch to Lewiston, 66 9-10 miles.

This road is leased to the Maine Central Railroad Company, and the statements of repairs, &c., is included in the returns of the last-named company.

BANGOR & PISCATAQUIS RAILROAD.

From Oldtown to Moosehead Lake, 77 miles.

Directors—William B. Hayford, Bangor.

A. G. Wakefield, “

C. L. Marston, “

John Cassidy, “

L. J. Morse, “

Isaac Strickland, “

Lester Dwinal, “

R. L. Morrison, “

M. G. Shaw, Greenville.

We are happy to note the continued improvement of this road. Steel rails and many new ties have been laid in the track over a portion of the road; the track is well ballasted, the road-bed thoroughly ditched and drained. The bridges have received all necessary repairs, and new timbers placed wherever required on the smaller water-ways and other structures. The trestle bridges at Abbot have been repaired and strengthened. Since our last report additional ballast has been placed upon that portion of the road between Blanchard and Moosehead Lake, the track aligned and surfaced, cuts widened, and drained. The station buildings are

in good order, and kept neat and comfortable. The yard at West Cove, Moosehead Lake, has been greatly improved, and is very conveniently arranged. We think that the entire road gives evidence of greater advancement and improvement during the past season than it has for many preceding years. Some additions have been made to the rolling stock, and it is all in good working order.

President—Wm. B. Hayford.

Superintendent and General Passenger Agent—Arthur Brown.

Treasurer and Clerk of Corporation—H. W. Blood.

Proper address of Company, Bangor & Piscataquis Railroad Company, Bangor, Maine.

BANGOR & KATAHDIN IRON WORKS RAILWAY.

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

Directors—Charles V. Lord, Bangor, Me.

Henry McLaughlin, “ “

F. W. Carr, “ “

Charles Hamlin, “ “

Charles A. Gibson, “ “

This road is in good condition, safely and economically managed. Various new enterprises have been established along the line, and others are projected. The Iron Works are in full operation and furnish a large amount of freight. The country in the vicinity of the Iron Works presents many attractions to tourists in the way of beautiful scenery and abundance of game; these, together with the various industries established along the line, and the lumbering operations in winter, must eventually make the road a success.

President—Charles V. Lord, Bangor.

Gen. Manager, Freight and Passenger Agent and Treasurer—F. W. Cram, Bangor.

Clerk of Corporation—A. B. Taylor, Bangor.

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

BELFAST & MOOSEHEAD LAKE RAILROAD.

From Belfast to Burnham, $33\frac{1}{2}$ miles.

This road is leased and operated by the Maine Central Railroad Company. Items of condition, repairs, &c., are included in returns of last-named Company.

Directors—Charles B. Hazeltine, Belfast.

Geo. B. Ferguson,	“
John G. Brooks,	“
Edward Johnson,	“
Josiah Mitchell,	“
William E. Marshall,	“
William M. Rust,	“
Edward Sibley,	“
William M. Woods,	“

President—Charles B. Hazeltine.

Treasurer and Clerk of Corporation—John H. Quimby.

Proper address of the Company, Belfast & Moosehead Lake Railroad Company, Belfast, Me.

BOSTON & MAINE RAILROAD.

From Portland, Maine, to Boston, Mass., 116 miles—44 miles in Maine.

Directors—George C. Lord, Newton, Mass.

* Nathaniel G. White,	Lawrence, Mass.
Samuel C. Lawrence,	Medford, Mass.
Amos Paul, So.	Newmarket, N. H.
Richard Olney,	Boston, Mass.
Frank Jones,	Portsmouth, N. H.
William S. Stevens,	Dover, N. H.
Nathaniel J. Bradlee,	Boston, Mass.
James R. Nichols,	Haverhill, Mass.
Joseph S. Ricker,	Deering, Me.

That portion of the road within the limits of this State extends from Portland to the State line between Maine and

*Deceased.

New Hampshire, at Salmon Falls. This road is in excellent condition throughout its entire length. With the exception of the pile bridges at Portland and Scarborough marshes, which are good and substantial, and the lattice bridge at Salmon Falls, the bridges are constructed of iron, of the most approved designs for strength and durability, and it is understood that the last-named bridge will soon give place to an iron structure. Among the changes and improvements made the past season is the building of a large addition to the old Eastern Railroad station at Portland, thus enabling the trains on both divisions of the Boston & Maine, Maine Central and Ogdensburg roads, to arrive at and depart from the same station, and this involved the laying of extensive platforms, tracks, &c. At Old Orchard the grounds about the station have been greatly improved by filling the vacant space between the station and the Sea Shore House, sodding it over and inclosing it with a granite retaining wall, upon which an appropriate fence is to be built. At Biddeford an iron overhead bridge has been erected, and additions made to the station buildings at Kennebunk and North Berwick. The entire location between the fences is cleared of trees, bushes and rubbish, giving the appearance of a neatly-kept field or yard. Great care is taken to keep the station buildings along the line in a neat and comfortable condition in every respect. The rolling stock is in excellent condition.

President—George C. Lord, Newton, Mass.

Gen. Manager—James T. Furber, Lawrence, Mass.

Superintendents—William Merritt, Jr., Western Division, Boston, Mass. ; Daniel W. Sanborn, Eastern Division, Portland, Me. ; John W. Sanborn, Northern Division, Wolfboro, Mass. ; Charles Howard, Wor. and R. Division, Worcester, Mass.

Gen. Freight Agent—W. J. C. Kenney, Danvers, Mass.

Gen. Passenger Agent—D. J. Flanders, Malden, Mass.

Auditor—William J. Hobbs, Malden, Mass.

Treasurer—Amos Blanchard, Lowell, Mass.

Clerk of Corporation—Chauncy P. Judd, Reading, Mass.
 Proper address of Company, Boston & Maine Railroad
 Company, Boston, Mass.

BRIDGTON & SACO RIVER RAILROAD.

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

Directors—William F. Perry, Bridgton, Maine.

William A. Stevens,	“	“
A. H. Burnham,	“	“
John W. Fowler,	“	“
Darwin Ingalls,	“	“
Samuel S. Fuller,	“	“
Edwin Ingalls,	“	“
A. Jones, Hiram, Maine.		

* Owen B. Gibbs, New York, N. Y.

This road is maintained and managed with great economy and care. The road is well ballasted and drained, the track in good surface and alignment, and rides remarkably well. At our examination in the spring, we suggested that the high trestle bridge near Hiram Junction should be strengthened. This has been done, and the bridges and water-ways are now in very good condition. The station buildings and cars are kept very clean and comfortable. The business of the road has largely increased the past season, presenting a flattering prospect for the future.

President—William F. Perry, Bridgton.

Superintendent, Gen. Pass. and Freight Agent and Clerk of Corporation—J. A. Bennett, Bridgton.

Treasurer—P. P. Burnham.

Proper address of the Company, Bridgton & Saco River
 Railroad Company, Bridgton, Maine.

* Deceased

EASTERN MAINE RAILROAD.

From Bangor to Bucksport, 18 8-10 miles.

Directors—Eugene Hale, Ellsworth, Maine.

L. A. Emery,	“	“
J. R. Bodwell,	Hallowell,	“
S. D. Bailey,	Bath,	“
M. Sumner,	Rockland,	“
Davis Tillson,	“	“
G. W. Kimball,	“	“

This road is leased to the Maine Central Railroad Company and operated by them. The road is in fair condition but needs ballast, and some new iron and ties. The bridges are in good order, and the station buildings at Brewer and Bucksport convenient and comfortable. The trains of this road arrive and depart from the Maine Central station at Bangor.

President—Eugene Hale, Ellsworth, Me.

Vice President and Treasurer—G. W. Kimball, Rockland, Me.

Clerk of Corporation—L. A. Emery, Ellsworth, Me.

Proper address of Company, Eastern Maine Railroad Company, Rockland, Me.

EUROPEAN & NORTH AMERICAN RAILWAY.

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

Directors—Noah Woods, Bangor, Maine.

Sprague Adams,	“
Samuel H. Blake,	“
Charles T. Bragg,	“
Nathan C. Ayer,	“
Isaac Strickland,	“
Franklin A. Wilson,	“
Thomas J. Stewart,	“
Charles P. Stetson,	“

This road forms an important part of the Maine Central system. The track is laid with steel rails, and during the past year a large amount of ballast has been put under it and the ditches and drains well cleared. New stone abutments have been built at Olamon Stream and an iron bridge placed upon them. At Oldtown the station building has been rebuilt and enlarged, a new tank house at South Lincoln, and an extensive coal shed at Vanceboro. Other new bridges are in process of erection, at Orono and Oldtown. The passenger stations are generally convenient and comfortable, that at Vanceboro is particularly so. The road taken as a whole is in excellent condition.

President—Noah Woods, Bangor, Me., or Princeton, N. J.

Treasurer—Albert T. Thompson, Bangor, Me.

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

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

FRANKLIN & MEGANTIC RAILROAD.

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

Directors—Samuel W. Sargent, Boston, Mass.

V. B. Mead, “ “

N. B. Bryant, “ “

Philip H. Stubbs, Strong, Me.

Jeremy W. Porter, “ “

John Winter, Kingfield, “

W. S. Heath, Salem, “

This road is for the most part in fair condition, but more ballast is needed on portions of the road-bed, and the track needs lining and surfacing at different points along the line; but as the manager informed us that it was his intention to put on more ballast and align the track during the fall, we assume that it has been done before this time. A branch track, about one and a half miles in length, has been built from a point on this line near Oliver's Mills, to a new and extensive saw mill recently erected on the south bank of the

Carabassett River, and contracts have already been made for the transportation of a large amount of lumber over this road. The road has been operated safely, without injury to persons or property.

President—Samuel W. Sargent, 7 Kilby Street, Boston, Mass.

Gen. Man. and Treasurer—Philip H. Stubbs, Strong, Me.

Ass't Supt., Gen. Freight and Pass. Ag't—Charles P. Bryant, Strong, Me.

Cashier and Clerk of Corporation—W. Fred P. Fogg, Strong, Me.

Purchasing Agent—V. B. Mead, 35 North Market Street, Boston, Mass.

Proper address of the Company, Franklin & Megantic Railroad Company, Strong, Franklin County, Me.

GREEN MOUNTAIN RAILWAY.

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

At our examination of this road last June we found it in good repair, and safe for the passage of trains over it. This road is operated only during the season of pleasure travel, in the months of June, July, August, and a part of September. A ride from Bar Harbor, by carriage to Eagle Lake, thence by steamboat to the station of the Green Mountain Railway, and from there by cars to the mountain summit, has become one of the principal attractions at this famous watering place. The road is well built and operated with great care. No accident has ever occurred, and it is gaining in popularity and increasing its business every season.

Directors—Thomas J. Stewart, Bangor.

Chas. V. Lord, “

Frank W. Cram, “

Eugene M. Hersey, “

Francis H. Clergue, “

President—Thomas J. Stewart, Bangor.

Gen. Man. and Treasurer—F. H. Clergue, Bangor.

Superintendent and Gen. Pass. Agent—Harry D. Stewart, Bangor.

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

HOULTON BRANCH OF NEW BRUNSWICK RAILWAY.

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

This road is now in excellent condition. During the past season the track has been re-laid with steel rails throughout its entire length, all defective ties, cattle guards, culverts, frogs and switches renewed, the road well ballasted, and fenced.

Houlton is the largest and most important town in Aroostook County. It is the central point for the business of the county, and is increasing in wealth and population every year, and the branch road to Debec Junction gives it a connection with the entire railroad systems of Maine and New Brunswick, and makes it the great distributing point for a large section of country.

F. W. Cram, General Manager, St. John, N. B.

John Stewart, Superintendent, Woodstock, N. B.

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

J. F. Leavitt, Gen. Pass. and Ticket Agent, St. John, N. B.

KNOX & LINCOLN RAILROAD.

From Bath to Rockland, 49 miles.

Directors—John T. Berry, Rockland, Maine.

Francis Cobb, “ “

George W. Kimball, “ “

E. K. O'Brien, Thomaston, “

E. O. Clark, Waldoboro', “

D. W. Chapman, Damariscotta, Maine.

* Edwin Flye, Newcastle, “

* Deceased July 12, 1886.

Henry Ingalls, Wiscasset, Maine.
 John G. Richardson, Bath, “
 John R. Kelley, “ “
 Thomas W. Hyde, “ “

The Commissioners are happy to report that the changes and improvements, commenced on this road several years since, have been continued the past season. A very superior stone culvert has been built at the Dyke Bridge (so-called) and an embankment made over it, in place of the long pile bridge, which has been the occasion of care and trouble for several years. At Nichols River, between Wiscasset and Newcastle, a large portion of the long pile bridge has been filled, and a permanent embankment made, reducing the length of the bridge to about 100 feet. Several other bridges have been fully repaired. Eight thousand cedar cross-ties, and 300 tons of iron have been laid in the track, and a considerable amount of ballast put under it. Much attention has been given to ditching and draining, and we think that the road is in a safe and better condition at the present time than ever before. The fences have been repaired and about $8\frac{1}{2}$ miles of wire fence built. The station buildings are in good condition. The ferry-boat has been strengthened and repaired. Some additions have been made to the rolling stock, made necessary by the burning of passenger and freight cars at Rockland. The extension of the line to a point nearer the center of business at Rockland has been accomplished and must result in great benefit to the road. No accident has occurred to passengers or employes during the past year. The road has been well managed, and trains run with regularity and promptness.

John T. Berry, President, Rockland, Maine.
 J. G. Richardson, Clerk, Bath, “
 F. H. Low, Treasurer, “ “
 W. L. White, Superintendent, Bath, “
 Wm. B. Ludwig, Road-Master, Waldoboro', Maine.
 Wm. A. Field, Master Machinist, Bath, “
 Charles L. Turner, Master Car Builder, Bath, “

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

KENNEBUNK & KENNEBUNKPORT RAILROAD.

From junction with Boston & Maine Railroad at Kennebunk station to Kennebunkport, 4 5-10 miles.

Directors—Edward P. Burnham, Roxbury, Mass.

Moses C. Maling, Kennebunk, Maine.

Harrison J. Libbey, Portland, “

James G. Cousins, Kennebunk, “

Hartley Lord, “ “

Joseph A. Titcomb, Kennebunkport, Maine.

Charles E. Perkins, “ “

This road is leased to the Boston & Maine Railroad, and is operated by that company. The road is in very good condition, and during the past season has not required or received more than the ordinary repairs usual upon all railroads. Kennebunkport is growing in popularity every year as a desirable and attractive summer resort, and the road is receiving benefit from the increase of travel. No accidents have occurred.

President—Edward P. Burnham, Roxbury, Mass.

Treasurer—Edward C. Maling, Kennebunk, Maine.

Clerk of Corporation—Edward E. Bourne, Kennebunk, Maine.

Proper address of the Company, Kennebunk & Kennebunkport Railroad Company, Kennebunk, Maine.

LEWISTON & AUBURN BRANCH RAILROAD.

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

Directors—D. Cowan, Lewiston.
 F. O. Parker, “
 R. C. Pennell, “
 A. R. P. Knowlton, Lewiston.
 A. D. Barker, “
 G. W. Furbish, “
 L. W. Haskell, Auburn.
 H. G. Foss, “
 B. F. Sturgess, “

This road is leased to the Grand Trunk Railway of Canada, and is operated by that company. It is perhaps sufficient to say that the road is in most excellent condition in every respect, and is managed to the entire satisfaction of the general public, and the communities it was particularly intended to benefit.

President—D. Cowan, Lewiston.
Treasurer—F. W. Parker, Lewiston.
Clerk of Corporation—R. G. Pennell, Lewiston.

Proper address of the Company, Lewiston & Auburn Branch Railroad Company, Lewiston, Me.

LEWISTON & AUBURN HORSE RAILROAD.

Directors—Frank W. Dana, Lewiston, Maine.
 J. L. H. Cobb, “ “
 H. C. Little, “ “
 N. M. Neal, Auburn, “
 George C. Wing, Auburn, “
 J. N. Wood, Lewiston, “
 R. C. Pingree, “ “

This road extends along the principal streets of Lewiston and Auburn, and to Lake Auburn, about 7 7-10 miles in length. It was stated in our report of last year, that the por-

tion of the road in the streets of Lewiston and Auburn was in good condition, and the division extending to Lake Auburn was not so good and needed repairs. At our examination, this year, we found that much improvement had been made and the entire road was in good condition.

The horses are well stabled and fed, and we should judge treated with kindness and care, as all of them appeared to be in good condition. The cars and other equipments are in good condition. The business of the road has largely increased and presents a satisfactory result for the past season.

President and General Manager—Frank W. Dana, Lewiston.

Superintendent—J. E. Fairbanks, Lewiston.

Treasurer and Clerk of Corporation—C. C. Corbett, Lewiston.

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

CONSOLIDATED MAINE CENTRAL AND ITS BRANCHES AND LEASED LINES.

Total number of miles operated, 535.

Directors—Arthur Sewall, Bath, Maine.

Thomas W. Hyde, “ “

William G. Davis, Portland, Maine.

H. N. Jose, “ “

J. S. Ricker, Deering, “

John Ware, Waterville, “

Darius Alden, Augusta, “

Francis W. Hill, Exeter, “

Frank Jones, Portsmouth, N. H.

Amos Paul, South Newmarket, N. H.

Geo. C. Lord, Newton, Mass.

Nathaniel J. Bradlee, Boston, Mass.

Samuel C. Lawrence, Medford, Mass.

As stated above the total length of line included in the Maine Central system is 535 miles. This includes the steam

ferry between the terminus of the Mt. Desert Branch and Bar Harbor. The roads included in this system are the Portland & Kennebec, from Portland to Augusta; the Somerset & Kennebec, from Augusta to Skowhegan; Penobscot & Kennebec, from Waterville to Bangor; European & North American, from Bangor to Vanceboro; Androscoggin & Kennebec, from Cumberland Junction via Lewiston to Waterville; Bath Branch, Bath to Brunswick; Androscoggin Railroad, from Brunswick to Leeds Junction with branch from Crowley's to Lewiston; Leeds & Farmington Railroad, from Leeds Junction to Farmington; Belfast & Moosehead Lake Branch, from Burnham to Belfast; Newport & Dexter Branch, from Newport to Dexter; Eastern Maine, from Bangor to Bucksport; Maine Shore Line, from Bangor to Mt. Desert; Stillwater Branch, from Orono to mills at Stillwater—all these together making the total number of miles above mentioned. Many very important improvements and additions have been made during the past year at different points on the main line and branches.

The following-named bridges have been built since the date of our last report. At Royal's River, near Yarmouth Junction, new abutments have been built, and a new iron deck bridge of 80 feet span has taken the place of the old wooden structure. At Augusta the old iron bridge over the Kennebec River has been removed, and a new iron bridge of superior design and construction has taken its place. The iron columns on top of the piers, used as supports for the old bridge, have been removed and the piers built up with masonry. The iron span over Water street, Augusta, has been replaced by an iron plate girder bridge. The trestle at the Bleachery Bridge on the Lewiston Branch has been rebuilt. The bridge over the Little Androscoggin, between Lewiston and Danville Junction, has been extensively repaired, also those over the Androscoggin at Topsham, the Kennebec at Waterville, Sandy River at Farmington and the Penobscot at Bangor. Many other bridges of minor importance have received necessary repairs.

At Vassalboro' the station buildings have been removed from the west side of the track to the east side, thus doing away with the necessity of passengers crossing the track to reach the station, and avoiding danger from this source. Between Westbrook Junction and Cumberland Junction, the culverts and cattle guards have been lengthened, and the ledge cut near Westbrook Junction widened with a view of extending a double track to Cumberland Junction. Some of the culverts and cattle passes at different points along the line have been rebuilt, and others received necessary repairs. At Portland a new engine house and offices for the foremen of the shops have been built. The station at Congress Street has been enlarged and otherwise improved. At Gardiner the passenger station has been moved back from the track and improved in many other respects. A new freight-house has been built at Vassalboro', new passenger stations have been built at Danville Junction and Annabessacook, on the main line from Cumberland Junction via Lewiston to Waterville, also at Newport and Corinna on the Newport & Dexter Branch. At Oldtown, on the European & North American Division, the passenger station has been enlarged and greatly improved.

The engine house at Waterville has been enlarged by the addition of eight stalls. At Lake House, on the Maine Shore Line, a station room and platform has been built, and at Ellsworth Falls a new freight house has been built. At Mt. Desert Ferry improvement has been made by lengthening the awning and moving the Agent's office. New tank houses have been built at Etna and South Lincoln, and extensive coal sheds at Waterville and Bangor. Fourteen new crossing gates have been erected at different points on the line, among which is Congress Street, Portland, others at Hallowell, Augusta and Bangor. A little more than 1046 tons of steel rails, about 495 tons of iron rails, 183,269 cross-ties have been laid in the track the past season, and about 38 miles of track ballasted. Over 12,000 rods of fence have been built the past season, a large proportion of which is barbed wire; 1630 rods length of old fence have been repaired.

The main lines of the Maine Central road are in excellent condition in every respect. The branch from Bath to Lewiston compares very favorably with the main line. From Crowley's Junction to Leeds Junction, the road is much improved, and is in fair condition. From Leeds Junction to Farmington in good condition. The road from Waterville to Skowhegan is in fair order, but needs new steel rails over a large portion of it. The Belfast Branch is in fair condition, but needs some new rails and ties in the track, and more ballast. The bridges are in good order. The Newport and Dexter Branch has been somewhat improved, but needs new rails in the track and more ballast. The branch from Bangor to Bucksport is in fair condition, but also needs new rails and more ballast. The Mt. Desert Branch, from Bangor to Mt. Desert Ferry, is in very good condition throughout its entire length. The stations on the main lines and branches are (with few exceptions) in good order, convenient, and kept clean and comfortable. The rolling stock is for the most part in excellent condition; the passenger cars are first-class in every respect and additions and improvements are constantly being made, as the service requires.

From the foregoing statements it will be seen that a vast amount of labor and material is required each year to maintain this system of railroads, and keep it up to the high standard of safety and convenience which it has been the aim of the management to establish and perpetuate.

Arthur Sewall, President, Bath, Maine.

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, Gen. Ticket Agent, Portland, Maine.

W. S. Eaton, Gen. Freight Agent, “ “

W. A. Allen, Chief Engineer, “ “

Amos Pillsbury, Master Mechanic, Waterville, “

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

MAINE SHORE LINE.

From Bangor to Mt. Desert Ferry, 41½ miles, including Ferry to Bar Harbor, 49½ miles. Leased to and operated by Maine Central Railroad Company. Items of repairs, improvements, &c., included in our report of Maine Central Railroad.

Directors—Joseph N. Green, Bangor, Maine.

Lucilius A. Emery, Ellsworth, Maine.

Samuel D. Leavitt, Eastport, “

James R. Talbot, East Machias, “

Samuel N. Campbell, Cherryfield, Maine.

President—Joseph N. Green, Bangor, Maine.

Treasurer—Hannibal E. Hamlin, Ellsworth, Maine.

Clerk of Corporation—Lucilius A. Emery, Ellsworth, Maine.

Proper address of the Company, Maine Shore Railroad Company, Ellsworth, Hancock County, Maine.

MONSON RAILROAD.

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

Directors—H. A. Whitney, Wilton, N. H.

J. F. Kimball, Lowell, Mass.

G. A. Matthews, Monson, Maine.

A. W. Chapin, “ “

J. F. Sprague, “ “

G. F. Jackson, “ “

G. S. Cushing, Lowell, Mass.

This road has been maintained in good condition and has been operated without accident to persons or property. The principal business of the road is the transportation of slate from the quarries at Monson to the Bangor & Piscataquis road, but regular passenger trains are run. The village of

Monson is a favorite resort for tourists and sportsmen. The road is well patronized during the sporting and pleasure seasons.

President—H. A. Whitney, Wilton, N. H.

Vice President—J. F. Kimball, Lowell, Mass.

Gen. Manager—G. A. Matthews, Monson, Me.

Superintendent—G. F. Jackson, “ “

Gen. Passenger and Freight Agent—J. B. Matthews, Portland, Me.

Treasurer and Clerk of Corporation—J. A. Kimball, Lowell, Mass.

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

NORWAY BRANCH RAILROAD.

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

Directors—George L. Beal, Norway, Maine.

Cyrus S. Tucker, “ “

Benjamin Tucker, “ “

This road is in excellent condition. The road-bed is well graded and drained. A new bridge has been built near Norway Village. The station buildings at Norway are convenient and kept in good order. The road is leased to the Grand Trunk Railway Company and is operated in connection with that railway.

George L. Beal, President, Norway, Maine.

Howard D. Smith, Treasurer, “ “

Freeland Howe, Clerk of Corporation, Norway, Maine.

Proper address of Company, Norway Branch Railroad, Norway, Me.

DEXTER & NEWPORT RAILROAD.

From Newport to Dexter, 14 miles.

Directors—Charles Shaw, Dexter, Maine.
 George Hamilton, Dexter, Maine.
 A. F. Bradbury, “ “
 Nathaniel Dustin, “ “
 George A. Abbott, “ “
 E. P. Burrill, Corinna, “
 W. W. Harris, Portland, “

This road is leased to, and managed by the Maine Central Railroad Company.

President—Charles Shaw, Dexter, Maine.

Treasurer—George Hamilton, Dexter, Maine.

Clerk of Corporation—Josiah Crosby, Dexter, Maine.

Proper address of the Company, Dexter and Newport Railroad Company, Dexter, Maine.

ORCHARD BEACH RAILROAD.

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

Directors—George C. Lord, Newton, Mass.
 *N. G. White, Lawrence, “
 Nathaniel J. Bradlee, Boston, Mass.
 James R. Nichols, Haverhill, “
 Amos Paul, South Newmarket, N. H.
 William S. Stevens, Dover, “
 Joseph S. Ricker, Deering, Me.

This road is operated only during the summer months. It is built along the beach and furnishes a convenient line of travel to the people who occupy cottages upon the shore, also furnishes an attractive and pleasant ride for the summer vis-

*Deceased.

itors at Old Orchard. The road is in good condition and is safely and prudently managed.

President—George C. Lord, Newton, Mass.

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

General Passenger Agent—D. J. Flanders, Malden, Mass.

Treasurer—Amos Blanchard, Lowell, Mass.

Clerk of Corporation—George F. Calef, Saco, Maine.

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

OCEAN STREET HORSE RAILROAD.

From Portland Horse Railroad at Woodford's, along Ocean Street, 1 5-10 miles.

This road is leased to the Portland Horse Railroad Company and operated by them. The track is not in so good order as the main line of the Portland Horse Railroad, but we look for improvement the coming season.

PORTLAND HORSE RAILROAD.

Along the principal streets of Portland, and from Portland through the town of Deering to Steven's Plains in the town of Westbrook, $7\frac{3}{4}$ miles in length.

Directors—H. J. Libbey, Portland, Maine.

H. L. Hart, “ “

Charles Forbes, “ “

W. R. Wood, “ “

H. L. Wheeler, Deering, “

We have made a very thorough inspection of this road and its equipment, and found the track, road-way, cars and horses in very good condition. The cars are kept neat and comfortable, and the horses are treated kindly, well fed, and have warm and well arranged stables. The employes are polite and attentive to passengers. The road is well managed in every respect.

President—H. J. Libbey, Portland, Maine.

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

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

PORTLAND & OGDENSBURG RAILROAD.

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

Directors—Samuel J. Anderson, Portland, Maine.

W. F. Milliken,	“	“
F. N. Dow,	“	“
Sidney W. Thaxter,	“	“
H. N. Jose,	“	“
Francis Fessenden	“	“
S. R. Small,	“	“
Charles J. Chapman,	“	“
W. F. Woodbury,	“	“
C. H. Amsden,	Concord, N. H.	

This road continues in the same good condition as stated in our report of last year (with the exception of the two bridges over the Presumpscot River which have not been rebuilt as it was hoped they would be before this time.) The road-bed has been widened and improved at several points and grade summits reduced at other places along the road. About 25,000 cross-ties have been laid in the track and a considerable amount of ballast put under it. Many of the culverts have been repaired, and new timbers put upon culverts and cattle passes wherever needed. When the bridges referred to above have been rebuilt, the entire road from Portland to the State line will be in very good condition. The rolling stock is in good order, but the freight traffic is increasing so largely that additional cars and engines will be required very soon. The track is laid throughout the entire length of the road with steel rails, and rides well. The road is constantly improving in both its general condition and business. The station build-

ings along the line are in good order and large additions have been made to the side tracks to better accommodate the increasing traffic.

Receiver and President—S. J. Anderson, Portland, Me.

Superintendent—Jonas Hamilton, “ “

Gen. Freight Agent—Walter Tolman, “ “

Gen. Passenger Agent—Charles H. Foye, “ “

Treasurer—John W. Dana, “ “

Chief Engineer—John F. Anderson, “ “

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

PORTLAND & ROCHESTER RAILROAD.

From Portland 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, “ “

Stephen J. Young, Brunswick, “

Joseph S. Ricker, Deering, “

Arthur Sewall, Bath, “

George C. Lord, Newton, Mass.

Richard Olney, Boston, “

Never, since the construction of the Portland & Rochester Railroad, have the road-bed and bridges (with one exception), track and stations been in so good condition, or the improvements more marked, than during the past season. The road compares very favorably with the best railroads in the State. The track is laid with steel rails the entire length of the road, seven hundred tons of which have been laid this year; 19,400 cedar ties have been laid in the track and a considerable amount of ballast. A fill of 2700 yards of earth has been made at Saccarappa for a new side track. At Pitt Street Bridge, Deering, the grade of the road has been lowered 2 feet, and the material taken from it (earth and ledge), used

in repairing the marginal way at Portland. An overhead bridge is in process of construction at the crossing of Pitt Street, Deering, 6080 feet of side tracks have been laid, and 65 new steel frogs and 12 iron switches have been made. Three cattle passes have been filled up, and one overhead bridge taken down. At Lebanon a new bridge of hard pine, 44-feet span, and at Butler Meadow another of 47-feet span, have been built—and the abutments of each fully repaired. At Carpenter's Brook, the masonry has been repaired, and iron beams substituted for wooden stringers, and similar improvements have been made at the brook near Butler's Meadow. At Hamilton's Brook, the abutments have been rebuilt in a substantial manner and the span reduced. The bridges built last year, at Little River and Great Brook, have been covered in with white pine sheathing, and some repairs have been made upon other bridges at Mousam and Salmon Falls rivers. A new baggage-room, awning and platform have been built at the station in Portland. The paint shop has been enlarged and the engine-house repaired. New platforms have been built at Forest Avenue and East Lebanon; an iron turn-table has been placed in the engine-house at Portland. One new locomotive has been purchased. The pile bridge at Alfred *should be rebuilt the coming season*, and the marginal way at Portland should be extensively repaired. The passenger cars and locomotives are in good order. We believe that there are but few railroads in the State that have shown a more marked improvement during the last two or three years than the Portland & Rochester Railroad, and we are glad to know that the increased business of the road justifies and sustains the expenditure, and efforts of the officers, to make this in every respect a first-class railroad.

George P. Wescott, President, Portland, Maine.

William H. Conant, Treasurer and Clerk, Portland, Maine.

Joseph W. Peters, Superintendent, “ “

Proper address of the 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.

W. B. Bacon, Boston, “

James R. Nichols, Haverhill, “

The Portland, Saco & Portsmouth Railroad is leased to the Eastern Railroad Company, and now forms a portion of what is known as the Eastern Division of the Boston & Maine Railroad. The road is in excellent condition, and, during the past season, has required but little more than ordinary repairs. About 7 miles of light steel rails have been replaced in the track with new 67-pounds-to-the-yard steel. At the Portland road crossing, Saco, a new iron road bridge, with stone abutments, has been built, doing away with a dangerous grade crossing. Many of the stone culverts along the line have been rebuilt. The yard has been remodelled and greatly improved. The entire location of the road between the fences is cleared of trees, bushes and rubbish, and presents a remarkably neat and finished appearance. The station buildings are neat and comfortable in every respect.

President—Arthur Sewell, Bath, Me.

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

Clerk of Corporation—F. R. Barrett, Portland, Me.

James T. Furber, General Manager, Boston Mass.

D. W. Sanborn, Superintendent, “ “

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

Proper address of the Company, Portland, Saco & Portsmouth Railroad Company, (N. G. Chapin, Treasurer,) Causeway Street, Boston, Mass.

PORTSMOUTH, GREAT FALLS & CONWAY RAILROAD.

From junction with Portland, Saco & Portsmouth Railroad at South Berwick, to North Conway, N. H., 71 37-100 miles—2 92-100 miles in Maine.

Directors—Arthur Sewall, Bath, Me.

Samuel C. Lawrence, Medford, Mass.

Frank Jones, Portsmouth, N. H.

John W. Sanborn, Wakefield, N. H.

Charles H. Sawyer, Dover, N. H.

This road continues in good repair as stated in our report of last year. The bridges at the State line between Maine and New Hampshire, at Milton, have been entirely rebuilt, and are substantial structures. The station buildings at Conway Junction and Salmon Falls are in good condition. This road forms a part of the through line from Boston to the White Mountains, and connects with the Portland & Ogdensburg Railroad at North Conway, N. H.

President—Arthur Sewall, Bath, Me.

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

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

Proper address of the Company, Portsmouth, Great Falls & Conway Railroad, 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.

William H. Moulton, “ “

S. C. Andrews, “ “

Charles R. Milliken, “ “

George C. Wing, Auburn, “

Otis Hayford, Canton, “

George D. Bisbee, Buckfield, “

The rebuilding of this road was commenced in the year 1881, and has been continued up to the present time. Dur-

ing the past year 150 tons of new steel rails and 16,366 new ties have been laid in the track, and there are now 17 miles of steel and 10 5-10 miles of iron rails. The road-bed has been largely ballasted, ditched and widened, but more ballast is required between Sumner and Canton, and cross-ties at different points along the line. The high trestle bridge at Pottle Stream has been reduced in length and rebuilt. Allen and Thompson brook bridges have been entirely rebuilt, and Buckfield, Sumner, Stillwater and Bungernock bridges fully repaired. Since the year 1883, the bridges on this road have been reduced in length 1,029 feet. The engines and passenger cars are in good condition. The road is well managed and no accident has occurred to passengers or employes. The business of the road is increasing from year to year, and the probable extension of the line to Rumford Falls at no distant day will add greatly to its traffic and value.

President—William L. Putnam, Portland, Maine.

Vice President—Otis Hayford, Canton, “

Superintendent—L. L. Lincoln, “ “

Gen. Pass. Agent and Treasurer—B. C. Bradford, Portland, Maine.

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

Proper address of the Company, Rumford Falls & 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.

John Ayer, Oakland, “

Edwin Rowe, Norridgewock, “

F. W. Hill, Exeter, “

W. H. Brown, North Anson, “

Nathan Weston, Madison, “

R. H. Dunn, Waterville, “

This road continues in very good condition. The track is in good surface and alignment, and rides very smoothly. The road-bed is wide, well drained and ballasted. The bridges are for the most part in good condition. A new trestle has been built between Norridgewock and Madison, and others have been repaired. The station buildings at Norridgewock, Madison Bridge and Anson are kept in good order. Many new cross-ties have been laid in the track. Since the building of the woolen mills at Madison Bridge, that village has increased very rapidly in population and business, which has added largely to the passenger and freight traffic over this road, and will undoubtedly continue to increase in the future. The road is very prudently and safely operated, and no accidents have occurred. The rolling stock is in good condition.

President—John Ayer, Oakland, Maine.

Superintendent—W. M. Ayer, Oakland, Maine.

Treasurer—A. R. Small, “ “

Clerk of Corporation—Edward Rowe, Norridgewock, Me.

Proper address of the Company, Somerset Railroad Company, Oakland, Me.

ST. CROIX & PENOBSCOT RAILROAD.

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

Directors—George M. Porter, St. Stephens, N. B.

Henry F. Eaton, Milltown, “

E. A. Barnard, Calais, Maine.

E. C. Gates, “ “

L. G. Downes, “ “

This road remains in about the same general condition as described in our report of last year. Some new steel rails, and many new cross-ties have been laid in the track, and the bridges and water-ways have been maintained in a safe condition. The track needs many new rails, cross-ties and ballast.

As has been stated before, the principal business of the road is transporting lumber from the mills at Milltown and Baring to Calais, and but few passangers are carried over it. The trains are run at a low rate of speed and with great care. No accident has occurred during the past year.

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

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

General Freight Agent—John Lerner, Calais, Maine.

General Passenger Agent—H. A. Black, “ “

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

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

SANDY RIVER RAILROAD.

From Farmington to Phillips, 18 miles—gauge 2 feet.

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

Daniel M. Bonney, Farmington, Maine.

James H. Bonney, “ “

Joel Wilbur, Avon, Maine.

Geo. D. Willis, Bath, “

At the time our report of last year was written it was supposed that the gauge of this road was to be changed to the standard gauge before another season, but as this was not done it became necessary to make very extensive repairs. The road-bed has been straightened and widened, and grades in many places reduced, the track properly aligned and surfaced, a large number of new cross-ties have been laid, and the track well ballasted. The long, high trestle bridge at Strong has been strengthened, and a new truss bridge built at Fairbanks Stream; 500 feet of trestle bridges have been filled with earth embankments with stone built under them. Many other trestle bridges have received needed repairs. The road is now in very good condition. The business of the road is constantly increasing and will undoubtedly

realize in the coming years the most sanguine anticipations of its projectors. The road is very prudently and safely managed, and no accidents have occurred. The rolling stock is in good condition.

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

Gen. Freight and Passenger Agent and Treasurer—J. E. Thompson, Phillips, Me.

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

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

ST. CROIX RAILWAY.

From Vanceboro to McAdam Junction, 7 miles—1-2 mile in Maine.

Only the small portion of this road, located in Maine, is operated and this only as a side track to a mill, but the track in New Brunswick has not been removed.

WHITNEYVILLE & MACHIAS RAILWAY.

From Machiasport to Whitneyville, 7 5-10 miles.

A road built exclusively for the transportation of lumber and is not inspected by us.

Cornelius Sullivan, Manager and Treasurer.

Roads in Process of Construction.

Rockport Railroad, from the village of Rockport to Limestone Quarry, 2 5-10 miles. Nearly completed.

Sebasticonk & Moosehead Railroad, from Pittsfield to Moosehead Lake; nearly completed from Pittsfield to Hartland, 8 miles.

Trains are running from Pittsfield to Hartland at a low rate of speed. This portion of the road will be completed in the spring, and construction of second division, between Hartland and Harmony, commenced.

Extension of Knox and Lincoln Railroad at Rockland, 1 mile. Nearly completed.

Trains are running to new station, near the business centre of the city.

York Harbor & Beach Railroad, from Kittery to York Harbor, about 10 miles. Will be completed the coming summer.

International Railway, about 18 miles. Nearly completed in this State.

Projected Railroad, from Camden to Rockland, 9 miles.

ACCIDENTS FOR THE YEAR IN MAINE.

Atlantic & St. Lawrence.

August 18, 1885. M. Loftus, passenger, Portland, jumped off train while in motion, head injured.

November 25. G. W. Smith, trespasser, Portland, getting on train, leg injured.

January 17, 1886. J. H. Shaw, engineer, Portland, jumping from engine, ankle sprained.

February 1. F. Getchell, boy, Portland, jumping on train, injured.

March 1. Stephen Lyden, Jno. Chadwick, A. Smith, Tho. Kilpatrick, gang working snow-plow, Bethel, plow struck a hard snowdrift, all seriously injured.

March 1. M. D. Martin, fireman, Locke's Mill, plow struck a hard snowdrift, killed.

March 16. True, fireman, Falmouth, side rod of engine broke, badly injured.

March 17. G. L. Smith, brakeman, Lewiston, yard coupling, finger injured.

June 1. M. J. Mullen, brakeman, Yarmouth, yard coupling, hand injured.

June 19. I. Wade, brakeman, Portland, run over by engine, killed.

Boston & Maine.

October 27, 1885. Albert Emery, a brakeman, attempted to jump from the top of a box car on a moving train to the tender

of the engine, near Biddeford, and fell under the wheels, receiving injuries from which he soon afterwards died.

October 28, 1885. A. M. Junkins, a trespasser on the track near North Berwick, was struck by a passing train and killed.

August 14, 1886. James Higgins, a trespasser, walking on the tracks near Saco, was struck by a passing train and killed.

Maine Central.

October 10, 1885. Horace Goodwin and wife, while driving over crossing just east of Clinton Station, were struck by train No. 11, and instantly killed. Some men tried to warn Mr. Goodwin of danger *but he did not understand*. No blame attached to train men.

November 1, 1885. Charles M. Davis, switchman, employed in Portland yard, was run over by two cars and instantly killed. He probably missed his hold, but no one saw the accident. No blame attached to any one.

November 7, 1885. An intoxicated man named Wm. Taylor, of Calais, Me., while lying on track in Bangor yard, was run over by shifting engine and had one leg cut off and collar bone broken.

December 11, 1885. While train No. 32 was taking a car at Lincoln, the pin was pulled on a stock car, which started and run over Wm. Finson, crushing his leg, and he died from his injuries two or three days later. He had been cleaning out the car but no one knew how he came to be under it.

January 16, 1886. Rosamond McPheters, aged 43 years, of Orono, while walking beside track near second crossing, east of Webster Station, was struck by engine of Conductor Phillips' construction train, and received injuries from which she died next morning. No blame attached to company or employes.

March 2, 1886. Daniel P. Edgecomb, 20 years of age, who had been employed in restaurant at Bangor, jumped from shifting engine to steps of saloon car on morning train in Bangor

yard, missed his foothold, fell under car and was instantly killed. Accident the result of his own carelessness.

March 7, 1886. Body of Dana Robinson, 21 years of age, at Waterville, was found on track near Winslow brick yard, having been run over by one or more trains. Was known to have been intoxicated the night before. Coroner's jury exonerated company from all blame.

April 26, 1886. Body identified as that of Patrick Quinn, residence unknown, found beside track east of Webster Station. Had probably been run over by some train. Coroner's jury exonerated company from blame.

June 17, 1886. A four-years-old son of Charles Prouty, while at play on track was struck by train No. 26, about 25 rods east of Veazie Station, and received injuries from which he died two days later. No blame attached to the company or employes.

July 12, 1886. Patrick Sweeny, section-man at Waterville, was instantly killed by being run over by car on side track, which was started by other cars in motion. Coroner's jury exonerated company and employes from blame.

July 6, 1886. Charles Carpenter of Gray, while lying on track asleep, or drunk, about one mile east of Gray station, was run over by train No. 34, receiving injuries from which he died next day. No blame attached to company or employes.

August 26, 1886. Lawrence J. Garcelon of Farmington, about 17 years old, fell from special excursion train between Jay Hill Crossing and Jay Bridge and was killed. His dead body was found next morning. The verdict of coroner's jury attached no blame to company or employes.

September 23, 1886. Train 131 struck a team driven by Absalom Sites on a crossing one mile west of Brooks, killing horse and injuring Sites so he died next day. Sites, who belonged in Brooks, was intoxicated and had been warned not

to cross ahead of train. Coroner's jury exonerated company and employes from any blame.

Portland & Ogdensburg.

December 9, 1885. Mickael Caples, Car Inspector's Assistant, thrown from car in Portland, from careless handling of lumber, and killed.

March 30, 1886. John McFarline, freight brakeman, hand crushed coupling cars at South Windham.

September 3. Wilson Chandler, engineer, and Martin Costello, fireman, killed, and Mrs. Taylor, a passenger, injured by train running off an open switch at East Baldwin.

August 3. Isaiah Ingalls and another, name unknown, injured by train at Stroudwater Crossing.

September 13. Joseph Duba, freight brakeman, knee injured, coupling cars at Sebago Lake.

Respectfully submitted.

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

APPENDIX.

Decision of the Board of Railroad Commissioners on Petition of the Rockport Railroad Company for Approval of Location.

This case comes before us on petition of the Rockport Railroad Company, a corporation organized under the provisions of Sec. 1, Chapter 51, of Revised Statutes, for approval of the location of their proposed road, as provided by section 6 of said chapter which provides that "the board of railroad commissioners shall on presentation of such petition, appoint a day for a hearing thereon, and the petitioners shall give such notice thereof as said board deems reasonable and proper, in order that all persons interested may have an opportunity to appear and object thereto. If the board of railroad commissioners, after hearing the petition, approves the proposed location and finds that public convenience requires the construction of such road, the corporation may proceed with the construction thereof." It appears from the petition and accompanying map of the proposed route that said road is to be constructed from the Limestone Quarries at Simonton's Corner, so called, in the town of Camden, along the bank of the Goose River Stream, so called, to certain lime kilns in Rockport Village in said town, a distance of about three miles. It also appears from the articles of association filed and approved, and from the testimony adduced at the hearing, that said road is to be constructed for public use in the conveyance of property, and mainly, for transporting lime rock from the quarries to the kilns in Rockport, aforesaid; that the petitioners have acquired by purchase the right of way from said quarries to the highway leading through said village and to a point within a few rods of the kilns aforesaid, with the exception of the right to cross highways or town ways, as the case may be, at six different places; that from the point above named it is proposed to extend said railroad across the highway at grade in said village, to, and along a certain private way, leading from said highway by the lime kilns of G. F. Burgess, S. E. & H. L. Shepherd, and G. E. Carleton, and as located across

land of Geo. W. Spear, Emma Hallowell, Marion Mallard to terminus at the shipyard of Carleton, Norwood & Co.

At the hearing which was held at Rockport on the 10th day of June, A. D 1886, Geo. W. Spear, Emma Hallowell, Marion Mallard, G. E. Carleton and G. F. Burgess, appeared by their attorneys, O. G. Hall and J. S. Foster, and filed with the Board the following objections to the approval of said location :

1. Because no sufficient notice of the proposed location of said railroad has been applied for or given.

2. Because no notice has been given that the question of whether "public convenience requires the construction of said road" was to be considered at the hearing.

3. Because said proposed railroad is not for public use or one authorizing the invasion of private property or rights.

4. Because public convenience does not require the construction of said railroad.

Counsel for the remonstrants, in an able argument, contended that the Board of Commissioners in approving the articles of association erred because it did not appear by said articles that said road was intended for the conveyance of persons and property, but of property only, and was therefore null and void. And also that the enterprise was wholly of a private and not a public nature. It was further contended that but few individuals engaged in the manufacture of lime would be benefited by the enterprise, while others, especially G. E. Carleton, would be greatly inconvenienced in operating his kilns by reason of the occupancy of said private way by moving trains thereon, etc. And that public travel over the highway in the village would be greatly impeded thereby.

As the questions here presented for our consideration are somewhat new in this State, and as they are exciting considerable public interest, we deem it our duty to make public our finding and reasons therefor. The test here is, Does public convenience require the construction of this contemplated road? or, in other words, Do the public exigences require it to be built and operated? What public interests are there to be affected, if any, and what injury will private rights suffer if such railroad is built and operated as proposed? The testimony of the petitioners and their witnesses tends to show that public interests would be subserved in many ways by the building of this railroad; that a large deposit of valuable lime rock on the line of this road would be opened, and thus made available which now

cannot be reached by the ordinary modes used for transporting lime rock ; that by reason of its construction, the tendency would be to increase the growth of the village, to create new sources of business, to enlarge the facilities of the people for doing business and give employment to capital and labor. That the town of Camden would, in a great measure, be relieved of a burden of taxation for the repair of highways and town ways over which such lime rock is now hauled, and by reason of which, said roads are so cut up that at certain seasons of the year they are dangerous and almost impassable.

There is no rule well defined as to the power of the government to exercise the right of eminent domain that will apply in all cases and under all circumstances. As Biglow, C. J., remarked in the opinion in case of *Talbut et al. vs. Hudson et als*, 16 Gray, 425—"It has never been deemed essential that the entire community, or any considerable portion of it should directly enjoy or participate in an improvement or enterprise, in order to constitute a public use, within the true meaning of these words as used in the Constitution. Such an interpretation would greatly narrow and cripple the authority of the Legislature, so as to deprive it of the power of exerting a material and beneficial influence on the welfare and prosperity of the State. In a broad and comprehensive view, such as has been heretofore taken of the construction of this clause of the Declaration of Rights, everything which tends to enlarge the resources, increase the industrial energies, and promote the productive power of any considerable number of the inhabitants of a section of the State, or which leads to the growth of towns and the creation of new sources for the employment of private capital and labor, indirectly contributes to the general welfare and to the prosperity of the whole community."

While we might not be willing to apply the above rule, if any considerable number or extent of private interests were to be seriously affected thereby, we think we may safely do so in this case, knowing as we do, that if we err, the courts of the State are open to all who may feel aggrieved by our decision. As before stated, it appears that the petitioners have acquired, by purchase or otherwise, the right of way from the quarries at Simonton's Corner to Commercial Street in Rockport Village, except the right to cross the several highways and town ways above mentioned, and as to such crossing no objection is made by the officers of the town or others, provided such railroad is made to cross at grade. That the right of eminent domain is to be exercised only in the additional servitude in crossing

said highways, and over and along a private way reserved for the use of S. E. & H. L. Shepherd, G. E. Carleton, Carleton, Norwood & Co. and over their lands, all of whom, we believe, are petitioners, with the exception of G. E. Carleton, who, as he states, fears that by building and operating a railroad along said way, he may be greatly hindered, delayed and obstructed in his business in burning lime, he being obliged to procure his lime rock off the line of said proposed road and to transport it to his kilns by horse teams. While we fully appreciate the force of the objections urged by Mr. Carleton, and the fact that to him it may appear to be an encroachment upon his rights by his neighbors for a seemingly private purpose, we think the enterprise partakes of a public nature. The relief of highways in that vicinity from heavy teaming, the saving to the town of large expenditures upon them caused by the transportation of lime rock by horse teams, the advancement of the manufacturing interests and the promotion of the productive power of a considerable portion of the inhabitants of that community, seem to us sufficient reasons to warrant the additional servitude upon said highways and the small sacrifice of private rights, if any there be.

As we, at a former hearing, have passed upon the sufficiency of the Articles of Association, we do not deem it necessary to say more than that, if the statute read, "for the conveyance of persons *or* property," as suggested by counsel, it would be necessary to add the words, "*or both*," to give the right for both. The strict construction so forcibly demanded would, without this addition, permit but either person or property, as might be petitioned for, but not persons and property. We think the words, "persons *and* property," used in the statute, are intended to simply define or explain the character of the public use of said railroad, and our decision and order is as follows :

STATE OF MAINE.

In accordance with the foregoing petition, upon which notice had been given, as ordered, the Board of Railroad Commissioners met on Thursday, the tenth day of June, A. D. 1886, at ten o'clock in the forenoon at the office of S. E. & H. L. Shepherd in said town at the time and place designated in said order of notice, and gave a hearing thereon to all persons and parties who appeared for that

purpose. And having carefully examined the route of said proposed road indicated by the accompanying map, profile, report and estimate presented by said petitioners, we hereby certify our approval thereof, and that in our judgment the public convenience requires the construction of said road as prayed for; except so much of said road as laid out over lands of Geo. W. Spear, Emma Hallowell and Marion Mallard, and upon condition that the grade line of the named private way be maintained upon the same plane as may be established for that of the said railroad, where the two coincide nearly or are parallel, so that to use the former there shall be no more hindrance than is ordinarily caused by the tracks of horse and steam railroads in public streets. But said grade must so nearly conform to the general elevation of said way as to admit of easy use and access to the kilns by horse teams.

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

Decision of Railroad Commissioners in Matter of Sebasticook & Moosehead Railroad.

The petitioners, a corporation duly organized under the laws of the State, ask this Board to approve the location of their road, as provided by section 6 of chapter 51 of the Revised Statutes. Under the provisions of the above statute, it is made the duty of this Board, on presentation of such petition, to appoint a day for a hearing thereon, and such notice thereof as the Board deems reasonable and proper shall be given, in order that all persons interested may have an opportunity to appear and object thereto. If at such hearing the Board of Commissioners approves the location, and finds that public convenience requires the construction of such road, such corporation may proceed to construct the same. At a hearing on said petition, which was held, after due notice, at Hartland in the county of Somerset on the 23d day of August, 1886, and from a personal examination of the route by the Board of Commissioners, it appeared that the petitioners had made a location of their proposed road, from the village of Pittsfield, on the line of the Maine Central Railroad, through and along the fertile valley of the Sebasticook River to and into the village of Hartland, a distance of about eight miles, and as located is apparently an easy route to construct and maintain a railroad upon. It further appeared from the evidence adduced at said hearing that the yearly transportation of freight along the line of said route between Hartland and Pittsfield, by the present modes of transportation, amounts to 78,071 tons; that at said village of Hartland there is a valuable water power which is now utilized to a considerable extent in several important manufactories, among which is the woolen factory of Archibald Linn; that the highway leading from Hartland to Pittsfield at certain seasons of the year, by reason of heavy teaming and character of the soil, is nearly impassable and that by reason of the difficulties thus encountered, the average cost of transportation between the above-mentioned points, is two dollars per ton. At the aforesaid hearing no objection was made to the location of said proposed road except that certain

owners of land near the proposed terminus at Pittsfield asked that said proposed location be changed so as to avoid crossing certain streets and valuable house lots in that vicinity. After a re-examination and inspection of that portion of the location as made, it was deemed advisable by us to withhold our approval and to adjourn our said hearing, to again meet at the Lancy House in Pittsfield on the 13th day of August at 5 o'clock in the afternoon, which we then and there did, for the purpose of giving time for the petitioners to make a re-survey of that portion of their proposed route, and to have any additional evidence or objections that might be offered relating to such changed location.

At the adjourned hearing which was held at the time and place above named, it appeared that a material change had been made from the line first located in reaching its terminus at the station and line of the Maine Central Railroad. The objections to the first location in that locality had been to a great extent obviated by the change, still new objections were made by Messrs. Connor and Gould of Pittsfield on the ground that the amended location and line is near their buildings, thus subjecting them to inconvenience and also to danger from fire, etc. While we fully appreciate the disadvantages these proprietors may suffer, we are fully convinced that this amended and final location is in the right place, all things considered. No public enterprise, such as the location and construction of a railroad can be accomplished without subjecting some individuals to inconvenience and loss for which the law makes ample provisions.

At said adjourned hearing, it was also suggested by those interested that a change in the final location of this road be made, about a mile north of the Pittsfield terminus on lands of Mrs. Parks and her son, Mr. B. F. Parks, but after due consideration we deem such proposed change to be uncalled for, for the reason that it would throw the line from a quite direct course, thereby increasing somewhat its length and without affording a corresponding advantage to the land owners; entail a considerable increase of expense in the construction of the railroad, involving a long haul of a larger amount of material, and from one end, to form a continuous embankment, while the line as located will now cross a mound of earth so cut by the grade line that the excavation and embankment very nearly balance, and the natural surface of the ground conforms much nearer to the required grade.

We have also duly considered the protests and suggestions made by Mrs. Wright of Pittsfield and of Messrs. Pooler, Estes, Dyer, Goodrich and others of Palmyra as to said location over their lands, but have come to the conclusion that, there, as elsewhere throughout, the road is properly located with due regard to the rights and privileges of all parties in interest, and after careful consideration we issue the following certificate of our approval:

STATE OF MAINE.

In accordance with the foregoing petition, upon which notice had been given, as ordered, the Board of Railroad Commissioners met on Friday, the twenty-third day of July, A. D. 1886, at Hartland, in the county of Somerset, at nine o'clock in the forenoon, at the East Somerset Agricultural Society Hall in said town, at the time and place designated in said order of notice, and gave a hearing thereon to all persons and parties who appeared for that purpose, and having carefully examined the route of said proposed road indicated by the accompanying map, profile, report and estimate presented by said petitioners. We hereby certify our approval thereof, and that in our judgment the public convenience requires the construction of said road as prayed for.

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

August 19, 1886.

Adjudication and Certificate of R. R. Commissioners on Application of the Maine Central Railroad Company.

The Maine Central Railroad Company, a corporation created under the laws of the State of Maine, on the tenth day of July, A. D. 1886, made application in writing to us the undersigned, Railroad Commissioners of said State, in which application the petitioners allege that "the reasonable accommodation of the traffic and appropriate business of said corporation make it necessary that said Company shall take and hold, as for public uses, for necessary tracks, side tracks, stations, wood sheds, repair shops, and car, engine and freight houses, certain described land situate in Waterville in the County of Kennebec, viz: "Beginning on the westerly side of the Kennebec River in the southerly line of the location of said Maine Central Railroad where it crosses the Kennebec River from Waterville towards Benton; thence southerly by said river to land said Maine Central Railroad Company purchased of Samuel K. Smith; thence westerly on the northerly line of the last-mentioned land, and said northerly line extended across said Railroad to the westerly line of the location thereof; thence southerly on said westerly line to land of said Railroad Company, purchased of said Samuel K. Smith; thence westerly on the line of said last-mentioned land to a point fifty feet distant from said westerly line at right angles; thence northerly on a line parallel with, and fifty feet distant from, the westerly line of the location of the Maine Central Railroad leading to Fairfield, to a point opposite the intersection of the easterly line of the location of said Railroad leading towards Fairfield, with the northwesterly line of the location of said Railroad leading toward Benton; thence easterly through said intersection to the southerly line of the location of said Railroad leading towards Benton, and thence on said southeasterly line as it runs to the Kennebec River at the first-mentioned bounds, except so much thereof as is covered by the location of said Maine Central Railroad." And the petitioners further aver in said application, "that said Maine Central Railroad Company is the owner of portions

of said land, and that it is necessary to take the whole of it for the purposes aforesaid, and" that "the other owners do not consent thereto and the parties do not agree as to the necessity of taking the same for the purposes aforesaid, nor as to the area necessary to be taken."

"That Samuel K. Smith and H. H. Campbell and John Lane, all of Waterville, and Frazier Gilman and Ira M. P. Gilman, both of Eden, in the county of Lincoln and Territory of Dakota, are the persons interested in said lands other than said Maine Central Railroad Company." And asking us, the Commissioners aforesaid, to appoint a time for a hearing near the premises, and to cause notice thereof to be given to all the parties interested as required by law, and view the premises at said time and hear the parties and to determine how much, if any, of such real estate is necessary for the reasonable accommodation of the traffic and appropriate business of said corporation, and to make such order as to us might seem proper and according to law, all of which appears in said application to which this certificate is annexed.

And on the reception of said application, viz: On the 10th day of July, A. D. 1886, we appointed a hearing on said application to be held on the 5th day of August, A. D. 1886, at 10 o'clock A. M., at the depot of the Maine Central Railroad Company in said town of Waterville, being a place in the vicinity of said premises, and made our order directing that notice of the time and place of said hearing should be given to the parties named in said application, as interested, to wit: Samuel K. Smith, H. H. Campbell, John Lane, Frazier Gilman and Ira M. P. Gilman, in hand or by leaving at their last and usual abode, attested copies of said application and our order of notice annexed, at least fourteen days before said time of hearing, all of which appears by said application and order to which this certificate is annexed.

We hereby certify, that on the fifth day of August, A. D. 1886, we met at the time and place appointed in our said order, and it having appeared that notice of said hearing had been given as ordered, we then and there viewed the premises mentioned and then and there gave to all persons and parties interested, who appeared for that purpose, a hearing on said application, and after a full hearing of all allegations, statements and proofs of the petitioners and of the persons mentioned in said application as interested, and all others who appeared as such, it appeared to us, and we hereby find,

determine and certify, that so much of the premises mentioned in said application, as is hereinafter definitely described, is necessary for the use of said Maine Central Railroad Company, for necessary tracks, side tracks, stations, wood sheds, repair shops, and car, engine and freight houses, and for the reasonable accommodation of the traffic and appropriate business of said corporation, to wit: Beginning on the westerly side of the Kennebec River in the southerly line of the location of said Maine Central Railroad, where it crosses the Kennebec River from Waterville towards Benton: thence southerly by said river to land said Maine Central Railroad Company purchased of Samuel K. Smith; thence westerly on the northerly line of the last-mentioned land to the easterly line of the location of said Maine Central Railroad; thence northerly and northeasterly on said easterly and southeasterly line of the Maine Central Railroad as it runs to the Kennebec River at the first-mentioned bound. And it further appeared from the evidence adduced at said hearing and we so determine that all of the premises above described not owned by said Maine Central Railroad Company is, and was at the time of said hearing, and on the day of the date of said application and order of notice, owned by Frazier Gilman and Ira M. P. Gilman above named, and that they are the persons and parties interested therein. And at said hearing it further appeared, and we so find and determine that said Maine Central Railroad Company and the said Frazier Gilman and Ira M. P. Gilman, or either of them, did not agree and had not before the making of said application, or at any time agreed, as to the necessity therefor, or the area necessary to be taken, and that said Frazier Gilman and Ira M. P. Gilman, or either of them, did not consent and had not at any time consented thereto before the making of said application, though, as appears, they had been requested so to do, by said Company, before the making of said application.

We therefore adjudge and determine that the premises last above described in this certificate are necessary for the use of said Railroad Corporation for necessary tracks, side tracks, stations, wood sheds, repair shops and car, engine and freight houses for the reasonable accommodation of the traffic and appropriate business of the Corporation and that said premises may be taken and held for the above-mentioned purposes, excepting and excluding therefrom the dwelling houses and lots on which the same are situated, viz: Lots num-

bered 6, 7, 8, 9, 54, 55, 57, 138, 160 and 162, as shown on plan of survey made by I. E. Getchell, dated May 17, 1884.

While a portion of the land described by the petitioners in their application, which we do not include in the area named and described by us as necessary, may, within certain limits, be quite necessary for the reasonable accommodation and convenience of said corporation, we have not given this matter full consideration for the reason that we do not find from the evidence adduced at our said hearing that the petitioners had at any time prior to making said application, made any effort to purchase the same of parties interested. Neither do we find that all parties interested in such land have been named in said application.

We, therefore, do not include such named real estate in this our finding which we hereby make as our determination, adjudication and certificate of adjudication.

In witness whereof we, said Railroad Commissioners, in our said capacity, have hereunto set our hands this thirteenth day of August, A. D. 1886.

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

		STOCK.				DEBT.			Balance Profit and Loss Account. Surplus, S; Deficit, D.	PERMANENT INVESTMENTS.					REVENUE FOR	
		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.
Aroostook River (1).....	1	\$ -	-	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 23,831 60	\$ 600 00
{ Atlantic & St. Lawrence (2)...	2	5,484,000 09	1337	93	14,100 00	3,000,000 00	Nil.	8,484,000 00	-	-	-	-	8,484,000 00	229,960 20	15,873 17	
To June 30, 1886.																
Bangor & Piscataquis.....	3	357,148 50	211	205	355,200 00	1,225,000 00	337,056 24	1,919,204 74	D. 168,863 39	1,599,471 18	110,200 07	-	40,670 10	1,919,200 74	51,283 15	1,650 00
Bangor & Katahdin Iron Works...	4	170,000 00	18	18	170,000 00	220,000 00	13,617 70	358,590 62	S. 4,972 92	335 139 07	-	-	23,451 55	358,590 62	6,602 78	65 97
Belfast & Moosehead Lake (3)....	5	648,100 00	157	142	640,600 00	150,000 00	-	798,100 00	S. 18,446 50	-	-	2,332 54	18,446 50	20,779 04	-	-
Boston & Maine.....	6	7,000,000 00	1038	276	399,400 00	4,426,000 00	2,086,861 89	15,360,411 02	S. 1,847,549 13	9,620,937 63	1,308,180 00	1,171,226 33	3,260,067 06	15,360,411 02	4,040,286 41	188,381 24
Bridgton & Saco River.....	7	89,304 00	83	80	81,050 00	101,800 00	10,367 10	202,882 93	D. 2,203 07	168,669 93	26,473 62	-	7,739 38	202,882 93	9,126 19	670 67
Dexter & Newport (3).....	8	122,000 00	115	107	95,000 00	175,000 00	-	297,188 90	S. 188 90	297,000 00	-	-	188 90	297,188 90	-	-
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	-	-
European & North American (3)..	10	2,487,300 00	358	313	2,241,100 00	1,000,000 00	77,903 44	3,817,381 54	S. 252,178 10	3,255,570 23	330,678 77	2,065 00	229,067 54	3,817,381 54	-	-
Franklin & Megantic.....	11	44,500 00	143	136	26,500 00	40,000 00	27,231 82	111,731 82	D. 19,329 42	78,508 13	8,459 47	3,728 30	1,706 50	111,731 82	-	-
Green Mountain.....	12	87,500 00	17	17	87,500 00	40,000 00	3,718 54	131,666 87	S. 448 33	130,113 16	-	1,500 00	3 71	131,666 87	-	-
Houlton Branch (1).....	13	-	-	-	-	-	-	-	-	-	-	-	-	-	2,383 16	60 00
Kennebunk & Kennebunkport (4)..	14	65,000 00	46	42	5,970 00	-	-	65,000 00	-	65,000 00	-	-	-	-	-	-
Knox & Lincoln.....	15	364,580 00	272	256	362,680 00	2,395,000 00	10,000 00	2,769,580 00	D. 30,249 77	2,579,532 54	125,300 00	-	64,747 46	2,769,580 00	80,182 12	3,436 21
{ Lewiston & Auburn Branch (2)..	16	150,000 00	-	-	150,000 00	150,000 00	-	300,000 00	-	-	-	-	-	300,000 00	10,207 83	400 00
To June 30, 1886.																
Maine Central.....	17	3,620,100 00	598	387	1,084,200 00	11,125,400 00	753,981 72	15,698,326 93	S. 198,845 21	10,115,471 99	1,926,557 36	2,843,417 75	812,879 83	15,698,326 93	1,264,852 24	48,995 71
Maine Shore Line (3).....	18	390,000 00	239	239	23,900 00	750,000 00	-	1,140,000 00	-	390,000 00	-	750,000 00	-	1,140,000 00	-	-
Monson.....	19	70,000 00	-	-	-	70,000 00	22,066 78	162,066 78	D. 82,251 89	60,425 77	17,201 95	277 00	1,850 17	162,066 78	1,483 31	-
Norway Branch (2) June 30, 1886.	20	8,750 00	58	58	8,750 00	-	-	-	-	-	-	-	-	-	-	-
Orchard Beach (4).....	21	50,000 00	10	3	1,200 00	-	15,003 98	65,003 98	D. 1,633 94	47,224 52	14,280 52	-	1,865 00	65,003 98	5,456 82	-
Portland & Ogdensburg.....	22	-	-	-	-	250,000 00	57,622 60	318,672 06	S. 11,049 46	-	-	214,153 76	104,518 30	318,672 06	132,188 15	4,660 55
Portland & Rochester.....	23	591,357 19	96	82	102,800 00	-	-	660,389 28	S. 69,032 09	591,357 19	-	-	69,032 09	660,389 28	70,719 39	2,579 50
Portland, Saco & Portsmouth (4)..	24	1,500,000 00	1373	118	264,900 00	-	2,298 00	1,505,391 58	S. 3,093 58	1,382,445 00	96,555 00	20,000 00	6,391 58	1,505,391 58	-	-
Portsmouth, Gt. Falls & Conway(4)	25	1,150,300 00	440	19	139,500 00	1,000,000 00	1,518 75	2,152,536 43	S. 717 68	2,086,250 00	64,050 00	-	2,236 43	2,152,536 43	-	-
Rumford Falls & Buckfield.....	26	500,000 00	30	27	437,700 00	155,400 00	61,729 03	723,332 27	S. 6,203 24	657,107 84	61,789 56	-	4,434 87	723,332 27	14,448 97	968 03
Rockport.....	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sandy River.....	28	69,100 00	75	67	65,200 00	90,000 00	2,800 22	161,900 22	D. 2,823 66	112,406 95	34,012 68	-	12,656 93	161,900 22	10,006 49	912 22
Somerset.....	29	450,000 00	-	-	-	-	15,454 50	477,858 55	S. 12,404 05	450,000 00	18,100 00	503 39	9,255 16	477,858 55	11,577 34	866 18
St. Croix & Penobscot.....	30	100,000 00	63	27	35,600 00	148,600 00	37 15	374,175 61	S. 125,538 46	311,935 48	52,064 52	-	10,175 61	374,175 61	3,908 06	-
Sebasticook & Moosehead.....	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Whitneyville & Machias.....	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Lewiston & Auburn (Horse).....	33	90,300 00	44	44	90,300 00	17,600 00	5,100 00	122,700 00	D. 54,745 81	32,714 32	24,075 36	7,370 40	3,794 11	122,700 00	14,428 54	-
Ocean Street (Horse) (5).....	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Portland (Horse).....	35	157,600 00	95	87	148,100 00	-	30,800 00	188,400 00	S. 2,491 01	-	-	-	-	-	-	-

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

ASSETS.		REVENUE FOR YEAR ENDING SEPT. 30, 1886.							EXPENDITURES.										Net Income.		
Assets.	Total Property and Assets.	From Passengers.	Express and Extra Baggage.	Mails.	Total Earnings Passenger Department.	Total Earnings Freight Department.	Total Income, all sources.	Taxes.	Insurance.	General Expenses.	Traffic Expenses.	Way and Track.	Bridges.	Equipment.	Buildings.	Total Expenses.	Net Income.	Rentals.	Interest Accrued.		
-	-	23,831 60	600 00	2,652 20	27,083 80	46,029 29	75,694 00	117 70	503 50	3,200 80	25,916 20	13,138 20	869 20	7,047 70	1,758 11	52,551 41	1	23,142 60	-	-	
-	8,484,000 00	229,960 20	15,873 17	19,043 76	264,877 13	735,663 14	1,002,884 04	19,427 18	-	23,369 24	222,345 13	-	-	76,760 71	-	747,069 18	2	255,814 86	-	480,684 80	
670 10	1,919,200 74	51,283 15	1,650 00	5,285 97	58,219 12	86,270 83	144,689 13	295 81	1,005 55	7,129 08	31,723 00	30,286 96	598 84	9,149 07	1,279 18	81,467 49	3	63,221 64	-	73,750 00	
461 55	358,590 62	6,602 78	65 97	807 71	7,630 46	12,582 23	20,260 69	39 30	262 50	1,182 17	7,462 11	4,311 44	105 78	1,834 29	90 18	15,287 77	4	4,972 92	-	6,000 00	
446 50	20,779 04	-	-	-	-	-	38,922 48	-	-	-	-	-	-	-	-	2,398 11	5	36,524 37	-	9,000 00	
067 06	15,360,411 02	4,040,286 41	188,381 24	95,448 66	4,324,116 31	2,929,766 07	7,543,691 30	259,247 38	21,484 98	359,006 56	2,290,883 40	702,868 25	157,939 99	716,615 65	259,254 53	4,767,299 84	6	2,776,391 46	1,786,457 75	289,933 71	
739 38	202,882 93	9,126 19	670 67	724 68	10,521 54	11,016 06	21,537 60	32 32	86 60	1,087 67	7,129 09	3,860 58	248 80	1,404 86	69 07	13,918 99	7	7,618 61	-	6,349 62	
188 90	297,188 90	-	-	-	-	-	18,000 00	40 60	-	124 33	-	-	-	-	-	164 93	8	17,845 07	-	1,050 00	
126 99	200,126 99	-	-	-	-	-	9,500 00	-	-	-	-	-	-	-	-	500 00	9	9,000 00	-	-	
067 54	3,617,381 54	-	-	-	-	-	125,550 00	-	-	517 95	-	-	-	-	-	517 95	10	125,032 05	-	124 95	
706 50	111,731 82	-	-	-	3,500 39	4,062 57	7,562 96	112 92	-	370 00	3,608 37	2,384 76	-	225 00	-	6,701 05	11	861 91	-	3,472 00	
3 71	131,666 87	-	-	-	-	-	8,795 65	-	-	-	-	-	-	-	-	5,846 62	12	2,949 03	-	2,534 57	
-	-	2,383 16	60 00	265 22	2,708 38	4,602 92	7,569 40	11 77	50 35	320 08	2,591 62	1,313 82	86 92	704 77	175 81	5,255 14	13	2,314 26	-	-	
-	-	-	-	-	-	-	2,925 00	-	-	-	-	-	-	-	-	-	-	14	2,925 00	-	2 95
747 46	2,769,580 00	80,182 12	3,436 21	6,374 60	90,451 09	55,987 71	146,438 80	-	-	7,142 35	37,054 68	22,111 90	3,470 62	30,930 36	3,716 08	104,425 99	15	42,012 81	-	40,326 67	
-	300,000 00	10,207 83	400 00	238 86	10,846 69	19,615 59	31,942 76	1,388 07	-	916 61	9,264 69	3,856 99	-	8,330 62	-	23,756 98	16	8,185 78	-	18,000 00	
879 83	15,698,326 93	1,264,852 24	48,995 71	101,764 02	1,264,852 24	1,585,464 12	3,008,476 50	57,928 44	5,026 30	124,798 63	805,583 37	331,696 91	86,739 41	285,496 33	123,470 74	1,820,740 13	17	1,187,736 37	189,000 00	707,129 66	
-	1,140,000 00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	-	-	-	
850 17	162,066 78	1,483 31	-	460 02	1,943 33	7,941 93	9,885 26	44 72	-	621 44	5,491 04	1,969 30	-	29 94	-	8,156 44	19	1,729 79	-	5,681 63	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	-	-	-	
865 00	65,003 98	5,456 82	-	-	5,456 82	-	5,456 82	77 75	62 50	43 50	1,140 42	544 80	322 80	166 53	17 43	2,375 73	21	3,081 09	-	861 19	
518 30	318,672 06	132,138 15	4,660 55	8,129 90	145,891 17	215,485 13	393,591 52	2,343 82	1,326 94	15,634 43	126,008 42	36,113 33	2,125 73	46,711 39	9,330 06	239,594 12	22	121,732 18	-	-	
032 09	660,389 28	70,719 39	2,579 50	6,912 96	80,211 85	110,165 42	191,503 06	1,947 27	584 63	12,381 25	53,535 12	48,092 07	4,643 83	24,145 55	8,579 31	148,909 03	23	42,594 03	-	29,500 00	
391 58	1,505,391 58	-	-	-	-	-	90,252 90	-	-	-	-	-	-	-	-	-	24	90,252 90	-	90,000 00	
236 43	2,152,536 43	-	-	-	-	-	45,069 32	-	-	-	-	-	-	-	-	-	25	45,069 32	-	45,000 00	
434 87	723,332 27	14,448 97	968 03	1,525 68	16,942 68	30,296 37	47,559 86	101 54	255 10	5,277 83	12,184 15	10,496 08	2,569 75	3,997 26	550 27	35,431 98	26	12,127 88	-	13,527 86	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27	-	-	-	
656 93	161,900 22	10,006 49	912 22	780 00	11,698 71	14,859 16	26,557 87	75 33	190 00	2,158 41	6,644 00	4,375 74	2,316 40	1,638 46	-	17,398 34	28	9,159 53	-	4,500 00	
255 16	477,858 55	11,577 34	866 18	1,394 78	13,838 30	21,515 86	35,354 16	164 69	520 52	2,098 35	11,303 56	7,793 40	400 78	2,733 81	639 51	25,654 62	29	9,699 54	-	-	
175 61	374,175 61	3,908 06	-	909 72	4,817 78	36,603 62	37,395 97	364 32	600 00	2,244 65	7,084 77	8,512 40	1,074 69	5,061 28	1,319 82	26,261 93	30	11,134 04	-	8,993 50	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	-	-	-	
794 11	122,700 00	14,428 54	-	-	-	-	14,438 48	218 56	100 00	11,734 35	-	87 88	-	-	-	12,140 79	33	2,297 69	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	-	-	-	
-	-	-	-	-	-	-	84,131 17	594 29	556 12	5,964 65	48,882 29	9,371 94	-	11,001 27	1,223 65	77,594 21	35	6,536 96	-	6,300 00	

	Total Expenses.	Net Income.	Rentals.	Interest Accrued.	Dividends.	Balance for the year. Surplus, S; Deficit, D.	Net addition to Property Account, 1886.	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 (tons carried one mile).	No. of Locomotives.	Number of Passenger Cars.	No. of Parlor and 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.		
11	52,551 41	23,142 60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29 1/2	-	-	1	
	747,069 18	255,814 86	-	480,684 80	-	D. 224,869 94	-	177,041	438,130	857,699	163,482	93,479	256,961	4,402,718	4,876,213	294,836	498,269	793,105	21,064,864	67,252,467	47	25	-	20	-	149 1/2 U. S.	82 1/2	-	863	2		
18	81,467 49	63,221 64	-	73,750 00	-	D. 10,528 36	-	59,857	51,332	117,739	25,876	20,817	46,692	575,320	957,411	7,191	47,607	54,798	212,296	1,690,233	5	5	-	3	81	76 1/2	76 1/2	80 8-10	95	3		
18	15,287 77	4,972 92	-	6,000 00	-	D. 1,027 08	1,346 31	11,900	11,900	26,400	7,891	3,907	11,798	71,508	54,040	4,647	9,885	14,532	48,732	92,456	3	2	-	1	20	18 9-10	18 9-10	20 9-10	18	4		
	2,398 11	36,524 37	-	9,000 00	12,976 20	S. 14,548 17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33 1/2	-	-	5		
33	4,767,299 84	2,776,391 46	1,786,457 75	289,933 71	595,000 00	S. 105,000 00	81,232 00	3,084,970	1,507,212	5,597,492	16,325,621	696,960	17,022,581	190,847,777	33,375,514	1,869,032	834,169	2,703,201	74,820,383	54,305,488	233	368	15	90	4263 1/2	320	462 1/2	58 18-100	583 1/2	4913	6	
37	13,918 99	7,618 61	-	6,349 62	-	S. 1,268 99	-	26 060	-	28,600	3,720	8,877	12,597	47,587	137,401	4,078	5,995	10,073	47,952	93,912	2	2	-	2	15	16	16 17	16 17	23	7		
	164 93	17,845 07	-	1,050 00	7,320 00	S. 15 07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	14 14 1/2	14 14 1/2	-	8		
	500 00	9,000 00	-	-	9,000 00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	117 1-10	117 1-10	-	10	
	517 95	125,032 05	-	-	124,365 00	S. 667 05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	
	6,701 05	861 91	-	3,472 00	-	D. 2,410 09	2,578 30	-	-	88,002	4,114	3,192	7,306	49,906	38,096	-	-	3,765 28-100	-	-	1	1	-	-	8	6	16 7-10	16 7-10	17 1-10	17		
	5,846 62	2,949 03	-	2,534 57	-	S. 414 46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	-	-	2	-	1 2-10	1 2-10	-	12		
81	5,255 14	2,314 26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	4	-	13		
	-	2,925 00	-	-	2,925 00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4 1/2	5.06	-	14		
08	104,425 99	42,012 81	-	40,326 67	-	S. 1,686 14	-	66,706	36,651	114,445	50,750	36,378	87,128	780,655	1,350,005	7,522	40,089	47,611	157,278	1,552,780	6	10	-	3	97	6	49	49 53	105	15		
	23,756 98	8,185 78	-	18,000 00	-	D. 9,814 22	-	14,884	2,620	24,288	65,523	-	65,523	393,138	-	-	-	51,326	-	307,958	-	-	-	-	-	-	5 1/2	-	-	16		
74	1,820,740 13	1,187,736 37	189,000 00	707,129 66	215,598 00	S. 76,008 71	-	980,017	789,144	2,492,336	988,079	280,330	1,268,409	23,723,656	27,454,571	480,663	383,048	863,711	23,524,407 1-6	49,448,114 2-3	87	90	-	45	1765	106	635	535 640 96-100	1800	17		
	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	*49 1/2	-	-	18		
	8,156 44	1,729 79	-	5,681 63	70,000 00	D. 73,951 84	2,007 31	-	-	10,940	3,058	314	3,372	18,837	1,934	-	-	7,368	-	45,387	2	1	-	-	16	2	8 16-100	9 16-100	12	19		
	2,375 73	3,081 09	-	861 19	-	S. 2,219 90	-	7,242	-	7,242	32,622	19,544	52,166	93,556	46,318	-	-	-	-	-	2	8	-	1	-	3	3 3.345	3 3.345	8	21		
13	239,594 12	121,782 18	-	-	-	S. 109,020 06	29,881 91	138,791	123,829	327,938	89,776	57,731	147,507	1,987,465.8	2,142,749.5	136,715.2	141,836	278,551.2	3,182,441	11,576,911	15	20	-	5	250	11	91 354-1000	50 81-100	112 in all; 64 1/2 in Me.	333	22	
11	148,909 03	42,594 03	-	-	29,516 97	S. 13,077 06	-	77,475	65,492	180,748	185,047	21,931	206,978	-	-	62,639	53,059	115,698	-	-	8	9	-	5	211	-	52 1/2	49 63 3/8	150	23		
	-	90,252 90	-	-	90,000 00	S. 252 90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50 76-100	68 16-100	-	24	
	-	45,069 32	-	45,000 00	-	S. 69 32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72 86-100	2 92-100	83 in all; 4 98-100 in Me	-	25
17	35,431 98	12,127 88	-	13,527 86	-	D. 1,399 98	-	21,000	21,000	45,200	11,370	10,493	21,863	142,845	197,120	18,041	17,007	35,048	359,256	369,584	3	4	-	2	68	-	26 77-100	26 77-100	28 77-100	45	26	
	17,398 34	9,159 53	-	4,500 00	-	S. 4,659 53	2,802 94	12,314	11,768	28,432	14,742	4,074	18,816	179,373	61,439	2,460	8,181	10,641	39,298	117,895	3	4	-	1	27	2	18	18 18 35-100	18 18 35-100	26	28	
11	25,654 62	9,699 54	-	-	-	-	9,699 54	16,000	13,400	31,640	-	-	15,385	-	-	-	-	18,118 3-4	-	-	4	3	-	2	25	1	25	27 1/2	27 1/2	36	29	
12	26,261 93	11,134 04	-	8,993 50	-	S. 2,140 54	-	20,208	4,386	27,436	15,016	-	15,016	177,286	-	-	-	-	-	-	5	4	-	2	197	5	21	16 1/2	24 34-100	30	30	
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	77,594 21	6,536 96	-	-	6,304 00	-	-	-	-	-	-	-	1,558,623	-	-	-	-	-	-	-	-	35	-	-	-	4	9	9	9	75	35	

*Inclusive of Steam Ferry.



STATE OF MAINE.

IN COUNCIL, December 30, 1886.

Accepted, and the usual number ordered printed.

ORAMANDAL SMITH,
Secretary of State.