

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

❧ 1889 ❧

VOLUME II.

AUGUSTA:

BURLEIGH & FLYNT, PRINTERS TO THE STATE.

1890.

THIRTIETH ANNUAL REPORT

OF THE

Railroad Commissioners

OF THE

STATE OF MAINE.

1888.



AUGUSTA:

BURLEIGH & FLYNT, PRINTERS TO THE STATE.

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REPORT.

To the Governor of the State of Maine:

Agreeably to the requirements of law, we respectfully submit our report for the year ending December 1st, 1888, being the thirtieth annual report of the Board of Railroad Commissioners of Maine, together, with statistical tables compiled by us from the returns made to the Board, by the railroad companies for the year ending September 30th, 1888.

Notwithstanding the fact of unfavorable weather for summer travel during the season, the returns from the several railroad companies show an increase in business, both of passenger and freight earnings, over previous years.

This, in connection with the fact that outside of this State, railroad earnings have generally fallen below the average, is most gratifying and greatly tends to show that in Maine, the year has been one of prosperity not only to railroads, but to all the people of the State.

Official Inspection.

As required by law, the Board has made two official examinations of the tracks, rolling stock, bridges, viaducts and culverts of the several railroads in the State and has forwarded to the clerk of each corporation a certificate, stating therein the condition of their road and rolling stock. The object of the law requiring examinations by the Board at certain times, was, as stated in the act creating the Board, "To secure the safety and convenience of travelers on railroads." To what extent that object has been attained by such examinations, it is difficult to determine.

If no effort were made by managers of railroads to make them safe and convenient for travelers, it is doubtful if State supervision would alone be sufficient to secure the same. To secure even comparative safety to travelers on railroads, the track, rolling stock, bridges, viaducts and culverts of railroads, especially in this climate, need constant watchfulness and care, such as no official Board could give to them. However, from experience, we are convinced that the provisions of law requiring frequent examinations and inspections of railroads by an Official Board, was wise and has had and will have a most salutary effect in stimulating managers of railroads to keep the same in safe condition.

The earnings of many railroads in the State are so limited—merely enough in some instances to pay their running expenses—that the officials of such roads are frequently tempted and do for that reason, neglect the physical condition of their roads and postpone needed repairs and renewals beyond the limit of safety to those who unconsciously ride over them.

A description of each road in the State, with such improvements as have been made during the past year, will be found farther on in this report.

New Railroads.

Canadian Pacific.

The railroad formerly known as the International Railway, which at date of our last report was being constructed from the western line of the State by the southern side of Moosehead Lake, to a connection with the European & North American Railroad at Mattawamkeag, has been leased or purchased by the Canadian Pacific Railway Co. and is now being completed by said company.

The road from the line of the State to a connection with the Bangor & Piscataquis Railroad at Greenville—a distance of sixty-eight miles—has been completed. This portion of the road was inspected by the Board October 25 and 26, and permission granted to run trains thereon as provided by law.

Somerset Railroad Extension.

The extension of the Somerset Railroad from North Anson to Bingham mentioned in our last report, is now nearly completed and permission to run passenger trains as far as the depot in Embden—a distance of six miles—has been granted by the Board.

Organization of Railroad Corporations.

Two railroad corporations have been organized during the past year, under the provisions of law, viz :

I. Lake Grove Railroad Co.

This company contemplated the construction of a railroad from some point in the city of Auburn to East Auburn, a distance of about three miles, and their articles of association were approved by this Board, June 27, 1888. We have not learned, however, that any survey of said contemplated road has yet been made.

II. Dexter & Piscataquis Railroad Company.

Articles of Association of this company were approved by the Board, October 24, 1888. This company contemplates the construction of a railroad from a point on the Dexter and Newport Railroad in Dexter, to a point on the Bangor and Piscataquis Railroad in Foxcroft, a distance of about sixteen miles.

Since said organization, a survey of the route has been made and a plan of the location submitted to the Board, which after a public hearing held at Dover on the 13th day of November, 1888, was approved. (See appendix.)

Heating and Lighting Passenger Cars.

During the session of the last Legislature, an order was passed instructing the Board of Railroad Commissioners "To make an investigation of the methods of heating passenger cars in this State, with a view to the better protection of the

lives of passengers." In obedience to such order, the Board did make an investigation of the improved methods then in use and made a report during said session (See R. R. Commissioners' Report, 1887, Page 70). In said Report the Board stated as follows :

"While great improvements have been made in passenger cars in other respects, no material change has been made in the mode of heating them. The wood and coal stoves of a quarter of a century or more ago are still to be found on trains in this State, though some of the wealthier corporations use the Baker and Johnson heaters. The use of them is intended to contribute more to the comfort than the safety of passengers."

* * * * *

"From the careful examinations made as above mentioned, from proved statements of interested parties having experimental knowledge of these various devices, and from the testimony of all who have given the subject consideration, the members of the Maine Board of Railroad Commissioners feel constrained to say, with the utmost confidence, that the use of inside stoves or furnaces should be universally discarded for heating railroad cars while in motion, although they may be properly retained a while longer for temporary use in cases of accidental delay or obstruction to the operation of whatever may be selected to replace them."

* * * * *

"While the Legislative order did not refer to the lighting of cars, the great danger to be apprehended from the general use of the highly inflammable coal oil is so great that the members of this Board feel constrained to utter a warning note respecting its use, and recommend the passage of an act similar to that in the general laws of Massachusetts, Sec. 172 of Chap. 112, requiring that "no passenger car on a railroad shall be lighted by naphtha, nor by an illuminating oil or fluid made in part of naphtha, or which will ignite at a temperature of less than three hundred degrees Fahrenheit."

While no serious accident has occurred on any railroad in the State since said investigation and report, by reason of the methods used generally for heating and lighting passenger cars, the danger still exists and no material change has been made in the methods then mentioned. Although some of the wealthier corporations have adopted a method of steam

heating, others continue to use the wood and coal stoves and not even of an improved kind, thus subjecting the traveling public, in case of accident, to being roasted alive by reason of the fire coals from the same being strewn over the helpless victims. The Board, therefore, feels it to be their duty to urge such legislation as will compel all railroad corporations, in a reasonable time, to adopt some of the safer methods of heating and lighting passenger cars.

Grade Crossings.

The growing dangers attending the multiplicity of grade crossings in and near our populous cities and villages, render it a plain duty of the Board to call legislative attention to this subject in the interest of the public and of railroad corporations alike.

The legislation of 1885, chapters 310 and 312, giving to the Board of Railroad Commissioners power to determine the manner and conditions in which railroads may cross over highways and highways over railroads, applied only to such ways as might afterward be constructed and not to existing ways or railroads. While it may be considered a step in the right direction, said legislation is not sufficient to reach existing evils or in a large degree, to prevent their increase. By the increase of trains and of travel, both on our railroads and on our streets and highways, as our population increases, the danger of grade crossings becomes more imminent and apparent. And, although steps are being taken in many other States, to abolish by degrees, existing grade crossings, in this State they are constantly increasing and no adequate power is conferred upon boards or courts to prevent them. True, by the acts above mentioned, the railroad commissioners have power to determine the manner and conditions of crossings, where new ways or railroads are being constructed; but, as a rule, the Board is not called upon to determine these matters till after the line or location of the railroad has been established and in some instances graded

so as to compel a crossing at grade, unless the location of the railroad or that part of the highway is entirely changed, neither of which the board has power to order, after such railroad or highway location has been established by law. It has been said that grade crossings and trespass accidents are 26 per cent of all railroad accidents happening in this country. We, therefore, repeat what we said in a former report on this subject.

“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.”

Compensation of the Board.

We again feel it our duty to call the attention of the Legislature to the mode provided by law for compensating the Board for services required of them, and for that purpose again insert what we said upon that subject in our last annual report:

“In connection with what we have above said in relation to amendments, we would respectfully call attention to section 113 of chapter 51, Revised Statutes, relating to the manner in which the Board of Railroad Commissioners is paid for services rendered by them. Said section provides as follows: ‘Their compensation shall be five dollars a day while actually employed in their official duties, to be paid by the railroads on which their services are rendered.’ The Board of Railroad Commissioners, as now constituted, was first created by act of the Legislature, approved March 26th, 1858, entitled ‘An Act to secure the safety and

convenience of travelers on railroads.' The duties, as prescribed by said act, were exceedingly limited and unimportant. No definite compensation for services of the board was fixed by said act.

In 1860, an act, additional, was passed and approved, defining the qualifications of persons thereafter appointed members of the board, and defining more particularly their powers and duties, which consisted of making it the duty of one member of the board to make an annual examination of the tracks, rolling stock, bridges, viaducts and culverts of all railroads situate within the State, and to give a certificate of the condition of the roads to such railroad corporations; said board to make report of their doings as is now provided by law. In said act, it was provided that the compensation of the Commissioners 'should be four dollars a day while actually employed in the duties of their office,' to be paid by the corporations for which the services were performed. The following year, 1861, the Legislature increased the compensation of the Commissioners to five dollars per day, to be paid as before. This amount and mode of compensating the board for their services were continued till the year 1876, when the act to authorize the formation of railroad corporations, known as the general railroad law, was enacted, in which provision was made that the board should be paid by the State, though the amount of compensation was left the same. This provision remained till 1878, when a salary of ten hundred dollars each was established for the Board, to be paid by the State, in quarterly payments.

In the general havoc made on salaries by the Legislature of 1879, the compensation was again fixed at five dollars a day, to be paid (not by the railroad corporations,) but, as in the language of the statute, "By the railroads on which their services are rendered."

It will be observed, by an examination of these several acts above mentioned, that when the compensation was fixed at a *per diem* to be paid by the railroad corporations, the duties of the Board were wholly confined to existing railroads, and mainly to an annual examination of same. The judicial powers and duties conferred upon the Board by the general railroad law and by subsequent enactments, did not then exist; nor was any excise tax then levied upon railroads in this State, while to-day the State is receiving from railroad taxation more than \$100,000 yearly. The object, as stated in the title of the act creating the Board of Railroad Commissioners, was "To secure the safety and convenience of travelers on railroads."

The creation of the Board has been, by subsequent acts of the Legislature, used to promote still other objects, viz : the creation of railroad corporations (without special acts of the Legislature) ; location of depots ; crossings of highways over railroads, and railroads over highways ; extension of railroads ; change of gauge, etc., with many other acts conferring special powers and duties upon the board.

Such services, in many instances, the Board can neither charge to railroads nor railroad corporations, but to the petitioners, whether corporations or individuals.

This system of collecting compensation for services rendered by the Board we believe to be entirely wrong in principle, and unjust to all who may be, by law, compelled to call upon the Board of Commissioners to secure individual or corporate rights. It seems to us to be reasonable that, under all the circumstances, the State should assume the burden of paying the Board of Commissioners for discharging the duties which, by law, are required of them, and it should be such a salary as would enable the Board to devote their whole time to it. The compensation now fixed by statute is entirely inadequate.

By reason of the additional duties required and jurisdiction conferred by statute upon the Board, the time of the Commissioners is so taken that they can attend to little, if any other business.

In Massachusetts, where, by statute, the duties to be performed are no greater, the salary paid to the Commissioners is as follows : To the chairman of the Board, \$4,000 ; to the other two, \$3,500 each, with a clerk at a salary of \$2,000. They are also furnished good office rooms and a sum of money, not exceeding five hundred dollars yearly, for books, stationery and other incidental expenses. True, all these salaries and expenses are assessed upon the several railroads of the State, according to their gross earnings, by the tax commissioner, and we believe if such a system were adopted in Maine, it would be much better than the one now fixed by statute.

And, if the Legislature should be convinced that the railroads in this State are not now sufficiently taxed to enable the State to assume this additional burden of paying its own officers, the percentage of taxation should be increased.

By Section 6 of Chapter 51 of Revised Statutes, it is provided that railroad corporations, created under the provisions of that chapter, shall file with the Board of Railroad Commissioners plans of the location of their railroads.

By reason of having no office or place in which to keep or deposit such plans, the Board has been compelled to allow such railroad corporations to retain the same. Also, by having no office in which to keep and deposit such plans, record books, copies and other official papers, the Board has been put to much inconvenience in the discharge of their official duties."

Railroads in Maine.

	Miles in Maine.	Whole length main line op- erated.
Aroostook River Railway (New Brunswick).....	30.	30.
Atlantic and St. Lawrence (Grand Trunk).....	82.5	149.5
Bangor and Piscataquis.....	77.	77.
Bangor and Katahdin Iron Works Railway (Bangor and Piscataquis).....	19.	19.
Boston and Maine.....	44.	115.5
Bridgton and Saco River.....	15.5	15.5
Biddeford and Saco (Horse).....	5.72	5.72
Franklin and Megantic.....	15.	15.
Green Mountain Railway.....	1.13	-
Grand Trunk Railway.....	-	4560.
Houlton Branch (New Brunswick).....	3.	8.
Knox and Lincoln.....	49.5	49.5
Kennebunk and Kennebunkport (Boston and Maine)...	4.5	4.5
Lewiston and Auburn (Grand Trunk).....	5.5	5.5
Lewiston and Auburn Horse Railroad.....	7.7	7.7
Maine Central Railroad:		
Portland to Bangor, via Augusta.....	136.6	
Cumberland to Skowhegan.....	90.7	
Bath to Lewiston and Farmington.....	75.9	
Miles owned by Maine Central.....303.2		
Lines leased by Maine Central:		
Dexter and Newport.....	14.	
Belfast and Moosehead Lake.....	33.1	
European and North American.....	114.1	
Stillwater Branch.....	3.	
Eastern Maine.....	18.94	
Maine Shore Line, including steam ferry.....	48.66	
Total miles operated by Maine Central.....	535.	535.
Monson.....	6.	6.
New Brunswick.....	-	438.3
Norway Branch (Grand Trunk).....	1.5	1.5
Orchard Beach.....	3.	3.
Portland and Ogdensburg.....	51.	110.
Portland and Rochester.....	49.5	52.
Portland, Saco and Portsmouth (Boston and Maine)...	50.75	51.
Portsmouth, Great Falls and Conway (Boston & Maine)	2.92	72.
Portland Horse Railroad.....	10.87	10.87
Rockport.....	2.5	2.5
Rumford Falls and Buckfield.....	27.5	27.5
Sandy River.....	18.	18.
Sebastcook and Moosehead.....	8.	8.
Somerset.....	25.	25.
St. Croix and Penobscot.....	18.	22.
Whitneyville and Machias.....	7.5	7.5
Waterville and Fairfield (Horse).....	3.36	3.36
York Harbor and Beach.....	11.27	11.27
Total miles in Maine.....	1191.72	-

NOTE.—The above does not include the Canadian Pacific—68 miles from the State line to Greenville, the Rockland Lime Rock Railroad—4 miles, nor the extension of the Somerset Railroad—6 miles. From these no return has been received.

AROOSTOOK RIVER RAILROAD.

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

We again have the pleasure of stating that the work of improving this road has been continued this year, and it is now in very good running order. The track at all exposed places along the banks of the Aroostook River, between the State line and Presque Isle, has been raised and the embankments protected by wharfing or rip-rap. In doing this work about thirty thousand yards of earth and fourteen thousand yards of ballast have been used. All the track is laid with steel rails, and steel frogs, and safety switches placed in every main line siding in this State. Thirteen thousand seven hundred and eighty-eight new ties have been laid in the track, and 22,000 lineal feet of board fence built along the line. The new station buildings at Caribou and Presque Isle have been fully completed, and are comfortable and convenient. For general use upon the New Brunswick Railway and its leased lines, four locomotives, four snow plows, one hundred flat, sixty stock, forty ballast, four freight-saloon cars, two combination (baggage and passenger cars) were purchased, and four locomotives, two passenger, and two combination (baggage and passenger) cars re-built. The road is well managed and no accidents resulting in injury to persons or property have occurred upon the line in Maine during the past year. This road is leased to and operated by the New Brunswick Railway Company.

Officers of the New Brunswick Railway Company :

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

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

Chief Engineer—Moses Burpee, 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. Leased to and operated by the Grand Trunk Railway Company.

Directors—Joseph Hickson, Montreal, Canada.

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

This important road is maintained in the same very good condition as described in our report of last year. The road-bed is well ballasted and drained, presenting a finished and uniform appearance. The bridges (with the exception of the pile bridge at Portland) are iron structures of approved designs, and are all in very good condition. The track is laid with heavy steel rails, upon good sound ties, and is in very good line and surface. The location between the fences is well cleared of trees, bushes and rubbish, presenting an unobstructed view of the road for long distances. The open water-ways and culverts are well timbered and in good order. A new side-track has been built to the Forge in Falmouth. A long-needed improvement has been made at South Paris by the erection of a convenient and comfortable brick building for a passenger station; also a new freight house and woodshed. No accidents have occurred to passenger trains during the past year. The rolling stock is in good condition.

President—Joseph Hickson, Montreal, P. Q.

Vice President—Philip H. Brown, Portland, Maine.

Treasurer—Charles E. Barrett, “ “

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

Chief Engineer—E. P. Hannaford, Montreal, P. Q.

Assistant Engineer—John Y. Lloyd, Richmond, P. Q.

Superintendent—J. S. Stephenson, Montreal, “

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

ANDROSCOGGIN RAILROAD.

From Brunswick to Farmington including branch from Crowley's to Lewiston, 67 1/2-100 miles. The track from Brunswick to Lewiston, is laid with steel rails, on good sound ties, and well ballasted. The road-bed is well ditched and drained, and compares favorably with other portions of the Maine Central Railroad. During the past season the wooden truss bridges over Little River, and Sabattus Stream, have been strengthened. A new iron girder has taken the place of the wooden truss bridge, at Oxford Street, Lewiston. Seven culverts near Crowley's Junction have been rebuilt, in a substantial manner. The track and road-bed, from Crowley's Junction, to Leeds Junction, is in fair condition. The trestle bridge at Sabattus, is to be immediately repaired. The track and road-bed between Leeds Junction and Farmington, is in good condition, and well ballasted. A new floor system has been put upon the iron bridge crossing Dead Stream. The pile bridge at Shay Stream, has been repaired. The truss and pile bridges over the Sandy River at Farmington, are to be repaired, and strengthened. The station buildings along the lines are, for the most part, comfortable and convenient. This road is included in the Maine Central Railroad system.

BATH BRANCH OF THE MAINE CENTRAL COMPANY.

From Brunswick to Bath, 8 1/2-100 miles.

The Bath branch is a very important link in the Maine Central Railroad system. The road diverges from the main line at Brunswick, and continues on to the flourishing city of Bath, connecting at the last named point with the Knox &

Lincoln Railroad running to Rockland and other points along the coast. The Bath branch is maintained in very good condition, and, with the exception that there are no iron bridges, compares well with the main line of the Maine Central Railroad. Through trains are run between Bath, Lewiston and Farmington, connecting at Brunswick and Leeds Junction, with trains on the main line.

BANGOR AND PISCATAQUIS RAILROAD.

From Oldtown, to Moosehead Lake, 77 miles.

Directors—E. B. Neally, Bangor, Maine.

A. G. Wakefield,	“	“
C. L. Marston,	“	“
John Cassidy,	“	“
L. J. Morse,	“	“
Isaac Strickland,	“	“
Charles P. Stetson,	“	“
B. B. Thatcher,	“	“
A. M. Robinson, Dover,	“	“

The Bangor and Piscataquis Railroad diverges from the European and North American Division of the Maine Central Railroad, at Oldtown, and extends to Moosehead Lake, where it connects at West Cove, with the International Railway, a division of the Canadian Pacific system. Many improvements have been made during the last three years. The long truss bridge over one channel of the Penobscot River, at Orson Island was rebuilt three years ago. Last year the northerly span of the Black Island bridge, was rebuilt, and during the past season the two remaining spans, (one of them 190 feet in length) have been rebuilt in a very substantial manner, and the timber is on hand to rebuild the two spans of the truss bridge at Beal's Rips. The trestle bridge at Abbot, 150 feet in length, has been rebuilt the past season. Twenty miles of steel rails have been laid in the track, between Oldtown and Dover, 1011 tons of this amount during the past season. Fourteen thousand new cross ties have been laid in the track,

and ten miles of track raised and ballasted the past year. The road-bed is generally well ditched, drained, aligned, and surfaced. The rapidly increasing traffic over this line will necessitate the renewal of the track on some portions of the road, during the coming summer, and doubtless the company are making arrangements to meet this demand. The road is safely and economically managed, and no accidents have occurred during the past season. One locomotive, and ten new box freight cars, have been added to the rolling stock this year. The entire rolling stock, now consists of eight locomotives, six passenger cars, two mail and baggage cars, two common baggage, fifty-three box freight, and sixty flat cars.

President—E. B. Neally, Bangor, Me.

Superintendent and General Passenger Agent—Arthur Brown, Bangor, Me.

Treasurer and Clerk of Corporation—H. W. Blood, Bangor, Me.

Proper address of the Company, Bangor & Piscataquis Railroad Company, Bangor, Me.

BANGOR & KATAHDIN IRON WORKS RAILWAY.

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

Directors—Charles V. Lord, Bangor, Maine.

F. W. Carr, “ “

Charles Hamlin, “ “

Charles A. Gibson, “ “

Many improvements have been made upon the line of this road since our examination in the spring. The truss and trestle bridge at Milo has been repaired and strengthened and is now in good condition. Several other trestle bridges at different points along the line, have been repaired and the track aligned and surfaced the entire length of the road.

Some attention has been given to ditching and draining. The embankments at the crossing of the International Railway have been raised in order to make a grade crossing, and a convenient connection with the last-named important line of railway. This road is leased to, and operated by the Bangor and Piscataquis Railroad Company.

President—Charles V. Lord, Bangor, Me.

General Manager, Passenger and Freight Agent—Arthur Brown, Bangor, Me.

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

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

BELFAST & MOOSEHEAD RAILROAD.

From Belfast to Burnham, 33 1-10 miles.

Directors—Charles B. Hazeltine, Belfast, Maine.

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

This road is leased to and operated by the Maine Central Railroad Company. The bridges are all in good condition. The track has been somewhat improved, and many new crossings have been laid in it this year. The road-bed is well ditched and drained. The station buildings are generally convenient, comfortable and well maintained.

President—Charles B. Hazeltine, Belfast, Me.

Treasurer and Clerk of Corporation—John H. Quimby, Belfast, Me.

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

* Deceased.

BOSTON AND MAINE RAILROAD.

From Portland, Maine, to Boston, Mass., 115 50-100 miles; forty-four miles in Maine.

Directors—George C. Lord, Newton, Mass.

Amos Paul, New Market, N. H.

*Nathaniel J. Bradlee, Boston, Mass.

William S. Stevens, Dover, N. H.

*James R. Nichols, Haverhill, Mass.

Joseph S. Ricker, Deering, Maine.

Samuel C. Lawrence, Medford, Mass.

Richard Olney, Boston, “

Frank Jones, Portsmouth, N. H.

That portion of the Boston and Maine Railroad within the limits of this State, is in very good condition, in every respect. The bridges (with the exception of the pile at Portland, and Scarboro), are constructed of iron resting upon abutments and piers of first-class masonry. The road-bed is wide, well-ditched and drained. The track is laid with heavy steel rails, upon sound cross-ties of uniform dimensions. The track is well aligned and surfaced, and rides very smoothly. The station buildings are convenient and comfortable, and kept clean in all respects. Among the additions and improvements made during the past season, are the replacing of the pile bridge and draw, across Fore river, in Portland, and the building of a new side track and freight house at Scarboro. The iron bridge near the grist mill in the city of Saco has been taken down and a heavy granite retaining wall and solid embankment substituted. A very substantial double-track iron bridge is now being built at Salmon Falls in place of the old single-track wooden bridge, which has been in service nearly forty years. Five miles of new steel rails (seventy-two pounds to the yard) and 25,000 new ties have been laid in the track. The rolling stock is in excellent order. No accidents have occurred to trains within the limits of this State.

*Deceased.

President—George C. Lord, Boston, Mass.

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

Treasurer—Amos Blanchard, Lowell, Mass.

General Passenger and Ticket Agent—Dana J. Flanders, Boston, Mass.

General Freight Agent—W. J. C. Kennedy, Boston, Mass.

Superintendent—William Merritt, Malden, Mass.

Chief Engineer—H. Bissell, Salem, Mass.

Master Maintenance of Way—John Bailey, Lawrence, Mass.

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

BRIDGTON AND SACO RIVER RAILROAD.

Two feet gauge. From Bridgton to a Junction with the Portland and Ogdensburg Railroad at Hiram.

Directors—William F. Perry, Bridgton, Maine,
 William A. Stevens “ “
 A. H. Burnham, “ “
 John W. Fowler, “ “
 Darwin Ingalls, “ “
 Samuel S. Fuller, “ “
 Edwin Ingalls, “ “
 I. S. Webb, Portland, “
 W. H. Milliken, “ “
 A. Jones, Hiram, “

This road is maintained in good condition. The track is in good surface and line, and rides very smoothly. The trestle bridges, and water-ways have received all necessary repairs. The road is well ballasted, ditched, and drained. The station buildings are comfortable, convenient, and kept clean. The rolling stock is very good.

No accidents have occurred during the past season.

President—William F. Perry, Bridgton, Maine.

Vice President—W. A. Stevens, “ “

Superintendent, Gen. Pass. and Freight Agent—J. A. Bennett, Bridgton, Maine.

Treasurer—P. P. Burnham, Bridgton, Maine.

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

BIDDEFORD & SACO HORSE RAILROAD.

From Biddeford to Old Orchard Beach, 5 75-100 miles.

Directors—Stephen F. Shaw, Biddeford, Maine.

John N. Akarman, “ “

Carl Heard, “ “

Charles N. Prescott, “ “

Stephen S. Mitchell, Saco, “

Charles B. Pratt, Worcester, Mass.

Harry S. Seely, “ “

This road was built this year and opened for travel July 8th. The road is well constructed, and the stables for the horses are very well arranged and comfortable. The line is laid along the main streets of the cities of Biddeford and Saco and the County road to Old Orchard Beach. The cars are new and good, and the horses are well cared for and kindly treated. Four hundred feet of side-track have been laid. The rolling stock consists of eight open and four closed cars. The company own sixty-three horses.

President—Stephen J. Shaw, Biddeford, Maine.

General Manager and Superintendent—John N. Akarman, Biddeford; Me.

Treasurer—Charles A. Moody, Biddeford, Me.

Clerk of Corporation—Charles A. Moody, Biddeford, Me.

Proper address of the Company, Biddeford & Saco Horse Railroad Company, Biddeford, Me.

DEXTER AND NEWPORT RAILROAD.

From Dexter to Newport, 14 miles.

Directors—Charles Shaw, Dexter, Maine.

*George Hamilton, Dexter, Maine.

A. F. Bradbury, “ “

Nathaniel Dustin, “ “

George A. Abbott, “ “

W. H. Baxter, Portland, “

F. W. Hill, Exeter, “

The Dexter and Newport Railroad is leased to the Maine Central Railroad Company. The track and road-bed have been much improved during the past season. Some new rails and many new ties have been laid in the track, and it is now in a very fair condition. The station buildings are in good order.

President—Charles Shaw, Dexter, Maine.

Treasurer—A. F. Bradbury, “ “

Clerk of Corporation—Josiah Crosby, Dexter, Maine.

Proper address of the company, Dexter and Newport Railroad Co., Dexter Maine.

EASTERN MAINE RAILROAD.

From Bangor to Bucksport, 18 1-10 miles. Leased to Maine Central Railroad Company.

Directors—Eugene Hale, Ellsworth, Maine.

L. A. Emery, “ “

S. D. Bailey, Bath, “

M. Sumner, Rockland, “

Davis Tilson, “ “

G. W. Kimball, “ “

A new floor system has been laid in the long wooden truss bridge over the Penobscot river at Bangor, additional iron rods put into the truss, making the same now in good

*Deceased.

order. This is a very important bridge, as not only the trains of the Eastern Maine Railroad but the Maine Shore line, from Bangor to Bar Harbor, pass over it. About six miles of the road have been ballasted, and many new cross-ties laid. The bridges and station buildings are in good order. Rolling stock good. No accidents have occurred during the past year.

President—Eugene Hale, Ellsworth, Me.

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

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

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

EUROPEAN AND NORTH AMERICAN RAILWAY.

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

<i>Directors</i> —Noah Woods,	Bangor, Maine.
Sprague Adams,	“ “
Charles T. Bragg,	“ “
Nathan C. Ayer,	“ “
Franklin A. Wilson,	“ “
Isaac Strickland,	“ “
Thomas J. Stewart,	“ “
Charles P. Stetson,	“ “
Edmund H. Blake,	“ “

This road forms a part of the through line from Portland, Maine, to St. John, New Brunswick. The road is well maintained in every respect. Among the many improvements made during the past season, is the replacing with iron structures of the old wooden truss bridges, at Mount Hope, Orono and Passadumkeag; a new wooden truss bridge at Hot brook, and a new floor system on the wooden bridge at Meadow brook, and several others have been repaired and strengthened. Six miles of road have been ballasted, and

35,000 new cross-ties laid. About five miles of new side-tracks have been built. A new freight house has been built at Orono, and a new passenger station at Passadumkeag. The passenger station at Lincoln, has been remodeled and rebuilt, also the stations at Winn, Kingman, and Danforth, repaired and repainted. Proper address of the Company, European and North American Railway Company, Bangor, Maine.

FRANKLIN AND MEGANTIC RAILROAD.

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

Directors—Samuel W. Sargent, Boston, Mass.

V. B. Mead,	“	“
N. B. Bryant,	“	“
Philip H. Stubbs,	Strong,	Maine.
John Winter,	Kingfield,	“
W. S. Heath,	Salem,	“

The track and road-bed are in fair condition. Several of the trestle bridges have been repaired and strengthened, and others will need repairs the coming season. No accidents have occurred to the trains by which persons or property have been injured. The rolling stock is in fair condition. A branch line of one and twenty-seven hundredths miles in length, has been built to the Gilbert Mills in Salem, but has not been operated the past season.

President—Samuel W. Sargent, Boston, Mass.

General Manager and Treasurer—Philip H. Stubbs, Strong, Maine.

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

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

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

GREEN MOUNTAIN RAILWAY.

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

Directors—Thomas J. Stewart, Bangor, Maine.

Charles V. Lord, “ “

Frank W. Cram, “ “

Eugene M. Hersey, “ “

Francis H. Clergue, “ “

This road is well maintained and in a safe condition. No accident has occurred since it was completed and opened for travel. Every precaution is taken to secure the safety of trains. The track is well secured to the rocky surface of the mountain side, and the appliances for controlling the trains are reliable and effective.

President—Thomas J. Stewart, Bangor, Me.

General Manager and Treasurer—F. H. Clergue.

Superintendent and General Passenger Agent—Harry D. Stewart.

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

HOULTON BRANCH OF THE NEW BRUNSWICK RAILROAD.

From Debec Junction, New Brunswick, to Houlton, Maine, 8 miles—3 miles in Maine. Leased to and operated by the New Brunswick Railway Company.

This road is in excellent condition. The track is laid with steel rails, upon good sound cross-ties. The road-bed is well ballasted, ditched and drained, and the entire location between the fences cleared of bushes and rubbish, presenting a very neat appearance. The station buildings at Houlton are not convenient or comfortable, and should be replaced by better structures. No accident has occurred, resulting in injury to persons or property. The rolling stock is in good condition.

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

Superintendent—John Stewart, Woodstock, N. B.

Treasurer—Alfred Seely, St. John, N. B.

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

INTERNATIONAL RAILWAY OF MAINE.

From the western line of the State, easterly by the southern shore of Moosehead Lake, to a connection with the European and North American Railway at Mattawamkeag, 145 miles in Maine.

This railway originally known as the Penobscot and Lake Megantic, is now being constructed by the Canadian Pacific Railway Company, and forms a part of the great through line across the continent from the Pacific to the Atlantic Ocean, in all about four thousand miles. The Commissioners have examined that portion of the road between the western boundary of the State, and Greenville at the foot of Moosehead Lake, 68½ miles. The road is thoroughly built in all respects. The road-bed is wide, and well ditched. The rails are steel, laid on good substantial cross-ties of uniform dimensions. There are no grades exceeding 52 80-100 feet to the mile, nor curves of less than 1.144 feet radius. The masonry is first-class, and a large proportion of the bridges are constructed of steel. Some of the wooden pile and trestle bridges have been built for a temporary purpose, to be replaced by steel bridges, or earth and stone embankments. Trains are now running from Greenville to Lake Megantic. As the road is not fully completed from the foot of Moosehead Lake, to Mattawamkeag, we shall not attempt in this report to give a detailed description of any portion of the work in this State, until the whole line is completed. It is perhaps sufficient to say at this time, that it will compare very favorably with any other railways in this country. Officers of the Canadian Pacific Railway Company.

President and Vice President—W. C. Van Horne.
Secretary—Charles Drinkwater,
Asst. General Manager—I. G. Shaughnessy,
Treasurer—W. Southerland Taylor,
Gen. Pass. Traffic Manager—Lucius Tuttle,
Gen. Traffic Manager.—George Olds.
Comptroller—I. G. Ogden.
Gen. Supt. (O. & A. Div.)—I. A. MacKinnon.
 Head Office, Montreal, Que. Can.
 Asst. Sup. International, I. H. Van Zell.
 Sherbrooke, Que. (Section O. & A. Div.)
 Supt. of Construction, Hugh D. Lumsden.

KNOX AND LINCOLN RAILROAD.

From Bath to Rockland forty-nine and one-half miles.

Directors—John T. Berry, Rockland, Maine.

Francis Cobb,	“	“
A. F. Crockett,	“	“
E. K. O'Brien, Thomaston,	“	
Edwin O. Clark, Waldoboro'	“	
D. W. Chapman, Damariscotta, Maine.		
Ebenezer Haggett, Newcastle,	“	
Henry Ingalls, Wiscasset,	“	
John G. Richardson, Bath,	“	
John P. Kelly,	“	“
James W. Wakefield.	“	“

We are glad to report the continued and successful efforts of the directors for the improvement of this road. During the past season about eleven and one-half miles of steel rails, and 8,257 new cross-ties have been laid in the track, and thirteen miles ballasted. The bridge at Mill Creek, Thomaston, has been repaired, and is in good order. New floor timbers have been put into the truss bridge at Georges river, and the Negro meadow wooden pile bridge has been rebuilt. A new truss has been built on one side of the Back river bridge, new floor timbers have been laid in the Medomak truss bridge, and the pile bridge three hundred feet in length, at Muscongus bay, entirely filled with earth, making a solid embank-

ment. The bridges at Nichols and Marsh rivers have been fully repaired and are now in good condition. The pile bridges at the approaches to the long truss bridge over Sheepscoot river, and the long pile bridges at Wiscasset, have received all needed repairs. The truss and trestle bridges at Monsweag and Nequassett are being repaired and strengthened. The branch track diverging from the main line near the old station at Rockland, and running to the steamboat wharf has been repaired, and is used jointly by the Knox and Lincoln and Limerock companies. There are now about thirty-eight miles of steel track in the main line, and it is proposed to complete the steel track to Rockland the coming summer. Much attention has been given to ditching and draining, and the road-bed has been greatly improved. The station buildings along the line are in good condition. The rolling stock is good and well kept up.

President—John T. Berry, Rockland, Maine.

Clerk—John G. Richardson, Bath, “

Treasurer—F. H. Low, “ “

Superintendent—W. L. White, Bath, “

Road Master—Wm. B. Ludwig, Waldoboro', Maine.

Master Mechanic—Wm. A. Field, Bath, “

Master Car Builder—Charles L. Turner, Bath, “

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

KENNEBUNK & KENNEBUNKPORT RAILROAD.

From junction with Boston & Maine Railroad at Kennebunk to Kennebunkport. 45-10 miles.

Directors—Edward P. Burnham, Saco, Maine.

Moses C. Maling, Kennebunk, Maine.

James G. Cousens, “ “

Hartly Lord, “ “

Harrison J. Libby, Portland, “

Joseph A. Titcomb, Kennebunkport, Maine.

Charles E. Perkins, “ “

This road is in general good condition. One mile of steel rails and many new cross-ties have been laid in the track the past season. The track is well ballasted, ditched, and fairly drained. The station buildings are convenient and kept clean and comfortable. The trestle bridge next south of Kennebunk should be repaired the coming Spring. The rolling stock is good.

President—Edward P. Burnham, Saco, Maine.

Treasurer—Moses C. Maling, Kennebunk, Maine.

Clerk of Corporation—Edward E Bourne, Kennebunk.

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

LEWISTON AND AUBURN BRANCH RAILROAD.

From Lewiston to a junction with the Grand Trunk Railway, five and five-tenths miles.

Directors—D. G. McGillicuddy, Lewiston, Maine.

F. W. Parker, “ “

R. C. Pennell, “ “

A. D. Barker, “ “

A. K. P. Knowlton, “ “

G. W. Furbush, “ “

L. W. Haskell, Auburn, “

A. M. Penley, “ “

B. F. Sturgis, “ “

This road is leased to and operated by the Grand Trunk Railway Company of Canada. The road is constructed in all its parts in a thorough manner. All the bridges are iron, and but few repairs have been required or made. The road is maintained in excellent condition. No accident to trains has occurred during the past season. The rolling stock is good.

President—B. F. Sturgis, Lewiston, Maine.

Treasurer—F. W. Parker, “ “

Clerk of Corporation—R. C. Pennell, Lewiston, Maine.

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

LEWISTON & AUBURN HORSE RAILROAD.

Through the main streets of Lewiston and Auburn and to Lake Auburn, 7 7-10 miles.

Directors—Frank W. Dana, Lewiston, Maine.

J. L. H. Cobb, “ “

H. C. Little, “ “

J. N. Wood, “ “

M. M. Neal, Auburn, Maine.

George C. Wing, Auburn, Maine.

Frank R. Conant, “ “

At our examination of this road, we found the portions of the road running through the streets of Lewiston and Auburn, in good condition but owing to the frequent and heavy rains the portion of the road-bed extending to Lake Auburn was badly trodden up, and the track in poor surface and line. This has undoubtedly been repaired before this time and we trust that the company will be able to ballast the road-bed the coming season. The rolling stock consists of twelve cars, one barge for summer use and twelve sleigh cars and one snow plow for winter use. The company own sixty horses, all of them in good order and well stabled and kindly treated.

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

Superintendent—J. E. Fairbanks, Lewiston, Maine.

Treasurer and Clerk of Corporation—R. E. Atwood, Auburn, Maine.

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

LIMEROCK RAILROAD, ROCKLAND, MAINE.

Directors—A. F. Crockett, Rockland, Maine.

John T. Berry, Rockland,	“	“
S. M. Bird,	“	“
Francis Cobb,	“	“
G. L. Farrand,	“	“
E. R. Spear,	“	“
W. T. Cobb,	“	“

This road is built around the city of Rockland for the purpose of reaching the limestone quarries in Rockland and Thomaston, and transporting the limerock to the kilns in Rockland. About five miles of the road is now in operation, but the length when completed will be seven miles exclusive of side tracks and the Knox & Lincoln wharf extension (about one mile in length), the joint use of which has been leased for fifty years to the Limerock road. The road is well built. With the exception of one mile of iron the track on the main line is all laid with new steel rails, sixty pounds to the yard. On the trestles the track is laid with fifty-pound steel rails. There are five trestle bridges on the main line built of hemlock. These trestles it is proposed to immediately replace with stone culverts and earth and stone embankments. There is to be two miles of permanent trestle work running by and to the kilns. One mile of this is completed, and the balance is in process of construction. These trestles are all built of hard pine, in a most thorough manner. The rolling stock consists of two locomotives, fifty dump and twelve flat cars, one snow plow, flange scraper and caboose. One hundred new cars are expected by February first. As this road is not fully completed, we shall not attempt a full description of its construction and working, until our report for next year.

President—William T. Cobb, Rockland, Maine.

Secretary and Treasurer—H. M. Pierce, Rockland, Maine.

Superintendent—R. L. Fogg, “

Proper address of company, Limerock Railroad Company, Rockland, Maine.

CONSOLIDATED MAINE CENTRAL RAILROAD AND ITS
BRANCHES AND LEASED LINES.

Total number of miles operated, including the steam ferry from Hancock Point to Mt. Desert, five hundred and thirty-five miles.

Directors—Arthur Sewall, Bath, Maine.
 Thomas W. Hyde, Bath, “
 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 New Market, N. H.
 George C. Lord, Newton, Mass.
 Richard Olney, Boston, “
 Samuel C. Lawrence, Medford, Mass.

From Portland via Augusta to Bangor many changes and improvements have been made during the past season along the line of this road. The tracks and road-bed have been maintained in first-class condition, and several of the wooden bridges have been replaced by iron structures. Several station buildings at different points have been remodeled and partially rebuilt. At Portland street a new iron bridge has been built to accommodate four tracks. At Yarmouth road the wooden span has been replaced by an iron structure. At Bowdoinham one of the wooden truss bridges just north of the station has been replaced by an iron girder bridge. At Abagadasset stream near Harwoods road station, an iron plate girder span has taken the place of the wooden bridge. At Seven Mile brook near Riverside station two iron bridges, one across the stream and one over the highway, have been erected upon new granite abutments, thus doing away with the old wooden truss and trestle bridge, about six hundred feet in

length, and replacing it with seventy-five feet of iron bridges and five hundred feet of solid earth embankment. In connection with this work the road-bed north of the bridge has been cut down about six feet, reducing the heavy grade between the bridge and the station. Repairs have been made on Ticonic, Kennebec and several other bridges. On the line from Cumberland Junction via Lewiston to Waterville, new abutments have been built at Greely road, and a new iron plate girder placed upon them. The iron truss span near Danville Junction has been replaced by a heavy iron plate girder. At Turner street crossing in the city of Auburn, new first-class granite abutments have been built, and a new riveted iron bridge placed upon them. Additions have been made to the station buildings at Danville Junction, and Leeds Junction, a very marked improvement in both cases. On the line via Augusta and Waterville, to Bangor, a new baggage room has been built at Freeport; a signal tower at Benton; a new passenger station at Pittsfield; a new freight house at Bangor, and important improvements and changes made in the yards and station buildings. One thousand seven hundred and forty tons of steel rails, seven hundred and fifteen tons of iron rails, and about 211,000 cross-ties have been laid in the tracks of the Maine Central Railroad and its branches the past season. Twenty-five and seventy-five hundredths miles of track have been ballasted; 11,019 rods of barbed wire, 3,000 rods of board, and five hundred and twenty rods of cedar rail fence have been built. Many culverts and cattle passes have been rebuilt. The locomotive equipment has been increased during the year by the addition of seven locomotives, four built by the Portland Company, and three at the Maine Central Railroad shops. One hundred and one platform freight cars, four snow plows and one combination passenger car have been built at the shops of the Maine Central Company.

The train service of the past year has given great satisfaction to the patrons of the road, and the management

of the road has made every effort to accommodate all localities and interests in any way dependent upon them.

President—Arthur Sewall, Bath, Maine.

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

Clerk—Josiah H. Drummond, Portland, Maine.

Treasurer—J. A. Linscott, “ “

Auditor—George York, “ “

Gen. Pass. and Ticket Agent—Fred E. Boothby, Portland, Maine.

General Freight Agent—W. S. Eaton, Portland Maine.

Chief Engineer—W. A. Allen, “ “

Master Mechanic—Amos Pillsbury, Waterville, “

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

MAINE SHORE LINE.

From Bangor to Mt. Desert, 41½ miles—including ferry to Bar Harbor, 49½ miles.

Directors—Joseph N. Green, Bangor, Maine.

Samuel D. Leavitt, Eastport, “

James R. Talbot, East Machias, “

Samuel N. Campbell, Cherryfield, “

This road was originally commenced with a view of building a shore line from Bangor via Ellsworth, Sullivan, Machias, Eastport, &c., to Calais. Only that portion of the road between Bangor and Bar Harbor Ferry has been completed. Some little work has been done in the vicinity of Machias, but operations have been suspended for want of funds. That portion of the line between Bangor and Bar Harbor Ferry has been sold to the Maine Central Railroad Company and is operated by them. The road is in very good condition. Several wooden bridges have been replaced with iron structures, and it is intended to replace others the coming year. The track is laid with steel rails, upon good ties, well

ballasted. The road-bed is well ditched and drained. The station buildings are convenient, and kept comfortable and neat. The track is in good surface and alignment and rides well.

President—Joseph N. Green, Bangor, Me.

Clerk—H. E. Hamlin, Ellsworth, “

Treasurer—James R. Talbot, East Machias, Me.

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

MONSON RAILROAD.

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

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

G. S. Cushing, Lowell, Mass.

T. F. Kimball, “ “

G. A. Mathews, Monson, Me.

G. F. Jackson, “ “

A. W. Chapin, “ “

J. F. Sprague, “ “

This road is maintained in good condition. The track is in good line and surface and well ballasted. The business of the road is increasing from year to year and will undoubtedly continue to do so, as that attractive section of the State becomes better known to tourists and sportsmen, and the slate quarries at Monson are more fully developed. The station buildings and rolling stock are in good condition.

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

General Manager—G. A. Mathews, Monson, Me.

Treasurer—John F. Kimball, Lowell, Mass.

Clerk of Corporation—John F. Sprague, Monson, Me.

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 leased to the Grand Trunk Railway Company of Canada and operated by it. The track is laid with steel rails, upon good cross-ties, and well ballasted. The road-bed is wide and well ditched. The station buildings at Norway are well arranged, comfortable and clean. The road is in good order in every respect.

President—George L. Beal, Norway, Me.

Treasurer—Howard S. Smith, “ “

Clerk of Corporation—Freeland Howe, Norway, Me.

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

ORCHARD BEACH RAILROAD.

From station of the Western Division of Boston & Maine Railroad at Old Orchard, along the beach to the mouth of the Saco river, 3 miles.

Directors—George C. Lord, Newton, Mass.

Amos Paul, South Newmarket, N. H.

William S. Stevens, Dover, “

Frank Jones, Portsmouth, “

Richard Olney, Boston, Mass.

Samuel C. Lawrence, Medford, Mass.

Joseph S. Ricker, Deering, Me.

This road is open for travel only about three months in the year during the season of summer travel. The road is laid upon the sand along the beach, and is one of the attractions at Old Orchard and is a source of much comfort and pleasure to the visitors at that popular summer resort. The road is in good condition for the service required of it. Open cars are run, affording an extended view of the ocean and distant islands.

President—George C. Lord, Newton, Mass.

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

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

Treasurer—Amos Blanchard, Lowell, Mass.

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

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

OCEAN STREET HORSE RAILROAD.

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

This road is leased to the Portland Horse Railroad Company. The road is in fair condition. Some improvements have been made by aligning and surfacing the track and the road is now in good running order.

PORTLAND HORSE RAILROAD.

The Portland Horse Railroad is located along the principal streets of Portland and to Steven's Plains in the town of Westbrook, about 8 5-10 miles.

Directors—H. J. Libby, Portland, Me.

W. R. Wood, Portland, Maine.

Charles Forbes, “ “

H. L. Wheeler, Deering, “

H. M. Hart, Portland, “

This road is in very good condition throughout its entire length. There are $1\frac{7}{8}$ miles of double track on Congress and Middle streets. One-half mile of side tracks has been laid this year. A new stable and a car house have been built near the new Union station. Two close and three open cars have been built at the shops of the company, and two close and two open cars bought at Philadelphia this year. The company own fifty-three passenger cars and two hundred and ten horses. The cars are kept in very good order, and the horses are well stabled and treated kindly. Since the opening of the new Union station, at the foot of Congress street, the business of the road has largely increased.

President—H. J. Libby, Portland, Me.

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

Proper address of company, Portland Railroad Company, Portland, Me.

PORTLAND & OGDENSBURG RAILROAD.

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

Directors—Samuel J. Anderson, Portland, Me.

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,	Penacook,	N. H.

Since the date of our last report, this road has been leased to the Maine Central Railroad Company. During the past season a new engine house has been built at Sebago Lake, and the grounds about the station graded in order to give more yard room. Some of the station buildings along the line have been repaired and painted. A new and more direct track is being constructed to the new Union station in Portland. Other improvements are contemplated and will undoubtedly be accomplished the coming season. The rolling stock is in good condition.

President—Samuel J. Anderson, Portland, Me.

Treasurer—John W. Dana, “ “

General Manager—Payson Tucker, “ “

Superintendent—Jonas Hamilton, “ “

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

PORTLAND & ROCHESTER RAILROAD.

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

Directors—George P. Wescott, Portland, Maine.

Nathan Webb, “ “

William L. Putnam, “ “

Charles McCarthy, “ “

James P. Baxter, “ “

George C. Lord, Newton, Mass.

Stephen J. Young, Brunswick, Maine.

Joseph S. Ricker, Deering, “

Arthur Sewall, Bath, “

During the past season about 22,000 cedar cross-ties have been laid in the track, and seven miles of track fully ballasted. The ledge cut near Gorham station has been widened by removal of 1000 yards and the stone used in repairing the Marginal Way at Portland. The iron bridge at Shaker pond has been completed in a very substantial manner and the approaches filled with gravel. The abutments at Allen's farm-pass near Alfred have been rebuilt. The wooden stringers on the open water-ways have been replaced by iron I-beams. New ties and guard rails have been laid on the Mousam river bridge at Springvale. Three thousand four hundred and fifty-two feet of side track have been laid at different points along the line. Seven miles of new fence have been built and three miles of old fence repaired. At Westbrook Junction a new awning has been built, 175 feet in length. About 1500 lineal feet of new platforms have been built at different stations along the line. All of the passenger stations between Gorham and East Rochester have been repainted and repaired. About twenty-six hundred feet of new snow fence have been built. A new pile bridge 1146 feet in length has been built at the Marginal Way between Tukey's bridge and the Grand Trunk Junction. The old bridge between the same points has been repaired, thus giving a double track, which was greatly needed at that place. The

bulk head on the outside of the Marginal Way, East of Washington street has been repaired, and new abutments built at the two bridges. A new stone wall has been built at the sluice way through the Marginal Way. The track, road-bed and bridges throughout the entire road are in excellent condition. The station buildings are comfortable, convenient and kept in good order. The rolling stock is in good order. The road is well managed, and no accident has happened to trains, resulting in injury to passengers or property.

President—George P. Wescott, Portland, Maine.

Treasurer and Clerk—Wm. H. Conant, “ “

Superintendent—Joseph W. Peters, “ “

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

PORTLAND, SACO & PORTSMOUTH RAILROAD.

From Portland, Maine, to Portsmouth, New Hampshire, 51 miles, 50 76-100 miles in Maine.

Directors—Arthur Sewall, Bath, Me.

Thomas W. Hyde, Bath, Me.

F. R. Barrett, Portland, “

Frank Jones, Portsmouth, N. H.

Samuel C. Lawrence, Medford, Mass.

Walter Farnsworth, Boston, “

*James R. Nichols, Haverhill, “

This road is maintained in very good order. The track and road-bed remain in about the same condition as stated in our report of last year, and not many repairs have been made or needed the past season. The repairs on the pile bridge across Fore river at Portland have been completed. The station building at Cape Elizabeth has been repaired and a long side track built just east of the Boston & Maine crossing in Scarboro'. A new station building has been erected at the crossing of the Boston & Maine Railroad at Scarboro' and extensive platforms built for the accommodation and

*Deceased.

safety of the passengers changing from one train to another at this point. A new double culvert has been built at South Berwick Junction in place of the old wooden bridge. The pile bridge across the Piscataqua river, receives the most careful attention, and repairs and replacements of timbers are constantly being made. This road is leased to the Eastern Railroad Company and is included in the Boston & Maine system, and forms a part of the Eastern division of the last-named railroad.

President—Walter Farnsworth, Boston, Mass.

Treasurer—N. G. Chapin, Brookline, “

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

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

Superintendent—D. W. Sanborn, Boston, “

Chief Engineer—H. Bissell, Salem, “

Proper address of company, Portland, Saco & Portsmouth Railroad Company, Causeway street, Boston, Mass.

PORTSMOUTH, GREAT FALLS AND CONWAY RAILROAD.

From Junction with Portland, Saco, and Portsmouth Railroad at South Berwick, Maine, to North Conway, New Hampshire, 72 86-100 miles, 2 92-100 miles in Maine.

Directors—Walter Farnsworth, Boston, Mass.

Samuel C. Lawrence, Medford, “

Ebenezer Wallace, Rochester, N. H.

John W. Sanborn, Wakefield, “

Charles H. Sawyer, Dover, “

This road forms a part of the through line, via the Eastern Division of the Boston and Maine Railroad from Boston to North Conway. It affords a very attractive, and expeditious route to the White Mountain region, and during the summer season is well patronized. The road is in good order. During the past season many new cross-ties have been laid in the track between Conway Junction, and Salmon Falls, and the bridges near the State line at Milton, have been repaired. The road is carefully managed, and no accidents have occurred, resulting in injury to passengers or property.

President—Walter Farnsworth, Boston, Mass.

Treasurer—N. G. Chapin, Brookline, “

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

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

Chief Engineer—H. Bissell, Salem, Mass.

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

ROCKPORT RAILROAD.

Two and five-tenths miles in length.

Directors—P. J. Carlton, Rockport, Maine.

Samuel D. Carlton, “ “

Samuel E. Shepherd, “ “

Herbert L. Shepherd, “ “

Fred W. Andrews, “ “

Ralph W. Carlton, “ “

This road was built for the purpose of transporting lime-rock from the quarries to the kilns at the village of Rockport. The road has been in successful operation for nearly two years, and is a great improvement over the old method of hauling stone from the quarries, with horses. The road is well constructed for the purpose for which it is intended, and has been operated without accident.

President—Philander J. Carlton, Rockport, Maine.

Treasurer—Herbert L. Shepherd, “ “

Secretary—L. H. Lovejoy, “ “

Proper address of Company, Rockport Railroad Company, Rockport, Maine.

RUMFORD FALLS AND BUCKFIELD RAILROAD.

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

Directors—William L. Putnam, Portland, Maine.
 Charles R. Milliken, “ “
 William H. Moulton, “ “
 George C. Wing, Auburn, “
 Otis Hayford, Canton, “
 George D. Bisbee, Buckfield, “
 R. C. Bradford, Portland, “

Since this road came into possession of the present company, the work of improving and repairing it has been carried on to the present time. The road-bed has been raised and widened; cross-ties renewed, and 20 5-10 miles of new steel rails laid in the track, leaving but 6 5-10 miles of iron rails to be replaced by steel. The bridges along the whole line have been re-built. A new station building has been built at Buckfield, and station buildings at other points repaired. One hundred and eighty tons of new steel rails and more than 7000 new cross-ties have been laid in the track the past season. The road is in good order in every respect. One and one-half miles of new fence have been built and three miles of old fence repaired this year. The rolling stock is in good condition, and no accident has occurred during the past season. The station buildings are kept clean and comfortable.

President—William L. Putnam, Portland, Maine.
Vice President—Otis Hayford, Canton, “
Superintendent—L. L. Lincoln, “ “
Treasurer, General Passenger Agent and Clerk of Corporation—B. C. Bradford, Portland, Maine.

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

SOMERSET RAILROAD.

From Oakland to Embden, 31 miles.

Directors—R. B. Dunn, Waterville, Me.
 R. W. Dunn, “ “
 F. W. Hill, Exeter, Me.
 Edward Rowe, Norridgewock, Me.
 Nathan Weston, Madison, Me.
 W. H. Brown, North Anson, Me.
 John Ayer, Oakland, Me.
 A. J. Libby, Embden, “
 Thomas Flint, San Juan, California.

During the past season the extension of this road from Anson to Embden has been accomplished, and the trains are now running to the last-named town. The new portion of the road is well built; the road-bed is wide and well drained; the lattice truss, wooden bridge over the Carrabassett stream at North Anson is well built and rests upon abutments and piers of good solid masonry. Good and commodious passenger and freight station buildings have been erected at the present terminus in Embden. The company propose to complete the road to Solon the coming spring. About ten miles of new steel rails and 5,000 new cross-ties have been laid in the track between Oakland and Norridgewock. The long high trestle bridge near Old Point has been replaced by a good stone culvert and earth embankment; two miles of new fence on the old line and twelve miles on the new line have been built. The station buildings are in fair condition. The road has been safely and economically managed and no accidents have occurred. The rolling stock is in fair condition.

President—John Ayer, Oakland, Maine.

Treasurer and Clerk—A. R. Small, Oakland, Me.

Superintendent—W. M. Ayer, “ “

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

ST. CROIX AND PENOBSCOT RAILROAD.

From Calais to Princeton, 22 miles, 17 miles in Maine, 5 miles in the Province of New Brunswick.

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

Henry F. Eaton, Milltown, “

E. A. Barnard, Calais, Me.

E. C. Gates, “ “

L. G. Downes, “ “

During the past year the long truss bridge at Baring, over the St. Croix river, has been thoroughly repaired, and strengthened. A new pier has been built under the bridge at Sprague's Falls, and the truss strengthened and repaired, 150 tons of new steel rails have been purchased and 4000 new cross-ties have been laid in the track. A portion of the track has been ballasted, aligned and surfaced. More new rails and cross-ties should be laid the coming season. This road is used for the most part as a freight-road, but mixed trains are run over it very carefully and at a low rate of speed. The rolling stock of the road is in fair condition for the service required of it. The road is well managed, and no accidents have occurred resulting in injury to passengers or property.

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

Superintendent—Wallace Haycock, Calais, Me.

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

Gen. Passenger Agt.—H. A. Black, Calais, Me.

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

ST. CROIX RAILWAY.

From Vanceboro, Maine, to McAdam Junction, New Brunswick, 7 5-10 miles, $\frac{1}{2}$ mile in Maine. This road has been abandoned with the exception of the small portion in Maine, which is only used as a side-track to a mill.

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, “

George W. Willis, Bath, “

Very extensive improvements and repairs have been made during the past season upon this road. About twenty trestle bridges, located at different points along the line of the road, have either been entirely re-built or repaired, and in several instances stone culverts and earth embankments have replaced the old wooden trestles and log water-ways. The long, high trestle bridge at Strong has received needed repairs. The track has been put in good surface and line, and the road-bed has been widened and raised in many places and is generally well ditched. One mile of steel rails and about ten thousand new cross-ties have been laid in the track. New car and paint shops have been built at Phillips. The road rides smoothly and the rolling stock is in good order. The business of the road is steadily increasing and will undoubtedly demand enlarged facilities in the near future. The road is carefully operated and no accident has occurred during the past year.

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

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

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

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

SEBASTICOOK & MOOSEHEAD RAILROAD.

From junction with Maine Central Railroad at Pittsfield to Hartland, 8 miles.

Directors—Thomas Temple, Fredericton, N. B.
 Wesley Vanwart, “ “
 James Mitchell, Belfast, Me.
 G. J. Shaw, Hartland, “
 J. O. Bradbury, “ “

This road has been in operation about two years. The track is laid with steel rails upon good cedar cross-ties and is in fair condition; the road-bed is in fair order; the track is not fully ballasted, but this will undoubtedly be completed at an early day. There is but one important bridge upon the road and that is in good condition. Trains have been run with safety and regularity and no accidents have occurred. The rolling stock is in fair running order.

President—Thomas Temple, Fredericton, N. B.

Treasurer—J. O. Bradbury, Hartland, Me.

Superintendent—Fred McIntosh, Hartland, Me.

Proper address of company, Sebasticook & Moosehead Railroad Company, Hartland, Me.

WHITNEYVILLE & MACHIASPORT RAILROAD.

From Machiasport to Whitneyville, 7 5-10 miles.

This road is used for the transportation of lumber from the mills at Whitneyville to Machiasport, and has not been inspected by the commissioners.

Treasurer and Manager—Cornelius Sullivan.

WATERVILLE & FAIRFIELD HORSE RAILROAD.

Directors—Geo. W. Williams, Salem, Mass., David J. Lord, Lynn, Mass.
 Willard B. Ferguson, Salem, Mass., Wm. G. Barker, Salem, Mass.
 Edmund F. Webb, Waterville, Me., Amos F. Gould, Fairfield, Me.
 Stephen I. Abbott, Waterville, Me.

Clerk—Edmund F. Webb,
Treasurer—David J. Lord,
President—Geo. W. Williams,
Superintendent—Geo. A. Murch.

From Waterville to Fairfield 3-36 miles.

This road was built during the past summer and has been in very successful operation since it was opened for travel. The road is substantially built in all respects. A large and well arranged stable has been built at Fairfield. The company own two covered and two open cars and employ twenty-four horses all in good order.

Superintendent—George A. Murch, Fairfield, Me.

YORK HARBOR & BEACH RAILROAD.

From junction with Portland, Saco & Portsmouth Railroad at Kittery, to York Harbor Beach, 11 2-100 miles.

Directors—Frank Jones, Portsmouth, N. H.

Charles H. Sawyer, Dover, “

Charles Williams, Manchester, N. H.

John E. Staples, York, Me.

Edward S. Marshall, York, Me.

Henry E. Evans, “ “

Wilson M. Walker, “ “

This road was opened for travel late in the summer of 1887, and has been in very successful operation since that time. The road is built in a most substantial and thorough manner. The track is laid with steel rails upon good ties, and is for the most part well ballasted. The superstructures of the pile and trestle bridges are built with hard pine caps and stringers, resting upon oak piles. Convenient and tasty station buildings have been built at different points along the line during the past year. The rolling stock is in very good order. No accidents have occurred, resulting in injury to persons or property.

Vice President—H. E. Evans, York, Me.

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

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

General Freight Agent—W. J. C. Kenny, Danvers, “

Treasurer—J. P. Simpson, York, Me.

Clerk of Corporation—S. W. Junkins, York, Me.

Auditor—William J. Hobbs, Malden, Mass.

Proper address of company, York Harbor & Beach Railroad Company, York, Me.

STATEMENT OF EACH ACCIDENT IN MAINE
DURING THE YEAR ENDING SEPT. 30, 1888.

Atlantic & St. Lawrence.

G. Burbank, switchman, ankle sprained by jumping off train at Bethel, while in motion.

Unknown man injured at Mechanic Falls by getting on train while in motion.

C. W. Sawyer, brakeman, Danville Junction, foot caught in frog, hand injured.

T. H. Rawson, Oxford, injured while driving across track.

William Pottle, Oxford, injured while driving across track.

S. E. Curry, brakeman, Yarmouth, hand injured while coupling.

P. Audly, trackman, Mechanic Falls, injured by scraper running off track.

William J. S. Rowley, passenger, Lewiston Junction, fell off train, leg injured.

J. S. Kneeland, conductor, Yarmouth Junction, hand injured while coupling.

Joseph Porter, trespasser, West Paris, stealing a ride, body injured.

G. H. Wilson, switchman, Pownal, hand injured while coupling.

E. Wood, brakeman, South Paris, hand injured while coupling.

Bangor & Piscataquis Railroad Company.

July 3. John Clark and wife of Parkman, attempted to cross the track at Farmer Crossing in Abbott, between two parts of a moving train, in full daylight and against the

warning of the train men. Mr. Clark was slightly injured and his wife seriously so, and she subsequently died. Mr. Clark admitted seeing the train, but claimed that his horse became unmanageable. The matter has since been settled with him, and he has given the company a writing discharging them from any further liability in the case.

Boston & Maine.

January 14, 1888. John McMenamin, a trespasser walking on the track near Arundel station, was struck by a passing train, receiving injuries from which he soon afterwards died.

February 9, 1888. The mutilated body of an unknown man was found on the know-nothing crossing, near North Berwick station, showing signs of having been struck by some passing train.

April 19, 1888. Patrick Buper, was found dead in a mutilated condition, between the tracks near Scarboro' Beach station. It is supposed that he was a passenger on train No. 75, and fell or jumped off at this point.

July 19, 1888. Peter Morris, an employe of Forepaugh's circus was found mutilated and dead on the track near Elliot station. He is supposed to have fallen off the circus train.

July 20, 1888. Fred Perkins, a passenger on a train, attempting to jump off at the camp ground near Old Orchard station, after the train had started, fell under the wheels receiving injuries from which he soon afterwards died.

Lewiston & Auburn Branch.

J. A. Rawson, trespasser, Lewiston, on track, leg broken.

F. McMulliken, brakeman, Lewiston, coupling, hand injured.

J. Mills, brakeman, Lewiston, coupling, hand injured.

E. C. Duner, trespasser, Auburn jumping off train in motion, head injured.

Maine Central.

October 24, 1887. E. T. Welch, flagman at Main street crossing, Brunswick, while attempting to cross the track ahead of an approaching locomotive, was struck and so badly injured that he died about two weeks later.

November 18, 1887. The bodies of two unknown men were found at Kingman. Circumstances indicated that they were tramps who were stealing a ride on top of car and were struck by the bridge. Coroner called, but he deemed an inquest unnecessary.

December 10, 1887. William Welch, switchman at Waterville, while uncoupling car was run over and instantly killed.

January 3, 1888. William Hammond, a locomotive engineer employed by the company, while off duty was run over in Brunswick station and died in about half an hour. No one saw the accident but it is supposed he attempted to board train after it was in motion.

January 27, 1888. The Bucksport train ran over a man named Joseph Porter in Front street, Bangor, and injured him so that he died soon after. The coroner's jury exonerated the company and its employes from all blame.

January 27, 1888. A man named Joseph Devoial, while shoveling snow from track, new Lewiston Upper station, was struck by snow plow and killed.

February 13, 1888. Willard Wood of Augusta, jumped from moving train on trestle bridge at Gardiner, struck on hand rail of bridge and died in a short time. Wood was stealing a ride. Coroner's jury exonerated the company and its employes from all blame.

June 6, 1888. James Roach of Leeds Centre, brakeman on Farmington freight train, was run over near Leeds Centre and died same day. No one saw accident or knew how it happened.

June 7, 1888. Walter Paine, a machinist in the employ of this company while attempting to get on a moving freight train in Waterville yard was run over and killed.

June 11, 1888. Sherman Jordan, a switchman in Portland yard was run over and killed while making up a train.

June 24, 1888. The dead body of Jacob Brett was found on track near State Home siding. It was supposed that he was run over by No. 71, but no one on train saw him or knew anything about the accident.

July 25, 1888. P. W. Carter, section foreman at Etna attempted to get on to a moving train at Etna but fell under, was run over and died next day.

August 11, 1888. Frank W. Knight, foreman of car repairs, and Ira L. Pierce, blacksmith, who were standing on track in Portland yard, were struck by a car which was being pushed by a locomotive. Mr. Knight died in about two weeks and Mr. Pierce died Sept. 9.

Portland & Rochester.

February 18, 1888. S. G. Stickney, brakeman, hand slightly injured on a freight train.

August 16, 1888. Albert Guppy, struck and killed by passenger train; deaf and walking on track.

September 13, 1888. E. Rilledéau, arm jammed by shackling cars on freight train.

Portland & Ogdensburg.

July 7, 1888. George Adams, a passenger, had his left leg cut off below the knee while attempting to board a moving train at Sebago Lake.

August 8, 1888. E. L. Pun, freight brakeman, fell under the cars at Stickey Run and had his left leg badly crushed.

Portland Horse.

Lady fell while trying to get on an open car; bruised about the head and face but not seriously injured.

Somerset.

John H. Webster struck by a train while walking on track and killed.

Total Accidents.

	Killed.	Injured.
Passengers,	2	3
Employes,	9	12
Others,	10	8
	<hr/>	<hr/>
Total,	21	23

Respectfully submitted,

D. N. MORTLAND,
 A. W. WILDES,
 ROSCOE L. BOWERS, } *Railroad Commissioners
 of Maine.*

December 31, 1888.

ABSTRACT

OF

Returns of Railroad Companies

FOR THE YEAR

ENDING SEPTEMBER 30, 1888.

AROOSTOOK RIVER RAILROAD.

(Operated by the New Brunswick Railroad Company.)

Earnings from passenger department.....	\$22,081 92
“ freight “	36,195 95
	<hr/>
	\$58,277 87
Total expense.....	\$40,482 90
Surplus for year.....	17,794 97
	<hr/>
	\$58,277 87

DESCRIPTION OF ROAD.

Length of main line boundary to Presque Isle.....	29.2
“ “ in Maine.....	29.2

ATLANTIC & ST. LAWRENCE RAILROAD COMPANY.

(Leased to Grand Trunk Railway Company)

Earnings from passenger department.....	\$309,492 33
“ freight “	732,736 45
	<hr/>
Total transportation earnings.....	\$1,042,228 78
Income from rents.....	2,507 80
	<hr/>
	\$1,044,736 08
Total expense.....	\$842,892 11
Interest on funded debt and guaranteed stock.....	480,644 00
	<hr/>
	1,323,536 11
Deficit for the year.....	\$278,800 03
	<hr/>
ASSETS.	
Construction account }	\$8,484,000 00
Equipment “ }	
	<hr/>
LIABILITIES.	
Capital stock.....	\$5,484,000 00
Funded debt.....	2,754,000 00
Profit and loss.....	246,000 00
	<hr/>
	\$8,484,000 00

MILEAGE TRAFFIC.

Total train mileage.....	919,198
“ number of passengers.....	294,614
“ “ tons of freight.....	832,826
Average number of persons employed.....	898

DESCRIPTION OF ROAD

Length of main line, Portland to Island Pond.....	149.50
“ “ in Maine.....	82.50
Aggregate length of sidings.....	29.23
Total length of steel rails in track.....	149.50
Weight per yard, 65 lbs.	

BANGOR AND PISCATAQUIS RAILROAD.

Earnings from passenger department.....	-	\$99,674 02
" " freight department.....	-	132,422 57
Total transportation earnings.....	-	\$232,096 59
Income from all other sources.	-	266 00
Total income from all sources.....	-	\$232,362 59
Total expense.....	\$148,773 82	
Rentals.....	10,100 00	
Interest.....	73,750 00	232,623 82
Deficit for the year.....		261 23
ASSETS.		
Construction account.....	\$1,599,833 13	
Equipment account.....	110,200 07	
Cash.....	16,826 62	
Bills receivable.....	3,317 01	
Due from agents and companies.....	31,843 16	
Materials and supplies.....	3,981 58	
Deficit.....	133,518 66	
	\$1,899,520 23	
LIABILITIES.		
Capital stock.....	\$357,148 50	
Funded debt.....	1,225,000 00	
Interest unpaid.....	316,453 52	
Vouchers and accounts.....	918 21	
	\$1,899,520 23	

MILEAGE TRAFFIC.

Total train mileage.....	157,222
Total number of passengers.....	77,346
Total number tons freight carried.....	86,073
Average number of persons employed.....	125

DESCRIPTION OF ROAD.

Length of main line, Oldtown to Greenville.....	76.5
" " in Maine.....	76.5
Aggregate length of sidings.....	4.6
" " tracks.....	81.1
Total length of steel rails in tracks.....	35.
Weight per yard, 52½ lbs.....	14.
" " 56 ".....	21.
Total length of leased lines.....	18.9
" " " in Maine.....	18.9

EQUIPMENT.

Number of locomotives.....	8
" passenger cars.....	7
" baggage and mail cars.....	4
" freight cars.....	114
" other cars.....	10

BOSTON AND MAINE RAILROAD.

Earnings from passenger department	-	\$7,023,949 46
" freight " 	-	5,700,568 81
Rents for use of road	-	11,269 62
Income from all other sources	-	375,010 24
Total income from all sources	-	\$13,110,798 13
Expenses	\$9,253,543 54	
Rentals	2,862,901 84	
Interest	375,863 41	
Dividends, (.10 per cent)	700,000 00	\$13,192,308 79
Deficit	-	\$81,510 66
ASSETS.		
Construction account	\$9,620,937 63	
Equipment	1,308,180 00	
Lands in Dover and Old Orchard	14,132 21	
" Portland	16,467 50	
" Saco	15,000 00	
" Somerville	5,850 00	
Stock of Dover & Winnipiseogee R. R.	263,144 48	
" Portland & Rochester R. R.	300,000 00	
" Portland & Ogdensburg R. R.	146,238 80	
Stock and bonds of Newburyport R. R.	302,493 95	
" account of Danvers R. R.	27,445 00	
" " Orchard Beach R. R.	49,624 89	
Bonds of Danvers R. R.	125,000 00	
Steamer Mt Washington and wharves.	69,260 24	
Cash	161,749 00	
Bills receivable	210,715 74	
Due from agents and companies	1,462,083 65	
Materials and supplies	1,495,524 22	
Sinking fund	128,075 29	
Debit balances	563,174 60	
Improvement accounts	3,283,347 37	
	\$19,568,443 97	
LIABILITIES.		
Capital stock	\$7,000,000 00	
Funded debt	5,673,000 00	
Unfunded debt	4,989,418 76	
Improvement account and fund	128,075 29	
Profit and loss (surplus)	1,777,949 92	
	\$19,568,443 97	

MILEAGE TRAFFIC, &C.

Total train mileage	10,640,183
" number of passengers	26,639,521
" " tons of freight	6,069,830
Average number of persons employed	8,919

DESCRIPTION OF ROAD.

Length of main line, Boston to Portland	115.500
" " in Maine	44.
" double track on main line	70.960
" " in Maine	19.820
" branches owned by company	8.500

BOSTON AND MAINE RAILROAD—*Concluded.*

Total length of road owned by company	124.
Aggregate length of sidings	101,466
" " in Maine	24,800
" of track computed as single track	297,426
Same in Maine	88,620
Total length of steel rails in track	220,321
Weight per yard 60 and 72 lbs.	

LEASED LINES.

Eastern R. R. of Massachusetts, and branches	118,840
Ware, Nashua & Rochester R. R.	94,480
Eastern R. R. in New Hampshire	16,080
Portland, Saco & Portsmouth R. R.	50,760
Wolfeborough R. R.	12,030
Portsmouth, Great Falls & Conway R. R.	72,860
Chelsea Beach R. R.	1,780
Newburyport City R. R.	2,240
Portsmouth & Dover R. R.	10,880
Danvers R. R.	9,259
Newburyport R. R.	26,979
Lowell & Andover R. R.	8,730
West Amesbury Branch	4,500
Dover & Winnipiseogee R. R.	29,000
Manchester & Lawrence R. R.	22,390
Kennebunk & Kennebunkport	4,500
Boston & Lowell R. R. and branches	98,090
Nashua & Lowell R. R.	14,500
Stoney Brook R. R.	13,160
Wilton	15,500
Peterborough R. R.	10,500
Manchester & Keene, (jointly with Concord Railroad)	29,590
Central Massachusetts R. R.	98,770
Connecticut & Passumpsic River R. R.	110,300
Massawippi Valley Ry.	36,750
Northern & Concord & Claremont R. R.	172,320
Total length leased lines.	1,084,788
" " in Maine	58,180

EQUIPMENT.

	Leased.	Owned.	Total.
Number of locomotives	298	123	421
" passenger cars	363	214	579
" baggage "	147	42	189
" parlor "	11	12	23
" freight "	5,958	2,343	8,301
" other "	295	109	404
" snow plows	34	16	50

BRIDGTON AND SACO RIVER RAILROAD.

(Two feet gauge.)

Earnings from passenger department.....	-	\$10,977 80
" " freight department.....	-	10,967 74
Total income.....	-	\$21,945 54
Total expense.....	\$17,826 79	
Interest.....	5,773 54	23,600 33
Deficit for the year.....		\$1,654 79
ASSETS.		
Construction account.....	\$169,395 46	
Equipment.....	26,473 62	
Cash.....	6,469 20	
Material and supplies.....	1,446 28	
Debit balances.....	151 17	
Profit and loss (deficit).....	739 32	
	\$204,675 05	
LIABILITIES.		
Capital stock.....	89,554 00	
Funded debt.....	106,200 00	
Notes payable.....	3,850 00	
Vouchers and accounts.....	5,071 05	
	\$204,675 05	

MILEAGE TRAFFIC.

Total train mileage.....	29,162
" number of passengers.....	13,051
" " tons of freight.....	10,415
Average number of persons employed.....	25

DESCRIPTION OF ROAD.

Length of main line, Bridgton to Saco River.....	16
" " in Maine.....	16
Aggregate length of sidings.....	1
Total length of steel rails in tracks.....	17
Weight per yard, 30 lbs.....	

EQUIPMENT.

Number of locomotives.....	2
" passenger cars.....	2
" baggage, mail and express cars.....	2
" freight cars.....	15

BIDDEFORD & SACO HORSE RAILROAD.

Earnings from passenger department.....	-	\$9,622 95
Total expense.....	\$7,573 85	
Interest.....	600 00	8,173 85
Balance for year.....		\$1,449 10
ASSETS.		
Construction account.....	\$54,011 20	
Equipment.....	19,345 50	
Land and buildings in Saco.....	7,000 00	
Cash.....	2,049 10	
	\$82,405 80	
LIABILITIES.		
Capital stock.....	\$40,000 00	
Bonds.....	40,000 00	
Profit and loss.....	2,405 80	
	\$82,405 80	

MILEAGE TRAFFIC.

Total train mileage.....	41,970
“ number of passengers.....	125,468
Average number of persons employed.....	24

DESCRIPTION OF ROAD.

Length of main line, Biddeford to Old Orchard.....	5.728
“ “ in Maine.....	5.728
Aggregate length of sidings.....	.3

EQUIPMENT.

Number of horses.....	60
“ cars.....	12

BELFAST & MOOSEHEAD RAILROAD.

(Leased to Maine Central Railroad Co.)

Total income (rental).....	-	\$36,000 00
Total expense.....	\$ 478 32	
Interest on funded debt.....	9,000 00	
Dividends 6 per cent.....	26,808 00	36,286 63
Deficit for the year.....		\$286 63
ASSETS.		
Construction account.....	\$1,118,000 00	
LIABILITIES.		
Capital stock.....	\$618,100 00	
Funded debt.....	150,000 00	
Profit and loss.....	319,900 00	
	\$1,118,000 00	

Length of road, Belfast to Burnham Junction..... 33.1

DEXTER AND NEWPORT RAILROAD.

(Leased to Maine Central Railroad Co.)

Total income (rental).....	-	\$18,000 00
Expenses, including taxes.....	\$ 304 68	
Interest on funded debt.....	10,500 00	
Dividend 6 per cent.....	7,320 00	18,124 68
Deficit for the year.....		\$124 68
ASSETS.		
Construction account.....	\$297,000 00	
Cash.....	186 47	
	\$297,186 47	
LIABILITIES.		
Capital stock.....	\$122,000 00	
Funded debt.....	175,000 00	
Profit and loss.....	186 47	
	\$297,186 47	

DESCRIPTION OF ROAD.

Length of main line, Dexter to Newport.....	14.
“ “ in Maine.....	14.
Aggregate length of sidings.....	.75

EASTERN MAINE RAILWAY COMPANY.

(Leased to Maine Central Railroad Co.)

Total income (from rent of road).....	-	\$9,500 00
Expense.....	\$ 500 00	
Dividend 4½ per cent.....	9,000 00	9,500 00
ASSETS.		
Construction account.....	\$200,000 00	
Cash.....	183 99	
	\$200,183 99	
LIABILITIES.		
Capital stock.....	\$200,000 00	
Profit and loss.....	183 99	
	\$200,183 99	

DESCRIPTION OF ROAD.

Length of main line, Bangor to Bucksport.....	18.8
“ “ in Maine.....	18.8

EUROPEAN AND NORTH AMERICAN RAILWAY.

(Leased to Maine Central.)

Total income (rental).....	-	\$125,650 00
Total expense.....	\$ 523 50	
Dividends 2½ per cent.....	124,365 50	124,889 00
Balance for the year (surplus).....		\$761 00
ASSETS.		
Construction account.....	\$3,255,570 23	
Equipment	330,678 77	
Stock of E. & N. A. Railway.....	3,290 00	
Cash	994 44	
	\$3,590,533 44	
LIABILITIES.		
Capital stock.....	\$2,488,700 00	
Funded debt	1,000,000 00	
Dividends unpaid.....	655 00	
Land grant, bonds and coupons.....	10,550 00	
Profit and loss.....	90,628 44	
	\$3,590,533 44	

FRANKLIN AND MEGANTIC RAILROAD.

Earnings from passenger department.....	-	\$2,833 82
“ “ freight department.....	-	6,154 63
Total income.....	-	\$8,988 45
Total expense.....	-	9,483 03
Deficit for the year.....	-	\$494 58
ASSETS.		
The treasurer of the road writes the commissioners that the books have been so badly kept that he can give no statement of the construction account nor of the equipment account.		
LIABILITIES.		
Capital stock.....	\$43,275 00	
Funded debt.....	53,000 00	
Interest unpaid.....	12,540 00	
Notes payable.....	21,900 00	
Vouchers and accounts.....	10,310 94	
Unpaid land damages.....	500 00	
	<u>\$141,525 94</u>	

MILEAGE TRAFFIC.

Total train mileage.....	24,312
“ number of passengers.....	6,382
“ “ tons of freight.....	5,908
Average “ persons employed.....	15

DESCRIPTION OF ROAD.

Total length of main line.....	15.
“ “ “ in Maine.....	15.
Weight of rail, 25 lbs. per yard.....	

EQUIPMENT.

Number of locomotives.....	2
“ passenger cars.....	1
“ mail and baggage cars.....	1
“ freight cars.....	32
“ other “.....	4

GREEN MOUNTAIN RAILWAY.

Earnings from passenger department	-	\$2,302 83
Total expense	\$4,908 36	
Interest on funded debt	2,400 00	
" other "	228 00	7,536 36
Deficit for the year	-	\$5,233 53
ASSETS.		
Construction account	\$104,278 58	
Equipment	15,700 00	
Hotel and furniture on mountain	9,000 00	
Steamer	2,500 00	
Profit and loss (deficit)	6,522 14	
	\$138,000 72	
LIABILITIES.		
Capital stock	\$87,500 00	
Funded debt	40,000 00	
Notes payable	7,333 00	
Vouchers and accounts	3,167 72	
	\$138,000 72	

Total number of passengers	990
Length of road, base to summit	6,300 ft.
Average number of persons employed	6
Number of locomotives	2
" passenger cars	2
" other "	2

HOULTON BRANCH OF THE NEW BRUNSWICK RAILROAD.

Earnings of passenger department	-	\$2,208 19
" freight department	-	3,619 59
		\$5,827 78
Total expense	\$3,913 77	3,913 77
Surplus for the year	-	\$1,914 01
Length of main line, Boundary to Houlton		3

KNOX & LINCOLN RAILROAD COMPANY.

Earnings from passenger department.....	-	\$98,387 93
" " freight department.....	-	58,771 74
Total income.....	-	\$157,159 67
Total expense.....	\$111,660 26	
Interest on funded debt.....	40,000 00	
" other ".....	621 50	152,281 76
Surplus for the year.....		4,877 91
ASSETS.		
Construction account.....	\$2,579,532 54	
Equipment ".....	125,300 00	
Cash.....	6,410 22	
Due from agents and companies and other accounts.....	51,176 28	
Materials and supplies.....	5,160 96	
	\$2,767,580 00	
LIABILITIES.		
Capital stock.....	\$364,580 00	
Loan on account of Rockland extension.....	8,000 00	
City and town bonds.....	2,395,000 00	
	\$2,767,580 00	

MILEAGE TRAFFIC.

Total train mileage.....	131,461
" number of passengers.....	108,131
" " tons of freight.....	49,589
Average number of persons employed.....	110

DESCRIPTION OF ROAD.

Length of main line, Bath to Rockland.....	50.
" " in Maine.....	50.
Aggregate length of sidings.....	4.50
Total " steel rails in tracks.....	38.
Weight per yard, 56 lbs.....	

EQUIPMENT.

Number of locomotives.....	6
" passenger cars.....	10
" baggage, mail and express cars.....	3
" freight cars.....	108
" other ".....	7

KENNEBUNK & KENNEBUNKPORT RAILROAD.

(Leased to the Boston & Maine Railroad.)

Total income for rent of road.....	-	\$2925.00
Dividend 4½ per cent	-	2925.00
ASSETS.		
Construction account.....	-	\$65,000 00
LIABILITIES.		
Capital stock.....	-	65,000 00

DESCRIPTION OF ROAD.

Length of main line, Kennebunk to Kennebunkport.....	4.50
“ “ in Maine	4.50
Aggregate length of sidings66

EQUIPMENT.

All furnished by Boston and Maine Railroad.

LEWISTON AND AUBURN BRANCH RAILROAD.

(Grand Trunk.)

Earnings from passenger department.....	-	\$13,311 02
“ “ freight department.....	-	21,021 89
Total transportation earnings.....	-	34,332 91
Rents for use of road	-	1,352 31
Total income.....	-	\$35,685 22
Total expense.....	\$29,755 33	
Interest on funded debt.....	18,000 00	47,755 33
Deficit for the year.....	-	\$12,070 11
ASSETS.		
Construction account.....	-	300,000 00
LIABILITIES.		
Capital stock.....	-	150,000 00
Funded debt	-	150,000 00
	-	300,000 00

MILEAGE TRAFFIC.

Total train mileage	24,663
“ number of passengers.....	80,361
“ “ tons of freight	53,536

EQUIPMENT

All belongs to the Grand Trunk Railway.

DESCRIPTION OF ROAD.

Length of main line Lewiston June. to Lewiston.....	5.50
“ “ in Maine	5.50

LEWISTON & AUBURN HORSE RAILROAD.

No return from this corporation for 1888.

MAINE CENTRAL RAILROAD COMPANY.

Earnings from passenger department.....	-	\$1,645,486 97
" freight " 	-	1,743,520 51
Total transportation earnings	-	\$3,389,007 48
Rents and wharfage	-	9,337 57
Dividend, Dexter & Newport stock	-	300 00
" Portland & Rochester stock	-	282 00
Total income.....	-	\$3,398,927 05
Total expense.....	\$2,199,881 71	
Rentals, European & No. American	125,500 00	
" Belfast & Mooshead Lake	36,000 00	
" Dexter & Newport.....	18,000 00	
" Eastern Maine	9,500 00	
" Portland & Ogdensburg	3,572 58	
Interest	734,030 90	
Dividends, 6 per cent	215,604 00	\$3,342,089 19
Balance for the year, (surplus).....	-	\$56,837 86
ASSETS.		
Construction account.....		\$10,635,853 23
Equipment		1,926,557 36
Androscoggin R. R. lease.....		768,333 33
European & North American Railway lease		1,000,000 00
Portland & Ogdensburg R. R. lease		1,116,847 34
Maine Shore Line R. R.		893,756 78
Portland, Mt. Desert & Machias Steamboat Co. stock.....		120,780 00
Union Station Co. stock		25,000 00
Sebasticook & Moosehead R. R. stock		8,000 00
Dexter & Newport R. R. stock.....		5,000 00
Portland & Rochester R. R. stock		4,700 00
Cash		343,154 93
Bills receivable		278,061 44
Due from agents		59,302 03
Materials and supplies.....		427,473 74
Sinking fund		83,228 11
		\$17,696,048 29
LIABILITIES.		
Capital stock.....		\$3,403,500 00
Stock and bonds		16,600 00
Funded debt		12,391,600 00
Portland & Kennebec R. R. stock		100 00
Maine Central interest scrip		8,992 00
Interest unpaid		21,395 00
Dividends unpaid.....		10,808 54
Interest and rents accrued.....		393,036 20
Notes payable		491,707 02
Vouchers and accounts.....		405,255 42
Profit and loss		553,054 11
		\$17,696,048 29

MAINE CENTRAL RAILROAD COMPANY—*Concluded.*

MILEAGE TRAFFIC.

Total train mileage.....	2,755,411
“ number of passengers.....	1,521,851
“ “ tons freight.....	1,010,934
Average number of persons employed.....	2,000

DESCRIPTION OF ROAD.

Length of main line, Portland to Bangor via. Augusta.....	136.6
Cumberland to Skowhegan.....	90.7
Bath to Lewiston and Farmington.....	75.9
Total length of road belonging to company.....	303.2

LEASED LINES.

Dexter & Newport, Dexter to Newport.....	14.00
Belfast & Moosehead Lake, Belfast to Burnham.....	33.10
European & North American, Bangor to Vanceboro'.....	114.10
Stillwater Branch.....	3.00
Eastern Maine, Bangor to Bucksport.....	18.94
Eastern Maine, including steam ferry, Bangor to Bar Harbor.....	48.66
	<hr/>
	231.80

Total miles operated by this company.....	535.00
“ “ “ “ in Maine.....	535.00
Aggregate length of sidings.....	142.40
Total length of steel rails in track.....	449.50
Weight per yard, 67 lbs.....	92.50
“ “ 72 “.....	4.00
“ “ 60 “.....	31.50
“ “ 52 “.....	41.16
“ “ 58 “.....	280.34
	<hr/>
	449.50

EQUIPMENT.

Number of locomotives.....	97
“ passenger cars.....	96
“ baggage, mail and express cars.....	51
“ freight cars.....	1,653
“ other “.....	113

MAINE SHORE LINE.

Bangor to Bar Harbor, including steam ferry 48 66.100 miles. Leased to Maine Central Railroad Co.

No return from this corporation for 1888.

MONSON RAILROAD.

Earnings from passenger department.....	-	\$ 2,228 30
“ “ freight department	-	10,518 96
Total income	-	12,747 26
Total expense.....	\$8,866 18	
Interest on funded debt.....	4,200 00	
“ other “	1,041 81	14,107 99
Deficit for the year.....	-	\$1,360 73
ASSETS.		
Construction account		60,886 68
Equipment “		17,261 95
Cash		1,289 83
Due from agents and companies.....		896 53
Profit and loss (deficit).....		88,682 61
		\$169,017 60
LIABILITIES.		
Capital stock.....		70,000 00
Funded debt.....		70,000 00
Interest unpaid		13,117 60
Notes payable.....		15,900 00
		\$169,017 60

MILEAGE TRAFFIC.

Total train mileage.....	9,893
“ number of passengers.....	5,274
“ “ ton of freight.....	9,564
Average number of persons employed.....	12

DESCRIPTION OF ROAD.

Length of main line, Monson to Monson Junc.....	6.16
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EQUIPMENT.

Number of locomotives.....	2
“ passenger cars.....	1
“ freight cars.....	16
“ other “	3

ORCHARD BEACH RAILROAD.

Earnings from passenger department.....	-	\$5,287 36
Total expense.....	\$2,560 76	
Interest.....	662 48	3,223 24
Surplus for the year.....	-	\$2,064 12
ASSETS.		
Construction account.....		\$47,424 52
Equipment.....		14,280 52
Materials and supplies.....		1,296 15
		\$63,001 19
LIABILITIES.		
Capital stock.....		\$50,000 00
Vouchers and accounts.....		10,793 29
Profit and loss.....		2,207 90
		\$63,001 19

MILEAGE TRAFFIC.

Total train mileage.....	7,505
“ number of passengers.....	55,505
Average number of persons employed.....	8

DESCRIPTION OF ROAD.

Length of main line, Old Orchard to Saco River.....	3
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EQUIPMENT.

Number of locomotives.....	2
“ passenger cars.....	8
“ baggage, mail and express cars.....	1

PORTLAND & OGDENSBURG RAILROAD.

Operated eleven months by Hon. Samuel J. Anderson, receiver, and then leased to the Maine Central Railroad Co.

Earnings from passenger department	-	\$135,455 41
“ freight.....	-	197,093 73
“ all other sources.....	-	192 65
	-	\$332,741 79
Total expense	\$256,864 63	
Interest on receiver's certificates.....	12,500 00	
Other interest.....	111 08	269,475 71
Surplus for the year.....	-	\$63,266 08
ASSETS.		
Accounts and coupons, P. & O. R. R. Co., paid.....		\$320,479 36
Cash		18,468 75
Bills receivable		10,621 73
Due from agents and companies.		37,174 92
Materials and supplies.....		26,429 15
Debit balances.....		26,935 67
		\$440,109 58
LIABILITIES.		
Receiver's loan certificates.....		\$250,000 00
Vouchers and accounts.....		46,522 84
Profit and loss.....		143,586 74
		\$440,109 58

MILEAGE TRAFFIC.

Total train mileage.....	307,622
“ number of passengers.....	134,589
“ “ tons of freight	240,455
Average number of persons employed.	309

DESCRIPTION OF ROAD.

Length of main line, Portland to Fabyan's, N. H.	91.354
“ “ in Maine.....	50.810

EQUIPMENT.

Number of locomotives.....	15
“ passenger cars.....	20
“ baggage, mail and express cars.....	6
“ freight cars.....	313
“ other “	33

PORTLAND & ROCHESTER RAILROAD.

Earnings from passenger department.....	-	\$91,926 92
“ “ freight “	-	112,121 13
Income from all other sources.....	-	891 38
		204,939 43
Total expense.....	\$163,572 87	
Dividends (6 per cent).....	35,517 83	199,090 70
Surplus for the year.....	-	\$5,848 73

ASSETS.

Construction and equipment account	\$591,970 45
Lands in Portland.....	45,601 44
“ Gorham	2,286 00
“ Westbrook	2,450 00
“ Alfred.....	800 00
Cash.....	6,697 83
Bills receivable.....	285 96
Due from agents and companies.....	797 39
Materials and supplies.....	19,347 64
Improvement account.....	4,500 00

\$674,736 71

LIABILITIES.

Capital stock.....	\$591,970 45
Profit and loss.....	82,766 26

\$674,736 71

MILEAGE TRAFFIC.

Total train mileage.....	195,991
Total number of passengers.....	254,454
Total “ tons freight carried	121,120

DESCRIPTION OF ROAD.

Length of main line, Portland to Rochester.....	52.50
“ “ in Maine.....	49.
Aggregate length of sidings.....	13.06
Sidings in Maine.....	11.56
Total length of steel rails.....	52.50
Weight per yard, 56 lbs.	

EQUIPMENT.

Number of locomotives.....	8
“ passenger cars	10
“ baggage, mail and express cars.....	6
“ freight cars	237
“ other “	24

PORTLAND, SACO & PORTSMOUTH RAILROAD.
(Leased to Boston & Maine R. R. Company.)

Rents for use of road.....	\$90,000 00
Income from all other sources.....	214 05
	\$90,214 05
Dividends, 6 per cent.....	90,000 00
Surplus for year.....	\$214 05
ASSETS.	
Construction account.....	\$1,382,445 00
Equipment account.....	96,555 00
200 shares in Portsmouth Bridge Co., and wharf property at Portland, all called.....	20,000 00
Cash.....	5,852 02
	\$1,504,852 02
LIABILITIES.	
Capital stock.....	\$1,500,000 00
Dividends unpaid.....	1,290 00
Profit and loss.....	3,562 02
	\$1,504,852 02

DESCRIPTION OF ROAD.

Length of main line, Portland to Portsmouth.....	50.76
" " in Maine.....	50.76
Aggregate length of sidings.....	17.51
" " in Maine.....	17.51

All steel rails, 58, 60, 63, 67 and 68 lbs.

PORTSMOUTH, GREAT FALLS AND CONWAY RAILROAD.
(Leased to the Boston and Maine Railroad Co.)

Rent for use of road.....	-	\$45,000 00
Income from all other sources.....	-	27,036 47
		\$72,036 47
Interest on funded debt.....	\$45,000	
Dividend 4½ per cent on 5990 shares.....	26,955	71,955 00
Balance for the year (surplus).....	-	\$81 47
ASSETS.		
Construction account.....		\$2,086,250
Equipment account.....		64,050
Cash.....		2,626 12
		\$2,152,926 12
LIABILITIES.		
Capital stock.....		\$1,150 800
Funded debt.....		1,000,000
Interest unpaid.....		1,552 50
Dividends unpaid.....		202 50
Profit and loss.....		871 12
		2,152,926 12
Length of main line, Conway Junction to North Conway.....		72.86
" " in Maine.....		2.92

PORTLAND HORSE RAILROAD.

Earnings from passenger department	-	\$101,521 68
" " all other sources.....	-	1,445 18
Total earnings.....	-	\$102,966 86
Total expense.....	\$90,103 00	
Interest	4,428,77	94,531 77
Surplus for the year.	-	\$8,435 09
ASSETS.		
Construction account.....		\$162,846 77
Equipment "		31,204 40
Horses.....		28,821 75
Real Estate.....		52,581 39
Ocean St. railroad		1,225 00
Cash		6,099 94
		\$282,779 25
LIABILITIES.		
Capital stock.....		\$197,775 00
Notes payable.....		52,140 00
Profit and loss (surplus).....		32,864 25
		\$282,779 25
Total number of passengers carried		1,936,490
Average " persons employed.. ..		93
Length of main line.....		10.875
" double track.. ..		2.5
" sidings.....		.728
Number of passenger cars.....		48
No. other cars.....		4

ROCKPORT RAILROAD.

Earnings from freight department.....		\$8,627 48
Total expense.....		6,856 33
Balance for the year, (surplus)		\$1,771 15
ASSETS.		
Construction account.....		\$22,000 00
Equipment "		8,000 00
		\$30,000 00
Capital stock.....		\$30,000 00
Total number tons freight.....		16,000
Average number persons employed.....		3
Length of main line		3
" steel rails		3
Weight per yard, 25 lbs.		
Number of locomotives		2
" freight cars.....		18

RUMFORD FALLS AND BUCKFIELD RAILROAD.

Earnings from passenger department.....	-	\$18,437 62
“ freight “	-	28,422 75
Total transportation earnings.....	-	\$46,860 37
Income from all other sources	-	261 36
Total income.....	-	\$47,121 73
Total expense	\$35,281 69	
Interest on funded debt.....	10,563 00	
“ other debt.....	3,574 03	
Robbery at Buckfield station	24 24	49,442 96
Deficit for the year	-	\$2,321 23

ASSETS.

Construction account.....	\$659,028 36
Equipment account	64,289 56
Cash	1,727 51
Due from agents and companies.....	319 24
Materials and supplies	2,026 90
Rumford Falls extension	518 25
Profit and loss, (deficit)	2,002 35

\$729,912 17

LIABILITIES.

Capital stock.....	\$500,000 00
Funded debt.....	150,900 00
Interest unpaid.....	3,817 91
Notes payable.....	69,365 40
Vouchers and accounts	5,828 86

\$729,912 17

MILEAGE TRAFFIC.

Total train mileage.....	56,400
“ number of passengers.....	24,306
“ “ tons freight.....	36,212
Average number of persons employed.....	45

DESCRIPTION OF ROAD.

Length of main line of road	26.77
“ “ in Maine.....	26.77
Aggregate length of sidings	3.00
Total length of steel rails.....	20.50

EQUIPMENT.

Number of locomotives.....	3
“ passenger cars	4
“ baggage, mail and express cars	2
“ freight cars.....	68

SANDY RIVER RAILROAD.

Earnings from passenger department.....	-	\$12,965 94
" freight " 	-	18,688 20
Total transportation earnings.....	-	\$31,654 14
Income from all other sources.....	-	155 61
Total income.....	-	\$31,809 75
Total expense.....	\$22,052 39	
Interest.....	4,500 00	
Dividends 4 per cent.....	1,382 00	27,934 39
Surplus for the year.....		\$3,875 36
ASSETS.		
Construction account.....		\$112,667 31
Equipment " 		34,012 68
Cash.....		9,413 93
Bills receivable.....		2,509 64
Due from agents and companies.....		1,307 83
Scaler and stationary engine.....		450 00
Materials and supplies.....		4,291 00
		\$164,652 39
LIABILITIES.		
Capital stock.....		\$69,100 00
Funded debt.....		90,000 00
Interest unpaid.....		425 00
Vouchers and accounts.....		1,269 87
Profit and loss.....		3,857 52
		\$164,652 39

MILEAGE TRAFFIC.

Total train mileage.....	31,890
" number of passengers.....	19,875
" " tons of freight.....	15,616
Average number of persons employed.....	26

DESCRIPTION OF ROAD. (NARROW GAUGE).

Length of main line, Phillips to Farmington.....	18.
" " in Maine.....	18.
Aggregate length of sidings.....	.35
Total length of steel rails in track.....	2.25
Weight per yard 35 lbs.	

EQUIPMENT.

Number of locomotives.....	3
" passenger cars.....	4
" baggage, mail and express cars.....	1
" freight cars.....	27
" other cars.....	2

SEBASTICOOK & MOOSEHEAD RAILROAD.

Earnings from passenger department.....	\$3,460 29
" freight " 	3,906 70
	\$7,366 99
Total expense.....	7,296 03
	\$70 96
ASSETS.	
No account reported to Commissioners.	
LIABILITIES.	
Capital stock.....	\$126,000 00
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Total train mileage.....	17,015
" number of passengers.....	6,946
" " tons of freight.....	3,768
Average number of persons employed.....	9
Length of main line, Pittsfield to Hartland.....	8
Number of locomotives.....	1
" passenger cars.....	1
" baggage, mail and express cars.....	1
" freight cars.....	6

SOMERSET RAILROAD.

Earnings from passenger department.....	\$15,041 32
" freight department.....	22,350 59
Total income.....	\$37,391 91
" expense.....	24,613 96
Surplus for the year.....	\$12,777 95
ASSETS.	
Construction account.....	\$550,858 67
Equipment ".....	20,565 00
Cash.....	3,102 92
Due from agents and companies.....	8,934 45
Materials and supplies.....	11,742 75
Debit balance.....	15,907 19
Bonds unsold.....	125,000 00
	\$736,110 98
LIABILITIES.	
Capital stock.....	\$449,500 00
Funded debt.....	225,000 00
Notes payable.....	28,459 34
Vouchers and accounts.....	3,732 30
Profit and loss.....	29,419 34
	\$736,110 98
CONTINGENT LIABILITIES NOT INCLUDED IN BALANCE SHEETS.	
Somerset Railroad bonds to be converted into stock.....	\$175,300 00
" coupons.....	111,550 00
Treasurer's receipts for coupons.....	298 76
Total (Not included in balance sheets).....	\$287,148 76
ADDITION TO PROPERTY ACCOUNT DURING THE YEAR.	
Grading, masonry and superstructure.....	\$65,239 69
Bridging.....	11,051 33
Rails.....	27,574 20
Land, land damages and fences.....	3,724 00
Machine shops.....	4,162 26
Engineering, agencies, salaries, and other expenses of construction..	3,300 68
Total for construction.....	\$115,052 16
MILEAGE TRAFFIC.	
Total train mileage.....	32,867
" number of passengers.....	16,076
" " tons of freight.....	17,175
Average number of persons employed.....	36
DESCRIPTION OF ROAD.	
Length of main line, Oakland to North Anson.....	25.
" " in Maine.....	25.
Aggregate length of sidings.....	2.25
Length of steel rails.....	2.
EQUIPMENT.	
Number of locomotives.....	4
" passenger cars.....	3
" baggage, mail and express cars.....	2
freight cars.....	25
" other ".....	1

ST. CROIX AND PENOBSCOT RAILROAD.

Earnings from passenger department.....	-	\$ 4,841 13
" freight ".....	-	31,170 37
		<hr/>
		\$36,011 50
Income from all other sources.....	-	1,258 15
		<hr/>
Total income.....	-	\$37,269 65
		<hr/>
Total expense.....	\$21,859 53	
Interest on funded debt.....	8,648 80	
Surplus for the year.....	6,761 32	
		<hr/>
	-	\$37,269 65

ASSETS.

Construction and equipment account.....		\$364,000 00
Cash.....		7,819 19
Bills receivable.....		2,000 00
Debit balances.....		7,441 02
		<hr/>
		\$381,260 21

LIABILITIES.

Capital stock.....		\$100,000 00
Funded debt.....		141,900 00
Interest unpaid.....		27 00
Vouchers and accounts.....		4 15
Profit and loss.....		139,329 06
		<hr/>
		\$381,260 21

MILEAGE TRAFFIC.

Total train mileage.....	28,007
" number of passengers.....	14,449
Average number of persons employed.....	32

DESCRIPTION OF ROAD.

Length of main line.....	21.00
" " in Maine.....	16.25
Aggregate length of sidings.....	3.34
" " in Maine.....	2.81

EQUIPMENT.

Number of locomotives.....	5
" passenger cars.....	4
" baggage, mail and express cars.....	2
" freight cars.....	197
" other ".....	5

WATERVILLE & FAIRFIELD HORSE RAILROAD.

Earnings from passenger department	\$4,742 00
Total expenses	2,692 07
Surplus	<u>\$2,050 43</u>
ASSETS.	
Construction account	\$18,277 45
Equipment "	7,638 16
Buildings at Fairfield	3,430 09
Cash	304 73
	<u>\$29,650 43</u>
LIABILITIES.	
Capital stock	\$20,000 00
Notes payable	7,600 00
Profit and loss	2,050 43
	<u>\$29,650 43</u>
Total train mileage	6,289
" number of passengers	94,800
Average number persons employed	6
Length of main line, Waterville to Fairfield	3.363
" steel rails	3.363
Weight per yard, 35 lbs.	

YORK HARBOR & BEACH RAILROAD.

Earnings from passenger department.....	\$22,793 85
" freight " 	4,705 74
Income from all other sources.....	216 35
Total income.....	\$27,715 94
Total expense	18,966 99
Surplus for the year.....	\$8,748 95
PROPERTY ACCOUNT.	
Changes during the year, grading and masonry.....	\$10,757 88
Bridging	1,255 70
Superstructure	8,789 52
Land, land damages and fences.....	10,651 45
Passenger and freight stations, woodsheds, and water station.....	19,697 67
Engine houses, car sheds and turn-tables.....	1,175 84
Engineering, agencies, salaries, and other expenses during construction.....	5,183 65
Additions to property account during year.....	\$55,511 71
ASSETS.	
Construction account.....	\$300,822 72
Cash	243 93
Due from agents and companies.....	11,864 94
	\$312,931 59
LIABILITIES.	
Capital stock.....	\$201,300 00
Notes payable.....	20,000 00
Vouchers and accounts.....	79,766 65
Profit and loss.....	11,864 94
	\$312,931 59

MILEAGE TRAFFIC.

Total train mileage.....	23.927
" number of passengers.....	56.409
" " tons of freight carried.....	4.548
Average number of persons employed.....	23

DESCRIPTION OF ROAD.

Length of main line, Kittery to York Beach.....	11.27
" " in Maine.....	11.27
Aggregate length of sidings.....	1.05
Total " track.....	12.32
" " steel rails.....	11.45

Equipment is furnished by Boston and Maine Railroad.



APPENDIX.

Report and Decision of the Board on Petition of The Postal Telegraph Cable Company.

On the second day of July, 1888, The Postal Telegraph Cable Company, a corporation organized under the laws of the State of New York, presented to the board a petition, (a copy of which is hereto annexed) setting forth its desire "to construct, maintain and operate a line of telegraph upon and along the European and North American branch of the Maine Central Railroad from Mattawamkeag to Vanceboro," that it had endeavored to obtain the written permit of the Maine Central Railroad Company to construct such telegraph line between said points, but could not agree with the Maine Central Railroad Company which operates said railroad between said points, as to constructing said telegraph line along the the same. Upon the reception of said petition the board appointed a hearing on same to be held at the State House in Augusta on the seventeenth day of July, A. D. 1888, at ten o'clock in the forenoon, and ordered the petitioners to give notice of same, by publishing a true copy of said petition and order of notice thereon in the Daily Kennebec Journal, a newspaper published at Augusta, in the County of Kennebec, and in the Daily Commercial, a newspaper published at Bangor, in the County of Penobscot, five days successively. The first publication in each paper to be at least ten days before the time appointed for said hearing.

At the time and place appointed in said order the Board of Commissioners met, and it then and there appearing that notice of said hearing had been published as ordered, at the request of Baker & Cornish, counsel appearing for the Maine Central Railroad, the board adjourned said hearing till Wednesday, the twenty-fifth day of July 1888, at ten o'clock in the forenoon, at which time a hearing was given to the petitioners, and all other persons and parties interested who appeared for that purpose. The petitioners being represented by C. F. Woodard, Esq., of Bangor, and the Maine Central Railroad Company by Baker & Cornish of Augusta, who appeared

in behalf of said company to oppose granting the prayer of the petitioners.

DECISION AND AWARD OF THE BOARD.

This petition is founded upon the provisions of section 13 of chapter 378 of the Public Laws of 1885, which is as follows :

“SECT. 13. Such company, person or association may construct a line upon or along any railroad by the written permit of the person or corporation operating such railroad, but in case such company cannot agree with the parties operating such railroad, as to constructing lines along the same, or as to the manner in which lines may be constructed upon, along or across the same, either party may apply to the railroad commissioners, who after notice to those interested, shall hear and determine the matter and make their award in relation thereto, which shall be binding upon the parties. The expenses of the hearing shall be paid by the company, person or association seeking to construct lines on the railroad, except that if the railroad commissioners shall find that parties operating the railroad have unreasonably refused their consent, said parties shall pay the expenses.”

It appears from evidence introduced by the petitioners, that application had been made by the petitioners to the Maine Central Railroad Company for permission in writing to construct a line of telegraph upon and along the European and North American branch of the Maine Central railroad from Mattawamkeag to Vanceboro, and that the Maine Central Railroad Company had refused such permission, and that the petitioners and the Maine Central Railroad Company could not agree as to the construction of said telegraph line along said railroad between the points above mentioned. It also appeared from evidence on the part of the petitioners that they are a corporation legally organized; that by an arrangement with the Canadian Pacific Railway Company they have established their lines of telegraph upon and along the line of said railroad, and that the same is now being constructed across this State on the line of said railroad or International Railway, so called, to Mattawamkeag; that by an arrangement with the New Brunswick Railway Company and otherwise, said line of telegraph is now being established through New Brunswick and Nova Scotia from Vanceboro to Halifax; that by a contract entered into between the Atlantic & North West Railway Company and the Maine Central Railroad

Company, the trains of said Canadian Pacific Railway are to run over the portion of the Maine Central Railroad above mentioned. By reason of the above recited facts, counsel for the petitioners claimed that the prayer of the petitioners should be granted, to enable them to successfully do the necessary business of said Canadian Railway Company and for other purposes. The Maine Central Railroad Company by its counsel contended that neither public nor private exigencies required that another line of telegraph should be permitted upon the line of railroad named; that sufficient facilities for running the trains of the Canadian Pacific Railway could and would be furnished by the line of telegraph now established on the line of railroad above mentioned; that for commercial purposes, or for the ordinary business of said Canadian Pacific Railway, a line of telegraph could be established outside the limits of the Maine Central Railroad location, and that by permitting an additional set of telegraph poles and wires along and within the limits of said railroad, would greatly endanger the traveling public, by reason of additional obstructions to the vision of locomotive engineers and the increased liability of poles with numerous wires to fall and obstruct the track, etc. These, with many other reasons, were strenuously urged by counsel as reasons why the prayer of the petitioners should be denied.

It would be entirely unnecessary to introduce testimony to prove to the board that an additional line of telegraph, erected in the ordinary manner, would, to a certain degree, imperil the traveling public on this road. The board is also aware of the danger and inconvenience of same to employes of the road, but the circumstances under which the petitioners ask this privilege, are peculiar and entirely unlike those in the case cited by counsel in the report of the Massachusetts Railroad Commissioners for the year 1885. In the case before the board the petitioners do not ask for an unlimited right to establish their lines of telegraph on railroads of this State, or on that of the Maine Central Railroad, except in the particular locality mentioned. As before stated the Canadian Pacific Company, or corporations under its control, has, as appears by contract, acquired a right to the use of this portion of the Maine Central Railroad for a term of, at least, twenty years. The Canadian Pacific Company by an arrangement already made, are to use the petitioners telegraph, on other portions of its railroad. While they do not ask or expect to use this line of telegraph for the purpose of moving trains on the portion of railroad mentioned, they

claim that they should be afforded a continuous line, and upon all roads over which the Canadian Pacific trains are moved. This board, in view of all the circumstances surrounding this case, believes the request of the petitioners to be reasonable, and while for reasons stated they would not favor adverse possession of railroad tracks or locations by an indefinite or unlimited number of telegraph companies, over perhaps, additional lines under ordinary circumstances they feel that they are warranted in granting the prayer of the petitioners in this case. The board therefore determines and awards, that The Postal Telegraph Cable Company may enter upon and construct a line of telegraph, in the ordinary manner, upon, along and within the location of the European and North American branch of the Maine Central Railroad from Mattawamkeag to Vanceboro, subject to such reasonable limitations and restrictions, as to location, as the Maine Central Railroad Company may impose.

In witness whereof we have hereunto set our hands this first day of August, A. D. 1888.

D. N. MORTLAND,	}	<i>Railroad Commissioners of Maine.</i>
A. W. WILDES,		
ROSCOE L. BOWERS,		

Report and Decision of the Board of Railroad Commissioners on Petition of the Dexter & Piscataquis Railroad Company for Approval of Location.

The petitioners, a corporation established under the laws of the State, having made a survey of the route of their contemplated road, and having complied with the provisions of law relating to same, now ask this board to approve such location, and to find, as matter of fact, that public convenience requires the construction of this road as located, as provided by section 6th of chapter 51 of the Revised Statutes. It appeared, from the evidence adduced before the board at a hearing given on the foregoing petition at Dover, that the whole distance from the point where the proposed line diverges from the Dexter & Newport branch of the Maine Central Railroad in Dexter to the point of connection with the Bangor & Piscataquis Railroad in Foxcroft, is sixteen miles; that if this road is constructed as proposed, the inhabitants of Dover, Foxcroft and other towns in that vicinity desiring to reach by rail points on the Maine Central Railroad and other places, west of Newport, will save nearly fifty miles of travel, and that the general public will be afforded an almost direct line of railroad from the south and west to the region of Moosehead lake. With these facts in view, and many others, which are unnecessary to be recited, the board is convinced that public convenience requires the construction of a railroad to and from the points named in the petition, and so find and determine. At the hearing aforesaid, it did not appear that any individuals or corporations were opposed to the building of a railroad to and from the points named, but that many of the citizens of Dexter village were and are opposed to the location of the line through said village, determined upon by said company. And as grounds for their opposition submitted, to the board, a paper signed by Job. Abbott and ninety-two other citizens of Dexter as follows: "To the Directors of the Dexter & Piscataquis Railroad Company, and to whom it may concern :

We, the undersigned citizens of Dexter, respectfully represent that the route of the proposed railroad, extending from its junction with the D. & N. R. R. to some point northerly of Dexter Village, is a matter of much interest to the people of the village. Any route through the village would cause great damage to private residences, homesteads to which the owners and their families are much attached, damages far greater than could probably be obtained through the award of County Commissioners, or the verdicts of juries, and probably far greater than the company would be willing to pay.

It would be the source of much annoyance in the village generally on account of the noise, jarring, danger from fires and greatly increase the liability of those accidents which are the inevitable consequences of any railroad, however guarded.

We would make no objection, however, to the route through the village if it were a case of necessity. It is not a case of necessity. There is a very feasible route further west, through the Haines Valley so called, where the land damages would be small, which though a trifle longer and requiring a longer but not expensive bridge across the shallow waters of Dexter Pond, is of the same grade, eighty feet to the mile, would not interfere with private residences, nor be the cause of other annoyances and danger, and would upon the whole, as we believe, be less expensive to the company than a route through the village. The greater land damages on the latter route, which the company would certainly be obliged to pay, would more than equal the extra expense of distance, and longer bridge by the Haines Valley route. We are opposed to a route through the village. We believe that the project of such a route would cause much dissatisfaction, strife and bitterness, and we respectfully request that the Haines Valley route be adopted. Dexter, April 27, 1888."

The foregoing, with many other reasons, were strenuously urged by the counsel presenting the same, why such location should not be approved. On the other hand, it appeared from the testimony of the engineer employed by the petitioners, and from the plans submitted that before and since the date of the paper above quoted, several lines had been surveyed, through and near the village for the purpose of ascertaining which was the most feasible route through or near said village; that by any route through the Haines Valley so called, the line would be much longer than the one adopted by the petitioners; that the cost of construction would be much greater by reason of long, deep and hard excavations, and by reason

of being compelled to build and maintain a long and expensive bridge over said Dexter Pond; that their station buildings would necessarily have to be erected at a much greater distance from the business center of the village, etc.

It is frequently difficult to determine the degree of exigency that requires the sacrifice or invasion of private property for public purposes. It is somewhat so in this case. On the line of this road, as laid out through the village, is quite a number of beautiful and valuable private residences, and we cannot be unmindful of the aversion with which the owners and dwellers therein contemplate the invasion of their grounds for railroad purposes. It is a sacrifice which ought not to be required of these parties, merely because the route is more convenient, and to a degree, less expensive than some others. The reason for it should be much greater. Public exigencies should require, not only that the road should be constructed, but also in that particular locality, and in none other. Does public convenience, or to use the language of the constitution, do the "public exigencies" require it? From a careful inspection of the proposed route, and from the evidence before us, we have reluctantly arrived at the conclusion that it does.

It appears from the estimates of cost of the several proposed routes furnished us by the engineer, that the cost of construction by the Haines Valley route, so called, would be at least \$70,000 greater than by the route we are asked to approve. This difference of cost, we think, is somewhat over stated, especially if the company should hereafter be required to cross underneath the Dustin road so called. However that may be, we think there are other good and sufficient reasons in connection with matter of cost, why this location should be approved, which we deem unnecessary to mention in detail. We are convinced that it is the better line, and will afford the people of Dexter, and the general public better railroad facilities than by the other route mentioned above. We therefore approve the proposed location and find that the public convenience requires the construction of said road, as located, and as appears by plan marked A., herewith submitted, and approved by us.

In witness whereof we, the said Railroad Commissioners, in our said capacity, have hereunto set our hands this twenty-seventh day of November, A. D. 1888.

D. N. MORTLAND,	}	<i>Railroad Commissioners of Maine.</i>
A. W. WILDES,		
ROSCOE L. BOWERS,		

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