

MAINE STATE LEGISLATURE

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PUBLIC DOCUMENTS OF MAINE

BEING THE

ANNUAL REPORTS

OF THE VARIOUS

Public Officers ^{& the} Institutions

FOR THE YEAR

1890.

VOLUME II.

AUGUSTA :
BURLEIGH & FLYNT, PRINTERS TO THE STATE.
1892.

THIRTY-FIRST ANNUAL REPORT

OF THE

Railroad Commissioners

OF THE

STATE OF MAINE,

WITH STATISTICAL TABLES COMPILED FROM THE ANNUAL
RETURNS OF THE RAILROAD COMPANIES OPERATING
RAILROADS IN THE STATE, FOR THE YEAR
ENDING SEPT. 30 1889, TO WHICH
ARE ADDED THE

Decisions of the Board

MADE DURING THE YEAR.

1889.

AUGUSTA :

BURLEIGH & FLYNT, PRINTERS TO THE STATE.
1890.



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ERRATA.

Biddeford & Saco Railroad, page 69, Dividends declared, —. Balance for the year, deficit, \$65.64 ; 1888, surplus, \$1.883.25.

PART I.

STATE OF MAINE.

To the Governor:

The Board of Railroad Commissioners respectfully submit this, their thirty-first annual report, for the year ending November 30th 1889 :

RAILROADS IN MAINE.

It is gratifying to be able to state that, while for certain causes the earnings of railroads in many states have fallen off and their stocks depreciated in value, the returns, made to the Board, from railroad corporations operating railroads in Maine, for the year ending September 30th 1889, show a general and more than ordinary increase in earnings over former years. This result has been accomplished, while all needed repairs and renewals have been made in maintaining the physical condition of each, and much in value added to such properties.

NEW RAILROADS.

Nearly two hundred miles of railroad have been completed and added to the system in the State during the past year. The Canadian Pacific, formerly known as the International Railroad, a portion of which was opened to travel late in the fall of 1888, is now fully completed and regular trains have been running thereon, since the first day of June last. The construction of this one hundred and forty-five miles of railroad through our State, completes the great system of the

Canadian Pacific, extending from the Pacific to the Atlantic Ocean. Though the building of this road is not an enterprise of our own people, (the object of its construction being, undoubtedly, to more closely unite the lower with the upper provinces of the Canadian Dominion), still we trust and believe that the construction and operation of this system through our State, will greatly tend to develop our resources and cement friendly relations with our Provincial neighbors.

SOMERSET RAILROAD EXTENSION.

Work on the extension of the Somerset Railroad has been continued during the year and said road is now completed to Carratunk Falls, and across the Kennebec River at that point, to Solon Village; and permission to run passenger trains to the station in Solon, was granted by the Board, December 21 1889.

LIME ROCK RAILROAD.

The construction of the Lime Rock Railroad, which is intended mainly for the transportation of lime-rock from the quarries near Rockland, around that city, to the kilns situated on the water front, has been continued during the past year, and though not fully completed, about four miles of main and side tracks, have been added to said system, since our last report.

DEXTER & PISCATAQUIS RAILROAD.

The Dexter & Piscataquis Railroad Company, a corporation organized under the laws of the State, mention of which was made in our last annual report, has, during the past year, substantially completed the construction of its railroad, a distance of about sixteen miles. Said railroad, as we are informed, has been leased to the Maine Central Railroad Company, and we presume it will hereafter be included in and become a part of that system.

BANGOR STREET RAILROAD.

A charter was granted to the Bangor Street Railway Company, during the session of the Legislature of 1887. During the Summer and Fall of 1888, a portion of its line was constructed, and in the Spring of 1889, about three miles of track were completed, upon which cars have been run regularly, since the early part of the season.

ORGANIZATION OF RAILROAD CORPORATIONS.

Two railroad corporations have been organized during the past year, viz :—

1—Kennebec Central Railroad Company.

Articles of association of the above named company were approved by the Board, September 12th 1889. This company was organized for the purpose of constructing and operating a narrow gauge railroad from the village of Randolph, opposite the city of Gardiner, to the National Home for disabled volunteer soldiers, in the the town of Chelsea, a distance of about five miles. A survey of the route was afterward made and the location of said road was, after notice and hearing, approved by the Board, September 27th 1889. Since said approval, as we are informed, a large portion of the grading of same has been done. (See Part III.)

2—The Georges Valley Railroad Company.

This corporation is organized for the purpose of constructing and operating a railroad from the station of the Knox & Lincoln railroad in the town of Warren, up and along the valley of the Georges river to Union Common or village, a distance of about eight miles. Articles of association, for the purpose of forming said company, were approved by this board October 4th, 1889. Since which, a survey of the route has been made, and a plan and profile of the location submitted, which, after notice and hearing by the Board, was approved November 30, 1889. (See Part III.)

HEATING AND LIGHTING PASSENGER, MAIL AND BAGGAGE
CARS.

Chapter 275, Public Laws of 1889, provides as follows:
 "Sec. 1. No Passenger, Mail or Baggage Car on any railroad in this State shall be heated by any method of heating or by any furnace or heater, unless such methods or the use of such furnace or heater shall first have been approved in writing by the board of Railroad Commissioners; provided, however, that in no event, shall a common stove be allowed in any such car; provided also, that any railroad corporation may, with the permission of said board, make such experiments in heating their passenger cars, as said board may deem proper."

"Sec. 2. 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."

"Sec. 3. Any railroad corporation violating any of the provisions of this act, shall forfeit a sum not exceeding five hundred dollars."

Prior to the enactment of the above statute, the Board of Railroad Commissioners had, by order of the legislature of 1887, made an investigation of the methods in use in this State, of heating passenger cars; and also, as instructed in said order, had visited other states where improved safety appliances were in use for heating same, and had made a report to the Legislature of that year, in which 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 best minds among railroad men all over this country and Europe are earnestly striving to develop the best and safest, any premature decision might seriously prejudice the most promising efforts in a right course. It is therefore respectfully submitted, as the opinion of this Board, that the several railroad companies of this State should be by law required to discard the stoves and adopt some one of the new processes for providing heat from outside, *within a reasonable time.*”

No further action having been taken by the legislature of 1887, and there appearing to be no material change being made in the methods of heating by railroad companies in this State, the Board, feeling it to be their duty to again call the attention of the Legislature to the subject, in their report of 1888, quoted a portion of their report of the previous year on said subject, and recommended such legislation as would compel all railroad corporations, operating railroads in this State, “in a reasonable time, to adopt some of the safer methods of heating.” Meanwhile, before the enactment of the statute herein quoted, the accident at Kingman on the Maine Central railroad (a full report of which is hereinafter given) occurred, in which the lives of three individuals were lost by reason of fire consuming the wrecked cars in which they were confined. That the fire originated from the stoves therein is by no means clear, because it appeared that the

locomotive ran into cars, standing on the spur track, that were loaded with hay, and that the hay was set on fire by the locomotive, and, so far as known, the fire from these hay cars may have enveloped and consumed the wrecked mail cars in which these men were confined. We can not, however, believe that the fire, which spread so rapidly over these wrecked cars, was wholly communicated from the source above mentioned, for the reason that one or more of the cars burned, fell over the opposite embankment, away from the locomotive and hay cars aforesaid.

In justice to the corporation operating this railroad, it is proper, in this connection, to state that all of the passenger cars on this train owned by the company, had been fitted so that the same could be heated by steam from the locomotive; but the Pullman car, not owned by said railroad corporation, and the mail and baggage cars running over the several roads, on the through route from Boston to St. John, were not so fitted.

Immediately, following said accident, which occurred on the 23d day of February, the statute above mentioned was enacted, and as appears, was approved by the Governor March 8th 1889. Whereas, by operation of law, said statute was not to take effect till thirty days after the adjournment of the Legislature, which did not take place till the 13th day of March, the Board did not deem it wise or necessary at that season of the year to take action relative to the methods of heating. During the month of June, the Board desiring to be informed as to the methods in use for heating passenger, mail and baggage cars in this State, caused to be sent to the several railroad corporations operating railroads in the State, a circular of which the following is a copy:

Augusta, June, 1889.

To.....
 General Manager.....
Railroads.

Dear Sir :

The Board of Railroad Commissioners desire to be informed as to the methods now in use, for heating passenger, mail and baggage cars on the above named Railroad in this State. Will you kindly answer the following questions, and return the same to the Board, Augusta, Me.

Respectfully yours,

D. N. MORTLAND, Chairman.

Passenger Cars, Total number.....							
“ “ “ “	heated by steam.....						
“ “ “ “	“ “ hot air.....						
“ “ “ “	“ “ coal stoves.....						
“ “ “ “	“ “ wood stoves.....						
“ “	Method of heating by steam.....						
“ “	“ “ “ “ hot air.....						
“ “	Name of apparatus for heating by steam.....						
“ “	“ “ “ “ hot air.....						
“ “	Description of coal stoves for heating.....						
“ “	“ “ wood stoves “ “.....						
Mail and Baggage Cars, Total number.....							
“ “ “ “ “ “	heated by steam.....						
“ “ “ “ “ “	“ “ hot air.....						
“ “ “ “ “ “	“ “ coal stoves.....						
“ “ “ “ “ “	“ “ wood stoves.....						
“ “ “ “	Description of coal stoves for heating.....						
“ “ “ “	“ “ wood “ “ “.....						

REMARKS.

In answer to said circular, returns were received from all said railroad corporations. From a summary of returns received, the following facts appeared: That out of 659 passenger cars reported in use in this State, 164 were heated by steam from the locomotive; that of 187 mail and baggage

cars, 42 were heated in like manner, 75 by what is known as the Baker and Johnson (hot water) heaters and four by the Spear (hot air) Heater. All other cars in use were heated by what might be termed "common wood and coal stoves."

The Board upon investigation, found that a statute, similar to the one enacted in this State, had been in force in the states of Massachusetts and New Hampshire, and that the Railroad Commissioners of these states had approved all methods of heating cars, other than by what might be called "common stoves." As the railroad system of this State is so connected with those of Massachusetts and New Hampshire, and as passenger, mail and baggage cars are daily being exchanged, it did not seem to this Board to be wise or expedient to adopt a rule or regulation, as to approvals, differing from that adopted in those other states, acting under like or similar statutes. The Board, therefore, feeling that, as the method of heating cars was necessarily in a transitional and experimental state, and that the best methods of heating may not yet have been devised, determined to temporarily approve all methods which had been approved by the Commissioners of the above named states, and such other heaters as railroad corporations might desire to use, other than common stoves. Accordingly notice of a meeting of the Board, to be held at their office in Augusta, on the 28th and 29th of August, was given to railroad managers and all other persons interested in said subject, as follows:—

STATE OF MAINE. }
 R. R. COMMISSIONERS' OFFICE, }
 AUGUSTA, Aug. 10th 1889. }

To the General Managers and Superintendents of the several Railroads in Maine:—

You attention is hereby respectfully called to Chapter 275 Public Laws of 1889, relating to heating and lighting passenger, mail and baggage cars on railroads, and notice is hereby given that the Board of Railroad Commissioners will be in session at their office in Augusta, on Wednesday and

Thursday, Aug. 28th and 29th 1889, for the purpose of hearing all persons and parties interested in said subject, and determining the methods that may be used in heating cars as aforesaid, in this State.

Per order of the Board,

E. C. FARRINGTON, *Clerk.*

At said meeting, a hearing was given to inventors and all other persons and parties interested, who desired to be heard relative to same. After the hearing, a circular was sent by order of the Board, to the several railroad corporations operating railroads in this State, as follows :

OFFICE OF RAILROAD COMMISSIONERS,

AUGUSTA, August 29, 1889.

To the General Managers and Superintendents of Railroads in the State of Maine.

GENTLEMEN :—Section 1 of Chapter 275, Public Laws of 1889, provides as follows :

“No passenger, mail or baggage car, on any railroad in this State, shall be heated by any method of heating, or by any furnace or heater, unless such method or the use of such furnace or heater shall first have been approved in writing by the Board of Railroad Commissioners :” * * *

Notice is hereby given that the Board of Railroad Commissioners will be in session at their office in Augusta, on Saturday, the 7th day of September, 1889, at ten o'clock in the forenoon, for the purpose of receiving and considering applications for approval of methods of heating as provided above. All applications must be in writing, and shall fully state the methods and character of the heater, which such applicant desires to adopt, and the purposes for which the same shall be used.

Per order of Board,

E. C. FARRINGTON, *Clerk.*

In response to said circular, applications were received from the Maine Central, Boston & Maine, Portland & Rochester, Knox & Lincoln, Rumford Falls & Buckfield and New Brunswick railroad companies, asking an approval of the Sewall system of steam heating, together with other heaters (not common stoves), to be used as auxiliary heaters, including the Baker and Johnson, Edwards, Spear, *et al.*

The Grand Trunk, Canadian Pacific and all other railroad corporations not mentioned above, operating railroads in the State, asked permission to use some of the last named heaters, solely in all of such cars belonging to them. These requests were granted and the several heaters mentioned were approved by the Board and written permission given to each company, to use the same until July 1st 1890, at which date all of said approvals expire by limitation.

Railroad companies, which have attempted the use of steam from the locomotive as a means of heating their passenger, mail and baggage cars, have been greatly delayed in procuring necessary equipments and skilled mechanics to do the work. They have, too, been greatly hindered in the application of their steam heating system, by reason of being obliged to couple on and haul cars coming from other railroads not so equipped, especially the Pullman Drawing Room and Sleeping cars, which, until very recently, were all warmed by the "Baker Heater," so called. So far, the efforts made to heat trains by steam from the locomotive, have shown it to be feasible; and the methods used have been generally satisfactory to both passengers and railroad officials.

We trust that the experimental stage of testing methods of heating will soon have passed, and that steam or some other method will soon be universally adopted, so that inside heaters now used, many of which are little better than the common car stove, can be wholly discarded.

AUTOMATIC COUPLERS.

While satisfactory progress is being made in the operation of railroads and trains in most respects, little, if any, is be-

ing made in the methods of coupling freight cars, in this or other states.

Statistics show that the seemingly unnecessary mutilation and loss of life of men engaged in coupling and uncoupling freight cars, still goes on. The action taken by the Master Car Builder's Association, in the adoption of the "Janney type" of coupler, has, we believe, tended more to hinder than to promote the general adoption and use of automatic couplers.

At the time of the adoption of that "type" of coupler, by said association, so far as appears by reliable reports, no coupler of that type had been invented, which, when subjected to practical or physical tests, would meet the requirements of the service. For that reason, we believe the attitude of practical railroad managers was adverse to its adoption. As many improvements have since been made upon the type of coupler selected by that association, it now may be more generally adopted.

The freight traffic on railroads, in this as in other states, being interstate, few attempts, if any, have been made by our Legislature, to enact laws relative to safety appliances; neither has this Board deemed it wise to urge legislation in that respect, believing, as we do, that all attempts on the part of individual states, to legislate as to character or kind of safety appliances, especially on freight trains, must, by reason of conflicting laws, result in hindrance and loss to railroad corporations, and failure to accomplish the object desired.

RAILROAD EMPLOYEES.

As a means of promoting the efficiency of railroad employes, and to stimulate them to faithfulness in the discharge of their duties, we believe it would be wise for railroad managers to adopt a system of grading in each department, with a corresponding compensation for each grade. Where the lives of the traveling public and the property of the corporation, depend for their preservation, upon the experience, care and faithfulness, in the discharge of the duties, with

which almost every employe is necessarily entrusted, none too great care can be exercised in their selection. Neither is it just to the employe who has for years exercised skill, care and faithfulness in the discharge of every duty entrusted to him, to have nothing held up, to which he may attain, as a reward for exercising such skill and faithfulness, by way of increased pay or promotion. We are confident that if some such policy as above outlined, should be adopted by railroad officials and managers, greater efficiency would be secured, and a better feeling would exist between employer and employe.

ACCIDENTS.

While we have to report that two fatal accidents have occurred to passenger trains during the past year, we are pleased to be able to state that no passenger on said trains was seriously injured, and so far as this Board is informed, no accident of a serious nature has occurred in this State, which could be attributed to defects or want of repair in tracks, bridge structures or rolling stock of any railroad.

By law, it is made the duty of the Board when a serious accident occurs to any train on a railroad, to investigate the same and in their report make a full statement of the cause of such accident. Said statute, chapter 321, Public Laws of 1885 is as follows :

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

all cases before said board, shall be allowed the same fees as in the Supreme Judicial Court."

Soon after the enactment of the above statute, doubts were expressed by many as to what might be considered "a serious accident" to a train on a railroad, within the meaning of the law.

That there might be no misapprehension as to the nature of an accident the Board of Commissioners would deem serious, a circular, calling attention to and quoting the said statute, was issued by the Board January 18 1888, and mailed to all railroad companies operating railroads in the State with the following interpretation thereof by the Board, viz :

1st.—"Every accident to a passenger or freight train, of an important nature, where the lives of passengers or employes on said train are lost or endangered, shall be deemed serious and notice of same shall be given."

2nd.—"Of every accident of a serious or important nature happening on any railroad in the State, the cause of which is doubtful or uncertain, immediate notice should be given."

Notwithstanding the provisions of statute and the precaution which the Board has taken to have such provisions complied with, many railroad corporations still fail to give the Board notice of such accidents. And in some instances, if given at all, it is not given till many hours after the same has occurred. Such failures to give notice to the Board may not be intentional on the part of the officers of railroad companies. We doubt if it is; but if we can rely upon newspaper reports, many such accidents have occurred to trains on railroads during the past year, of which the Board received no notice from the officers of the companies operating the same.

Undoubtedly the object of the statute in providing for such investigation and report of same is not merely to ascertain in what manner certain persons lost their lives or were injured; but that the public and the corporation operating the road should be informed of the nature and the cause of the accident,

if ascertainable, so that by the enactment of statutes or by the adoption and enforcement of rules and regulations by railroad corporations similar accidents may be prevented in the future.

If, by a strict compliance with the provisions of this statute, the safety of railroad trains, can in any degree be promoted, none can have greater reason or interest to aid in the matter than the officers and managers of railroads. Therefore we are forced to believe that the failure to notify the Board, in the instances above mentioned, is attributable to a misapprehension of the nature of the provisions of the statute by such officers, rather than to an intention to evade its requirements. Having again, herein, called attention to the law and to the Board's interpretation thereof, we trust that in the future, whenever accidents to trains, such as are above described, occur, immediate notice, of which, will be given to the Board, so that an investigation thereof may be made if deemed necessary.

ACCIDENT AT KINGMAN.

On the twenty-third day of March 1889, on the European and North American Division of the Maine Central Railroad, near Boyd's Mills, in the town of Kingman, a fatal accident occurred to a passenger train, in which William D. Mudgett of Dexter and John Campbell of St. John, N. B., mail agents, and Harry Goodwin of Bangor, fireman, lost their lives, and others were seriously injured.

An examination of the locality and an investigation were made by the Board in connection with a coroner's jury, at Kingman, on the twenty-seventh day of March 1889. At said investigation, it appeared from the evidence adduced, that on the morning of the accident a freight train left Mattawamkeag for Vanceboro', in charge of Conductor Frank W. Hammond, at a quarter before seven o'clock, being fifteen minutes later than the regular time for starting; that before leaving Mattawamkeag, a truck frame for a freight car was attached to the

rear end of said train, to be hauled to the siding or spur track at Boyd's Mills, in said Kingman, to be placed under a certain car there being repaired; said car frame being in charge of William H. Bither, a car inspector and repairer, who, together with one Milton Scott, a car carpenter, both in the employ of said railroad company, took passage on said train at Mattawamkeag, which arrived at the siding above named, at about eight minutes past eight o'clock, when, after doing some shifting on said siding or spur, the truck-frame aforesaid, was unshackled and left by the Conductor, on the main line, in charge of said Bither, who, having a key to the switch lock, was, as appears, permitted and, as testified to by Mr. Hammond and admitted by Bither, instructed "To see that all was right after he should put the truck-frame on the siding;" that the train aforesaid then proceeded toward Vanceboro'; that, as testified to by Hammond, before going out of sight of said switch, he saw said frame moved upon the siding, but did not see the switch thrown back.

The passenger train from Bangor, in charge of Conductor E. C. Chase, running at a speed of nearly thirty miles an hour, arrived at said siding at about 9.30 o'clock A. M. and there left the main line and ran in on said siding or spur and into certain freight or flat cars there standing, some of which, as appears, were loaded with hay. By reason of the collision, the locomotive, two mail and baggage cars and a Pullman sleeping or parlor car were thrown from the track over an embankment and crushed together with the hay cars aforesaid, all of which were immediately set on fire by the locomotive and car stoves therein and quickly consumed, thus causing the death of the persons above mentioned, as well as the destruction of much property.

From the examination of the premises and from all the evidence elicited at said hearing, we were and still are fully convinced that the accident was caused by the misplacement of the switch by Mr. Bither, the person left in charge of same, notwithstanding the fact that there was some testimony

tending to show that the switch had been tampered with, by some person unknown, after being set by Bither.

Mr. Bither testified that after the freight train left he "threw the switch for the siding; that then he and Scott shoved the truck-frame onto the siding; that he then threw the switch on the main line again". "Suppose I locked it, but have no distinct recollection. I am terribly afraid I did not"; that after throwing the switch and locking it, as he supposed, he went to work on the cars which were on the siding a short distance from the switch. Milton Scott, who was with him, testified that he "saw Bither throw the switch onto the main line and noticed that the target indicated that it was all right".

Being afterwards called, he supplemented his former testimony by saying, "That immediately after the accident and before the unburned cars were rolled away from those burning, Bither and I went to look at the switch and I picked up the lock out of the snow and gave it to Bither and he locked the switch".

Conductor Hammond, above mentioned, also testified that "he noticed that morning that the lock on the switch was out of order and that he telegraphed the fact to Kingman when he arrived at the next telegraph station".

Much of the testimony given by Bither and Scott was not consistent with that given by Conductor E. C. Chase, who was in charge of the train which met with the accident. He testified, substantially as follows: That after doing all that could be done to clear the wreck and to save lives, I examined the switch and found it in perfect order and set locked on the side track. Saw Bither and Scott near it.

I said "Oh Bither, who could have done such a thing as this and let us onto the side track"? He replied "I don't know. If it is wrong, Scott and I must have done it." They said nothing about picking up the lock out of the snow. I never heard of the fact till told here today.

From the view this Board takes of the matter, it is of little consequence whether this switch was or was not locked on

this particular occasion. All, who are acquainted with the manner of construction of such switches, know that whenever the switch is thrown and the bar or handle placed in the slot made for that purpose, whether set upon the main or side track, it will remain and hold the rails firmly in place, whether the same be locked or not, provided it is not afterward meddled with. The province of the lock is not to control the movement of the rails in any way; but to prevent meddling with the switch after it has been set. There was no evidence tending to show that anyone meddled with the switch after it was set by Bither: neither was there much if any opportunity for anyone to do so. Therefore if the switch had been properly set, it would have so remained, whether locked or not.

While we find that want of care on the part of this man Bither was the immediate cause of the accident, it is by law our duty to go further and inquire what other act or acts, if any, of other persons, contributed to or in any way led up to the final result.

Did Conductor Hammond do his duty in the premises? Rule 144, issued by the Maine Central Railroad Company to employes, is as follows: "Whoever throws a switch on a side track must see it back on the main line and locked." Another rule of this company requires that "Conductors must know that each switch which has been changed for his train, is left right and locked for the main line, unless it be in charge of a regular switch-man, or the conductor of a following train is present and takes charge." The testimony in this case showed that the truck-frame was attached to the rear of Hammond's train and hauled from Mattawamkeag to the above mentioned siding. If the rules above quoted had been strictly followed by Mr. Hammond, would he not have seen that the truck-frame was removed from the main line and put upon the siding "and the switch left right and locked"? If that had been done, Bither would have had no cause to open it again to remove the truck-frame from the

main line. He was not "a regular switchman" and as we view it, ought not to have been instructed with the duty or privilege of removing the said truck from the main line as above stated; but clearly, this ought to have been done by the person in charge of the train who hauled it there, even if the rules did not require it. The integrity of the main lines of railroads over which so many human beings are being daily and hourly swiftly carried, ought not to be intrusted to the care of irresponsible parties, though they be employes of the company who may happen to have by chance, switch keys in their pockets, but to men specially designated.

In view of the facts disclosed in this investigation we would suggest to managers of railroads in this State, and request them to carefully consider whether or not some rule or rules can be adopted and enforced that will more effectually guard the use of switches.

We are confident that more accidents have occurred during the past year to trains, by reason of misplaced switches, than from any other single cause.

ACCIDENT NEAR OAKLAND.

On the tenth day of June 1889, a serious accident occurred on the Maine Central Railroad, near the village of Oakland, to the regular passenger train from Portland *via* Lewiston to Skowhegan, in which Roscoe W. Stevens, Express Agent of Skowhegan was killed, and A. S. Libby, Mail Agent of Portland and ——— Patterson, Baggage Master of Belfast were severely injured; all of whom were in the mail and baggage car, which, as hereinafter appears, was, by reason of the washing away of the road-bed embankment, derailed and wrecked, together with the locomotive and tender.

The Board having been notified of the same, went to the place of accident, on the twelfth, and carefully examined the premises. From said examination, the cause of the accident seemed so apparent, the Board deemed a further investigation unnecessary.

On the day of said accident at about three o'clock in the afternoon, a sudden, violent and unusual storm passed over that vicinity. At the place where the accident occurred, a stone culvert, sufficiently large for the ordinary flow of water at all seasons of the year, if unobstructed, had been placed under the railroad embankment, across and over a small brook. Above and westward of said culvert and embankment, there is a ravine or gully extending a long distance, which, two or three rods above the culvert, is much wider than where the railroad embankment crosses. This ravine or gully was at the time covered by a thick growth of trees and underbrush, under which, as the Board believes from the indications, a large accumulation of leaves, brush and partially decayed vegetation had collected, and, by the sudden and unusual rush of water through the ravine, was floated down and into the culvert aforesaid, thereby choking it and making a dam of the embankment, which, being composed largely of coarse gravel, soon yielded to the pressure caused by said overflow, and a rod or more of it was washed away immediately before the arrival of the train above mentioned at that point. Because of the grade and curve southerly of this point, the washout could not be seen by a person on an approaching train, till within a very short distance of it, so short that a train, running at an ordinary rate of speed could not be stopped quickly enough to prevent it from running into same. It appeared that the locomotive of the train passed nearly over the excavation before it was derailed, though the tender dropped into the same; and upon it, the mail and baggage car, in which the persons above named were riding, fell, and was overturned and crushed. None of the passenger cars were derailed, and so far as we have learned, no passenger was materially injured. That this accident could have been prevented by ordinary care or foresight, we cannot believe. The embankment was of good width and well settled, and, so far as it appeared, the culvert was of sufficient size, well built and had remained intact, so far as known, through the frosts and floods of nearly, if not

quite forty years. That both would have remained as heretofore under all ordinary circumstances, we have no doubt.

The rain-fall of that day and hour in that locality, in intensity, suddenness and amount, far exceeded what ordinarily might be expected. That it produced the result we have tried to describe, we can not doubt. Therefore we do not find that this accident was, in any way, attributable to want of care or misconduct on the part of the corporation operating the road, or to any of its employes.

In this connection, however, we recommend that in all cases, during and after such sudden and unusual rain-falls as above described, trains be run at a slow rate of speed till section-men or others have had an opportunity to pass over and inspect the track.

OFFICE FOR THE BOARD.

Section 1 of chapter 313 of the public laws of 1889, provides that the Board of Railroad Commissioners "shall be provided with an office and suitable rooms for hearings in which its records shall be kept." There being no suitable unoccupied rooms at the State House, the Executive Department, by their order, instructed the Superintendent of Public Buildings to procure suitable rooms for the use of the Board in the city of Augusta. Acting under said order, the Superintendent procured two of the rooms formerly occupied by the Maine Central Railroad Company in their station building in Augusta. These rooms have been refinished and arranged by the owners for the special needs of the Board, and are comfortable and convenient.

The Board has long felt the need of an office in which their books, records, maps, papers and other materials connected with said office might be kept, and also suitable rooms for hearings, which are provided for by law, might be held. These wants have been fully supplied by the provisions above mentioned, except that no safe place is provided to deposit records and papers valuable to both the public and railroad

corporations. When the addition to the State House is completed, we trust that such arrangements will be made that the Board will be provided with suitable rooms there, for hearings and for the safe deposit of the records and papers above mentioned.

Total Accidents.

The following is a summary of the total number of accidents which have occurred during the year :

	Killed.	Injured.
Passengers,	3	3
Employes,	6	15
Others,	22	10
	<hr/>	<hr/>
	31	28

Physical Condition of Railroads in Maine.

BANGOR AND PISCATAQUIS RAILROAD.

To the above named system is now added the line extending from Milo Junction to Katahdin Iron Works, formerly known as the Bangor and Katahdin Iron Works Railway, 18.90 miles in length, making in all 95.40 miles of railroad operated by this company. During the past season 905 tons of new steel rails, and 25,441 new ties have been laid, and 1,700 feet of new side tracks built. Beal's Rips bridge, two spans of 130 feet each, and the long trestle bridge between Monson Junction and Blanchard, have been entirely rebuilt; also the bridge at Roaring brook on the Katahdin Iron Works Branch. Many other smaller bridges have been repaired and strengthened. Several thousand yards of ballast have been put upon the road-bed, and a large amount of ditching has been done. A new passenger station has been built at Sebec, and another at the junction with the Canadian Pacific Railroad at Brownville. Many other station buildings at different points along the line have received necessary repairs. Five miles of new fence has been built. The rolling stock of the road is in good order. Several of the passenger cars and one baggage car have been fitted with the Baker Heater. The track is in good alignment and surface, and the road has been greatly improved in all respects. One new passenger car has been purchased and twenty freight cars rebuilt.

BANGOR STREET RAILROAD. (ELECTRIC.)

This road was opened for travel May 21st of the present year, and has been in successful operation since that date. The track is laid through the principal business streets of Bangor, and along the Hampden road to the town line between Bangor and Hampden. The entire length of the line is 3.18

miles. The track is laid with tram rails, 35 pounds to the yard, and is in good order in every respect. The cars are run at the rate of six miles per hour. The rolling stock consists of five motor cars and four open cars. No accident has occurred since the road has been operated.

BOSTON AND MAINE RAILROAD.

The Eastern Division consists of the line from Portland to Portsmouth, and a portion of the Portsmouth, Great Falls and Conway Road. During the past season seven miles of new steel rails, 67 pounds to the yard, have been laid in the main line of the Eastern Division between Portland and Portsmouth. The track is in good alignment and surface and well ballasted. The road-bed is wide, and for the greater part well ditched and drained. The bridges, with the exception of the pile bridges at Portland and Portsmouth, and the two between North and South Berwick, are iron superstructures, resting upon first-class masonry, and are in good order. Most of the wooden stringers on open culverts and waterways have been replaced by iron I beams. The pile bridges at Portland and Portsmouth are in good condition. The pile bridges at North Berwick and Great Works rivers, between North Berwick and Conway Junction, (although safe for the present) should be re-built at an early day. The station buildings along the line are convenient, comfortable and well maintained. Distance from Portland to Portsmouth, 51 miles, 50.75 miles in Maine.

The Portsmouth, Great Falls and Conway Branch diverges from the main line of the Eastern Division at Conway Junction, and extends to North Conway, New Hampshire, where it connects with the Portland and Ogdensburg railroad; only 2.92 miles are within the limits of this State. The road is in good condition, well ballasted and ditched. There are three bridges between Conway Junction and Salmon Falls; an iron plate girder over the Great Works stream, one wooden bridge over highway at South Berwick, and one wooden

truss over the river at Salmon Falls, all resting upon piers and abutments of first-class masonry. In addition to the above, there are two wooden truss bridges at the State line near Milton, New Hampshire; all are in good condition. The track is laid with steel rails, upon good sound sleepers; The station buildings are comfortable, and are kept in good order. The rolling stock upon the Eastern Division is first-class in every respect.

BOSTON AND MAINE. (WESTERN DIVISION.)

The Western Division of the Boston and Maine Railroad, within the limits of this State, is composed of the line from Portland *via* Old Orchard, etc., to the State line at Salmon Falls 44 miles in this State, and the Kennebunk and Kennebunkport Branch 4.5 miles in length. The main line of this road is in a very satisfactory condition. The road-bed is wide and well ballasted, ditched and drained, and the location between the fences cleared of trees and bushes. A double track extends from Portland to West Biddeford, and the track for the entire distance between Portland and Salmon Falls, is in good alignment and surface. The pile bridges at Portland and Scarboro' marshes, receive all necessary repairs and are in good order. With the exception of the bridges above mentioned, the bridges upon the line are constructed of iron, of approved designs, and supported upon abutments and piers of first-class masonry. Since the date of our last report, the double track iron bridge at Salmon Falls has been completed. The superstructure is a model of strength and durability, and the masonry is massive and first-class. During the past year six miles of track has been re-laid with heavy steel rails. The station buildings along the line are in good condition, and particular attention is paid to cleanliness, conducive to the comfort and convenience of passengers. The Kennebunk and Kennebunkport Branch is in fair condition. The road-bed is well formed with good ditches and drains. The track is in fair alignment and surface, and well

ballasted. There are several pile bridges along the line, most of them in good order, but the two next south of the station at Kennebunk should be re-built or filled the coming summer. The station buildings are comfortable and are kept in good order. The rolling stock of the Boston and Maine Railroad is in every respect first class.

BIDDEFORD AND SACO RAILROAD. (HORSE.)

From Biddeford to Old Orchard Beach, 5.72 miles. This road was opened for travel in July 1888, and has continued in successful operation since that time. The road is located through the main streets of Biddeford and Saco, and along the county road from Saco to Old Orchard. The road is well constructed; the cars are very good and comfortable; the horses are well cared for and treated kindly. The company have a large well arranged, and comfortable stable in Saco.

BRIDGTON AND SACO RIVER RAILROAD.

From Bridgton to a junction with the Portland and Ogdensburg Railroad at Hiram, sixteen miles. Gauge two feet.

This road is maintained in the same good condition as stated in our report of last year. The road-bed is well graded and ditched with ample culverts and water ways to secure good drainage. The track is well aligned, surfaced, and ballasted. The rails are steel, and the ties mostly sound and good; the road rides well; the station buildings are comfortable and convenient; the rolling stock is very good.

CANADIAN PACIFIC RAILWAY.

Since the date of our last report, this line of road has been completed from the west line of the State to a connection with the European and North American Division of the Maine Central Railroad at Mattawamkeag. That portion of the road between the west line of the State and Greenville at the foot of Moosehead lake was opened for business in Decem-

ber, 1888, and the division between Greenville and Mattawamkeag was opened for travel the first day of June, 1889. The road is thoroughly built in every respect, and no expense has been spared to secure safety and permanency in the construction of all its parts so far as completed. The road-bed is wide, well ditched and drained. A large proportion of the bridges are of steel superstructure supported by abutments and piers of first-class masonry. There are two steel trestle bridges, one at Wilson stream, 900 feet in length, and 114 feet high, the other at Ship pond 1,400 feet in length, 124 feet in height, and each trestle rests upon foundation piers of solid first-class masonry. The decks of the bridges are built of hard pine timber and every precaution has been adopted to insure the safety of trains. There are a large number of wooden trestle and pile bridges along the line; several have been built for temporary use, to be replaced by earth embankments or iron bridges, but all are built in a substantial and workmanlike manner, and with due regard to the safety of the trains. The track is laid with steel rails (60 pounds to the yard) upon good ties of uniform dimensions, but the ballasting is not fully completed. Good and convenient station buildings have been built at Moose river and Brownville, and others are in process of erection at the foot of Moosehead lake and at other points along the road. The rolling stock is first class in all respects.

FRANKLIN AND MEGANTIC RAILROAD.

From Strong to Kingfield 15 miles. Gauge 2 feet. During the past season the track and road-bed of this road has been improved by surfacing, aligning, and some ballasting. The track is laid with steel rails, and the ties are generally good. About 1000 ties have been laid during the year. The track is for the most part well ballasted. At our examination this year, we found that several of the trestle bridges needed repairing and strengthening, and notice was served on the manager to that effect. The station buildings are comfortable, and the rolling stock is in fair condition.

FRYEBURG HORSE RAILROAD.

From station of the Portland and Ogdensburg Railroad at Fryeburg to Martha's Grove, three miles. This road was built in the year 1888, but as the Company has failed to make returns to the Board until the present season, it has not been mentioned in former reports. The road is well built and has proved a great convenience to the citizens of Fryeburg and the summer visitors to that attractive town. The track is laid with steel rails, sixteen pounds to the yard, upon good stringers secured by cross ties. The Company intended to operate the road during the season of pleasure travel only, but as it has proved a great convenience to travellers arriving and departing by railroad, it has been found necessary to operate it between the station and the village the entire year.

GRAND TRUNK RAILWAY.

To the above named system is now added the Lewiston and Auburn Branch, 5.50 miles in length, and Norway Branch, 1.5 miles in length. This road continues to be maintained in the same good condition as stated in our report of last year. During the past season nine miles of new steel rails, and sixty thousand ties have been laid, and twelve miles of track ballasted. The track is in good alignment and surface, and rides very smoothly. The road is fully ballasted and well ditched and drained. The location between the fences is cleared of all trees, bushes, and rubbish of every kind, presenting a very neat appearance. A new iron plate girder has taken the place of the wooden stringers at the road bridge at Mechanic Falls. The bridges (with one exception) are constructed of iron and the masonry is mostly first-class. Some of the station buildings are new and in good order, but the others are old and inconvenient. The rolling stock is first-class and in good condition. The above statements apply also to the Lewiston and Auburn, and Norway branches.

GREEN MOUNTAIN RAILWAY. (MOUNT DESERT.)

This road is open for business only about three months in the year, or during the season of pleasure travel, and it is maintained in good condition. Many new cross-ties and stringers have been laid this year. Every precaution is taken to insure the safety of the train, and no accident has ever occurred. The rolling stock is in good condition.

KNOX AND LINCOLN RAILROAD.

It affords us pleasure to report the continued improvement in the condition of this road. During the past year 859 tons of steel rails, and 8,000 cedar ties have been laid, thus completing the entire renewal of the track with steel rails from Woolwich to Rockland. With the above mentioned improvements, the track, if properly aligned and surfaced, would compare favorably with any in the State. A construction and gravel train has been run nearly five months, and a large amount of ballast has been placed upon the road-bed, greatly improving it. Twenty-four hundred feet of side-tracks have been laid. Much attention has been given to ditching and draining. A large granite culvert of superior workmanship has been built at Ward's brook, near Wiscasset. About 80,000 feet of hard pine timber has been used in repairing and renewing the bridges at different points, and all are in safe and very satisfactory condition. The bridge masonry is generally first-class. About five miles of wire fence has been built. A new passenger station has been built at Warren, and 2500 feet of platforms at different points. New track scales have been put in at Rockland, and the wharves at Bath and Woolwich extensively repaired. The station grounds at Wiscasset have been enlarged, adding greatly to the convenience of loading and unloading freight. The rolling stock is mostly first-class. The cars are nearly all heated by the Sewall system of steam heating from the locomotive.

LIME ROCK RAILROAD. (ROCKLAND, MAINE.)

This road is about eight miles long. The road has been in successful operation the past year, and is fully answering the anticipations of its projectors. It is substantially built throughout its entire length. The track on the main line is laid with steel rails, sixty pounds to the yard, and on the trestles with fifty pound steel rails. During the past year the track has been aligned, surfaced, and ballasted. Some attention has been given to ditching, and solid embankments of stone and earth have taken the place of several temporary trestle bridges. The main trestles along the shore, about two miles in length, with side tracks to the kilns, have been completed in a very substantial and workmanlike manner, being built entirely of hard pine timber, and are very safe and reliable structures, creditable to all concerned in its construction. No passengers are carried upon this road, and the cars are only adapted to the transportation of lime-rock.

LEWISTON AND AUBURN HORSE RAILROAD.

The portion of the track laid in the streets of Lewiston and Auburn is in good condition, and the road extending to Lake Auburn has been improved. The track has been aligned and surfaced, and the road-bed filled and levelled, making it safer and better footing for the horses. A branch line has been built from the main line, to the Grand Trunk station in Auburn. The horses are in good condition and well cared for. The cars are comfortable, kept clean, and in good repair.

MAINE CENTRAL RAILROAD, BRANCHES AND LEASED LINES.

Under the above heading is included the road from Portland, via Augusta and Waterville to Bangor; the European and North American Railway, from Bangor to the State line at Vanceboro'; the road from Cumberland Junction via Lewiston and Waterville to Skowhegan; the road from Bath to

Farmington, with branch from Crowley's Junction to Lewiston; the Belfast and Moosehead Railroad from Belfast to Burnham; the Dexter and Newport Railroad from Dexter to Newport; the Eastern Maine Railroad from Bangor to Bucksport; the Maine Shore Railroad from Bangor via Ellsworth, to Mt. Desert Ferry; the Portland and Ogdensburg Railroad, from Portland to Lunenburg, Vermont, 51 miles of which is within the limits of this State; the Enfield Branch, from Enfield to Pulp mills; the Stillwater Branch, from Orono to Stillwater.

The total number of miles operated by the Maine Central Company is six hundred and forty-seven and thirty-four one-hundredths miles; five hundred and eighty-nine miles within the limits of this State. The main lines of this road have been maintained in first-class condition, and many additions and improvements have been made. The road-bed and track from Portland to Bangor, via Brunswick, Augusta and Waterville, are in very fine condition, track well aligned, surfaced and ballasted. Among the many improvements made the past season is the replacing of the wooden bridge just east of Bowdoinham station, by an iron plate girder bridge. At Vaughn's brook, Hallowell, two spans of iron plate girder have taken the place of the wooden spans, and the long wooden span over the street at Hallowell has been replaced by a new iron span. At Two Mile Brook, just east of Augusta, the wooden span has been replaced by an iron plate girder bridge. The wooden draw span at the crossing of the Kenduskeag stream at Bangor, has been replaced by an iron girder draw span. At Sunkhaze stream between Milford and Costigan on the European and North American Division, the wooden Howe truss has been replaced by a substantial iron bridge. The track and road-bed of the European and North American Division is in good order, well aligned, surfaced and ballasted; ties sound and good. New passenger stations have been built at Passadumkeag and Lambert lake. New water stations at Lincoln, and coal sheds at Mattawamkeag.

The road from Cumberland Junction via. Lewiston and Waterville to Skowhegan is in good condition. All the wooden bridges on this road have been replaced by iron structures. The track is in good line and surface, and well ballasted; ties mostly good and sound. A new, tasty and convenient passenger station building has been erected at Skowhegan with long platforms and awnings. The station yard has been graded and filled, and new side tracks laid. The road from Bath to Lewiston is in good order and compares favorably with the main line. The track is laid with steel rails, well lined, surfaced and ballasted; the road-bed is well ditched and drained. Several of the wooden bridges have been replaced by iron structures and all are in good order. That portion of the road between Crowley's and Leeds Junction is in fair condition, but needs new rails, ties and ballast. The long trestle bridge at Sabattus has been entirely re-built in a very substantial manner with hard pine timber. From Leeds Junction to Farmington, the track is in fair condition but needs to be ballasted, aligned and surfaced. The road-bed is fairly well ditched and drained. The bridges are in good order with the exception of the truss and trestle bridges at East Wilton. The truss bridge over the Sandy river at Farmington has been re-built in a thorough manner, and the long pile bridge across the intervalle has been repaired and strengthened. A very convenient passenger station with extensive platforms and awnings has been built at Bath.

The Belfast Branch has been improved. About ten miles of steel rails and many new ties have been laid, and a considerable amount of ballast has been put upon the road-bed, and ditches well cleared. The bridges are built of wood and are generally in good condition. A new passenger station has been erected at Thorndike. A new bridge has been built at the stream near Waldo station.

The Dexter and Newport Branch is in fair condition, but needs some new rails and ballast. The road-bed is wide and fairly well ditched. There are three short wooden truss bridges,

all in good order. The station buildings are comfortable and convenient. The Eastern Maine Branch, from Bangor to Bucksport is in fair condition, but needs new rails and ballast. The road-bed is narrow at some points and should be widened and ditched. The bridge across the Penobscot river at Bangor, and the two smaller bridges on the road are in good condition. The station buildings at Brewer and Bucksport are good; others at different points along the road are in fair condition.

The Maine Shore Line is in very good condition. The track is laid with steel rails, upon good ties, and well ballasted. The road-bed is well ditched and drained; the bridge superstructures are mostly iron and iron I beams are placed upon the smaller water-ways and open culverts. At Fitz pond a thorough iron span has been built and the last wooden span in the bridge at the crossing of Union river near Ellsworth has been replaced by an iron span. The station buildings are well built, comfortable and convenient.

PORTLAND AND OGDENSBURG RAILROAD.

At our examination of this road we found it greatly improved in every respect. Several hundred tons of new steel rails and many new ties have been laid, and the track is well aligned, surfaced and ballasted. Much attention has been given to ditching. The new road making a shorter and more direct track to the Union Station at Portland has been completed. The bridges are in good condition. Many of the station buildings have been remodelled and painted, and new awnings and platforms built. New water stations have been built at Sebago Lake and Fryeburg. Many bridges have been repaired at different points on the Maine Central system. The following named materials have been used for repairs and construction during the past season. Steel rails, about 2,607 tons, and 501 tons of iron rails; 339,600 cross ties have been laid and 15 miles of track ballasted. More than 10 miles of new side tracks have been laid, and twenty-five thousand four hundred and fifty rods of barbed wire, and

two thousand three hundred twenty-seven rods of board fence have been built. Many of the smaller water ways and culverts have received necessary repairs. Three thousand three hundred and twelve yards of granite have been used in building new masonry at different points. The locomotive equipment has been increased this year by the addition of nine new engines, eight built by the Portland Company, and one at the Maine Central shops at Waterville. One hundred and ninety cars of various kinds have been built at the Waterville shops. The rolling stock is first-class in every respect. Passenger cars for the most part are warmed by the Sewall heating system.

MONSON RAILROAD. (Gauge two feet).

This road was built principally for the purpose of transporting slate from the quarries at Monson. The road is maintained in good condition; the track is in good line and surface, and fairly well ballasted; the road-bed is wide and well ditched. During the past season the trestle bridge near Monson, six hundred feet in length, and averaging about fourteen feet high, has been filled with waste stone from the quarries, making a very solid and permanent embankment. Mixed trains for passengers and freight are run over this road, connecting with all regular trains on the Bangor and Piscataquis Railroad. The station buildings are in good order; the road is carefully managed and no accident has occurred.

NEW BRUNSWICK RAILWAY SYSTEM—Consisting of Aroostook River Railroad and the Houlton Branch.

During the past year a new floor system has been put upon the Pattee brook bridge near Fort Fairfield, and four new pile culverts have been constructed at different points. A new flag station has been built at Stevens' Mill. The track at Fort Fairfield has been raised and protected by wharfing, requiring twelve thousand feet of hemlock logs, and three thousand cubic yards of ballast. About fourteen miles of

ditching has been done. The track is laid with steel rails upon good sound ties, and is well aligned, surfaced and ballasted. The road-bed is well graded and generally well ditched and drained; the bridges are all wooden structures, and are in good condition; the station buildings are well built, comfortable and convenient; the rolling stock is first-class. The Houlton Branch diverges from the main line of the New Brunswick Railway at Debec Junction, and extends to Houlton, eight miles. Only three miles of this road are within the limits of this State. The track and road-bed are in excellent condition in every respect. There are no bridges on this branch within the limits of this State. The station buildings at Houlton are poor, and should be replaced by better structures. A new freight platform has been built at Houlton. No accidents have occurred upon this road or on the Aroostook River Railroad, resulting in injury to persons or property.

ORCHARD BEACH RAILROAD.

This road was built for the accommodation of summer visitors at this popular resort. The track is laid upon the sand along the beach, and is kept in a safe condition for the service required. There is but one pile bridge and that is in good condition. Open observation cars are run for the purpose of giving an unobstructed view of the ocean and outlying islands. Trains are run during the summer months only.

PORTLAND AND ROCHESTER RAILROAD.

This road has been maintained the past season in the same good condition as stated in our report of last year. The track is in good line and surface and well ballasted. The road-bed is wide, well graded, ditched and drained, and the location between the fences cleared of trees, bushes and rubbish. During the past year about eighty-three tons of steel rails, eleven thousand new cross ties, and twenty sets of switch ties have been laid. About four thousand feet of new side-tracks

have been laid, and sixteen safety switches with automatic stands purchased. Two miles of track have been raised and ballasted. Two cattle passes have been filled, and culverts substituted in their places. New granite abutments have been built at Elder's hay pass in Gorham, and the wooden stringers replaced by iron I beams. The track at that point has been raised and ballasted; the over-head bridge at South street has been replanked, and hard pine stringers have been laid on one span of the Saco river bridge, and the entire floor system has been repaired; the wooden stringers at Allen's hay pass in Alfred have been replaced by iron I beams. The walls of the open water-ways at Ash swamp and Jones' meadow have been re-built, and the wooden stringers replaced by iron I beams. New crossing gate-houses have been built at Ocean street, Deering, Cumberland Mills and Westbrook Junction. New platforms have been built at Westbrook, Cumberland Mills, Gorham and Springvale. Needed repairs have been made to buildings, etc., at other points. Eight miles of new fence and fourteen hundred and sixty feet of snow fence have been built. At Portland the Marginal Way wharf has been newly capped and planked, and the tracks planked between the bridges. A retaining wall one hundred and twelve feet long and fifteen feet high has been built at the Marginal Way bridge. The embankment of the Marginal Way at Portland should be widened and riprapped to protect it from the action of the water, and the sluice-ways should be re-built; the rolling stock is first-class and in good condition. One new engine, one combination car and five new platform cars have been added to the equipment, and ninety-four freight cars have been repaired and strengthened. The road is carefully and economically managed, and no accident has occurred resulting in injury to persons or property.

PORTLAND RAILROAD. (HORSE.)

This road is in very good condition its entire length. The paving along the city lines has been kept in thorough repair and the tracks extending out of the city have been maintained

in good line and surface. New steel rails have been laid along Pleasant street; all of the buildings at the Deering terminus have been put in good repair and painted. Two new cars have been built this season and the entire rolling stock is in good condition. The company own 223 horses, all well cared for and in excellent condition; the road is well managed; the cars are kept clean and comfortable.

ROCKPORT RAILROAD, (2.50 miles in length).

This road is located in the town of Camden and is used for the purpose of transporting limerock from the quarries to the kilns at the village of Rockport. The road has been in operation about three years. The track is laid with steel rails upon good cross-ties but needs to be aligned, surfaced and ballasted. The trestle bridges are in fair condition and safe for the service required of them. No passengers are carried upon this road. The rolling stock is good and adapted to the purposes for which it is used.

RUMFORD FALLS AND BUCKFIELD RAILROAD.

During the past season the road-bed between Sumner and Canton has been widened and raised and a portion of the track re-laid with steel rails and new cross ties, making in all twenty-one miles of steel rails. The remainder of the track is laid with iron rails and it will be necessary to renew a portion of this the coming season. The track is all well ballasted, aligned and surfaced; the bridges (with three exceptions) have all been re-built within five years, and are in good order. The Ryerson, Buckfield and Canton Mills bridges are now being repaired and strengthened. A new side track has been laid at Buckfield, and a new turn table built at Mechanic Falls. The station buildings are comfortable, convenient and in good order; the rolling stock is good, and the passenger train is equipped with the Sewall system of heating by steam from the locomotive. One car has been re-built for use on the mixed train.

SANDY RIVER RAILROAD. (Gauge two feet).

During the past season two hundred tons of new steel rails and seventeen thousand cedar cross-ties have been laid, making a total of six miles of steel rail track on the road. The road-bed has been raised in many places and the ditches cleared. The long high trestle bridge at Strong has been fully repaired and strengthened, and stone culverts and earth embankments have replaced wooden trestles at other points. Several of the smaller trestle bridges have been repaired and others are to be replaced by solid earth embankments. The bridge and culvert masonry is generally good, but the east abutment of the Sandy river bridge at Phillips has started a little, and should be backed up with stone to prevent further movement. The station buildings are in fair condition; the rolling stock is good. Six new freight cars have been added this year. The road is carefully managed and is constantly being improved. No accidents have occurred.

SEBASTICOOK AND MOOSEHEAD RAILROAD.

This road remains in about the same condition as stated in our report of last year. The track is laid with steel rails, upon good sound cedar cross-ties and fairly well ballasted. The road-bed is generally in good condition; there is but one bridge upon the line and that is in good order. The station buildings are comfortable and the rolling-stock is fair.

SOMERSET RAILROAD.

This road has been greatly improved during the last three years and compares very favorably with other roads in the State. A considerable portion of the track has been re-laid with steel rails upon good cross-ties, and all well ballasted. The road-bed is wide, well ditched and drained throughout its entire length; the track is in remarkable good line and surface and rides very smoothly. The modern lattice bridges over the Kennebec river at Norridgewock, Madison and the

Carrabassett stream at North Anson are in good condition, and all rest upon abutments and piers of first-class masonry. The station buildings at Norridgewock, Madison and Anson are old but in fair condition; the buildings at Embden are new and very good; the rolling stock is fair. The extension of the road from Embden to Solon is nearly completed and will be opened for traffic very soon. The bridge across the Kennebec river at Solon is an iron truss resting upon granite abutments and piers of first-class masonry. The road is well and carefully managed. No accident has occurred resulting in injury to persons or property.

ST. CROIX AND PENOBSCOT RAILROAD.

From Calais to Princeton, twenty-two miles, seventeen miles in Maine, five miles in the Province of New Brunswick.

This road is used principally for the transportation of lumber and other freight, but regular mixed trains are run at a low rate of speed for the accommodation of passengers. During the past season, two hundred and twenty tons of new steel rails and four thousand three hundred cedar ties have been laid, and about three thousand yards of ballast put on the road-bed. The long bridges over the St. Croix river at Baring and Sprague's Falls have been thoroughly repaired and new abutments have been built at the over-head bridge at Salmon Falls. The cast iron chairs at the points on more than two miles of track have been replaced by fish plates. The road-bed has been somewhat improved by ditching and draining, and is generally in better condition than it has been for several years. The station buildings and rolling stock are in fair condition. The road is managed with great care and with freedom from accidents.

WATERVILLE AND FAIRFIELD HORSE RAILROAD.

This road has been built and operated about two years. The road is well built in every respect, and the business has largely exceeded the expectations of its projectors. The cars

are first-class, and the horses are well fed and kindly treated. The company owns a large and well arranged stable at Kendall's Mills. The cars are run with regularity, and but one accident has occurred.

WHITNEYVILLE AND MACHIASPORT RAILROAD.

From Machiasport to Whitneyville, 7.5 miles.

This road is used only for the transportation of lumber from the mills at Whitneyville to Machiasport.

YORK HARBOR AND BEACH RAILROAD.

The York Harbor and Beach Railroad diverges from the main line of the Boston and Maine Railroad (Eastern Division) at the easterly end of the pile bridge between Portsmouth and Kittery, and extends to York Harbor and Beach, a distance of 11.27 miles. This road has been in successful operation for two years. The track is laid with steel rails upon good ties, and fairly well ballasted; the road-bed is well ditched and drained; the pile and trestle bridges are well built and are in good condition. The station buildings are convenient and maintained in good order.

Respectfully submitted,

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

AUGUSTA, December 31 1889.

Railroads in Maine.

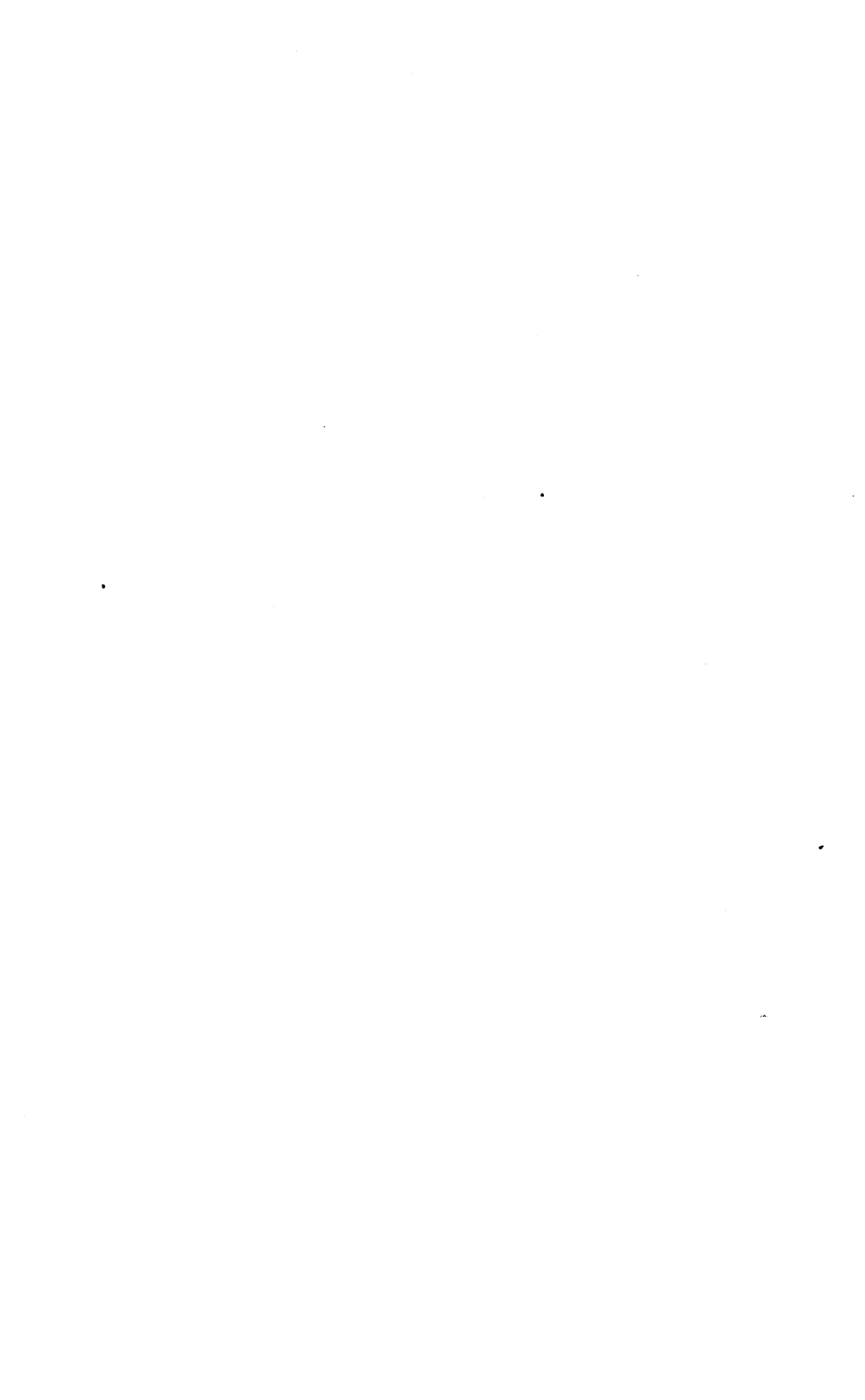
	Miles in Maine.	Whole length main line operated.
Bangor & Piscataquis—Oldtown to Greenville.....	76.50	95.40
Katahdin Branch.....	18.90	
Bangor Street Railway.....	3.18	3.18
Boston & Maine Railroad:		
Western Division.....	44.	102.17
Eastern ".....	50.75	
Northern ".....	2.92	
Kennebunk & Kennebunkport..	4.50	
Bridgton & Saco River.....	16.	16.
Biddeford & Saco Railroad (Horse).....	5.72	5.72
Canadian Pacific Railway.....	144.50	5219.40
Franklin & Megantic Railroad.....	15.	15.
Fryeburg Horse ".....	3.	3.
Grand Trunk Railway:		
Portland to Boundary.....	82.60	89.60
Lewiston & Auburn Branch.....	5.50	
Norway Branch.....	1.50	
Green Mountain Railway.....	1.13	1.13
Knox & Lincoln Railroad.....	50.	50.
Lewiston & Auburn Horse Railroad.....	7.70	7.70
Maine Central Railroad:		
Portland to Bangor via Augusta..	136.60	303.20
Cumberland Junc. to Skowhegan..	90.70	
Bath to Lewiston.....	75.90	
Total miles owned by M. C. R. R.	303.20	
Leased Lines:		
Dexter & Newport Branch.....	14.	589.
Belfast & Moosehead Lake Railroad..	33.10	
Bangor & European Railroad.....	114.10	
Eastern Maine Railroad.....	18.94	
Maine Shore Line (and Ferry).....	48.66	
Portland & Ogdensburg, to Lunenburg.....	109.34	647.34
" " to Boundary.....	51.	
Enfield Branch.....	3.	
Stillwater Branch.....	3.	
Total miles leased by Maine Central Railroad...	285.80	
Lime Rock Railroad.....	8.	8.
Monson ".....	6.16	6.16
New Brunswick Railway:		
Houlton Branch in Maine.....	3.	32.20
Aroostook River Railroad.....	29.20	
Orchard Beach Railroad.....	3.	3.
Portland & Rochester Railroad.....	49.	52.50
Portland Railroad (Horse).....	10.87	10.87
Rockport ".....	2.50	2.50
Rumford Falls & Buckfield Railroad.....	26.77	26.77
Sandy River Railroad.....	18.	18.
Sebasticook & Moosehead Railroad.....	8.	8.
Somerset Railroad.....	31.	31.
St. Croix & Penobscot Railroad.....	16.25	21.
Whitneyville & Machias Railroad.....	7.50	7.50
Waterville & Fairfield Horse Railroad.....	3.36	3.36
York Harbor & Beach Railroad.....	11.27	11.27
	1356.28	

Expense.

Appropriation.....	\$2,000 00
Amount drawn by the Board from the State Treasury during the year.....	1,500 00
	<hr/>
Balance remaining in the Treasury.....	\$500 00

EXPENDITURES.

Office furniture.....	\$139 77
Type-writer.....	85 00
Type-writer supplies.....	16 95
Stationery and books.....	136 61
Copying and indexing records for years 1883, 1884, 1885, 1886, 1887, 1888,	53 20
Postage.....	60 00
Telegrams, express and cleaning office.....	31 49
Incidental Expenses of Commissioners:	
D. N. Mortland.....	336 50
A. W. Wildes.....	300 00
Roscoe L. Bowers.....	340 48
	<hr/>
	\$1,500 00



PART II.

ABSTRACT

OF

Returns of Railroad Companies

FOR THE YEAR

ENDING SEPTEMBER 30 1889.

**Report of the Aroostook River Railroad Company, for the Year
Ending September 30 1889.**

(Leased to the New Brunswick Railway Company.)

Previous Year.	GENERAL EXHIBIT FOR THE YEAR.	
	Total income.....	\$59,578 00
	Total expense (including taxes).....	41,379 00
	Net income.....	18,199 00
	ANALYSIS OF EARNINGS.	
	From local passengers,	
	From through passengers (to and from other roads) }	19,500 00
	From express and extra baggage.....	675 00
	From mails.....	1,408 00
	From other sources, passenger department.....	40 00
	Total earnings from passenger department.....	21,623 00
	Total earnings from freight department.....	35,810 00
	Total transportation earnings.....	57,433 00
	Income from all other sources.....	2,145 00
	Total income from all sources.....	59,578 00
	ANALYSIS OF EXPENSES.	
	Taxes.....	\$ 120 00
	General salaries, office expenses, and miscellaneous,	2,172 00
	Insurance.....	280 00
	Telegraph expenses.....	350 00
	Repairs of road.....	8,542 00
	New ties.....	1,134 00
	Repairs of bridges.....	2,000 00
	Repairs of buildings.....	875 00
	Repairs of fences, road crossings and signs.....	550 00
	Removing ice and snow.....	420 00
	Repairs of locomotives.....	2,330 00
	Fuel, locomotive power.....	6,100 00
	Water and water stations.....	290 00
	Fuel for cars, stations, shops and stationary engines..	230 00
	Switchmen, watchmen, flag and signal men.....	411 00
	Repairs of passenger, mail and baggage cars.....	1,168 00
	Salaries, wages and incidentals of passenger trains...	3,958 00
	Salaries, wages and incidentals of passenger stations,	1,562 00
	Passenger car mileage (debit balances).....	157 00
	Repairs of freight cars.....	1,772 00
	Damages and gratuities freight.....	60 00
	Salaries, wages and incidentals of freight trains.....	4,946 00
	Salaries, wages and incidentals of freight stations...	1,952 00
	Total expenses.....	41,379 00
	DESCRIPTION OF ROAD.	
	Length of main line of road from Boundary to Presque Isle.....	29.2
	Length of main line of road in Maine.....	29.2
	Total length of steel rails in tracks.....	29.2
	Weight per yard.....	52 lbs.

NAME AND RESIDENCE OF OFFICERS.

President—Sir George Stephen, Bart., Montreal.

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

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

Superintendent—John Stewart, Woodstock, N. B.

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

General Passenger Agent—O. J. Heath, St. John, N. B.

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

Clerk—Alfred Seely, St. John, N. B.

Name and Residence of Directors Last Elected—Sir George Stephen, Bart., Montreal. Sir Donald A. Smith, Montreal. Robert Meigher, Montreal. J. Kennedy Tod, New York City. H. O. Northcote, New York City. Samuel Thorne, New York City. D. Willis Janer, New York City. John Kennedy, New York City. E. R. Burpee, Bangor, Me. J. W. Weldon, St. John, N. B. C. W. Weldon, St. John, N. B.

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

**Report of the Atlantic & St. Lawrence Railroad Company, for the
Year Ending June 30 1889.**

(Leased to Grand Trunk Railway Company.)

Previous Year.	GENERAL EXHIBIT FOR THE YEAR.	
\$1,044,736 08	Total income.....	\$1,063,967 10
842,892 11	Total expense (including taxes).....	819,591 58
201,843 97	Net income.....	244,375 52
480,644 00	Interest accrued during year.....	480,602 00
298,143 66	Balance for the year, deficit.....	236,226 48
ANALYSIS OF EARNINGS.		
165,573 80	From local passengers.....	173,694 11
107,049 96	From through passengers (to and from other roads) ..	99,084 76
17,849 49	From express and extra baggage.....	18,434 38
19,019 08	From mails.....	19,017 22
309,492 33	Total earnings from passenger department.....	310,230 47
360,460 14	From local freight.....	319,006 82
372,276 31	From through freight (to and from other roads).....	432,525 56
732,736 45	Total earnings from freight department.....	751,532 38
1,042,228 78	Total transportation earnings.....	1,061,762 85
2,507 30	Rents for use of property.....	2,204 25
1,044,736 08	Total income from all sources.....	1,063,967 10
ANALYSIS OF EXPENSES.		
19,343 63	Taxes.....	\$ 18,176 21
222,701 31	Traffic expenses.....	228,453 63
15,129 32	General charges.....	15,670 68
8,861 94	Miscellaneous expenses.....	7,453 96
216,046 85	Maintenance and renewal of ways and buildings.....	178,364 07
283,568 42	{ Repairs of locomotives } { New locomotives }	279,258 15
84,677 71	{ Repairs of passenger, mail and baggage cars } { New passenger, mail and baggage cars }	79,466 63
11,906 56	Rent of rolling stock.....	12,748 25
862,235 74	Total expenses.....	819,591 58
BALANCE SHEET—ASSETS.		
8,484,000 00	Construction account.....	\$8,484,000 00
8,484,000 00	Total assets.....	8,484,000 00
BALANCE SHEET—LIABILITIES.		
5,484,000 00	Capital stock.....	5,484,000 00
2,521,000 00	Funded debt.....	2,213,000 00
479,000 00	Profit and loss balance (if surplus).....	787,000 00
8,484,000 00	Total liabilities.....	8,484,000 00
MILEAGE, TRAFFIC, ETC.		
294,342	Passenger train mileage.....	296,605
450,496	Freight train mileage.....	492,567
116,646	Mixed train mileage.....	140,972
57,714	Other train mileage.....	277,633
919,198	Total train mileage.....	1,207,777

MILEAGE, TRAFFIC, ETC.—*Concluded.*

Previous Year.		
196,349	Number of local passengers (including season)	215,774
98,265	Number of through passengers, to and from other roads	97,230
294,614	Total number of passengers	313,004
5,056,893	Local passenger mileage (local passengers carried one mile	5,120,907
5,302,341	Through passenger mileage (through passengers carried one mile	5,259,767
370,236	Number tons of local freight carried	327,931
462,590	Number tons through freight carried, to and from other roads	627,998
832,826	Total number tons freight carried	955,929
25,242,396	Local freight mileage, tons local freight carried one mile	21,693,331
57,089,762	Through freight mileage, tons through freight carried one mile	79,569,998
161 tons	Average weight of passenger trains, exclusive of passengers	161 tons.
5	Average number of cars in passenger trains	5
261 tons	Average weight of freight trains, exclusive of freight	261 tons.
20	Average number of cars in freight train	20
898	Average number of persons employed	863
DESCRIPTION OF ROAD.		
149.50	Length of main line of road from Portland to Island Pond	149.58
82.50	Length of main line of road in Maine	82.60
52.00	Length of main line of road in New Hampshire	52.00
15.00	Length of main line of road in Vermont	14.98
1.25	Branches owned by company	1.25
1.25	Total length of branches owned by company	1.25
1.25	Total length of branches owned by company in New Hampshire	1.25
150.75	Total length of road belonging to this company	150.83
29.23	Aggregate length of sidings and other tracks not above enumerated	29.23
18.77	Same in Maine	18.77
179.98	Aggregate length of track, computed as single track, same in Maine	180.06
101.27	Same in Maine	101.37
149.50	Total length of steel rails in tracks	149.58
150.75	Weight per yard, 65 lbs.; number of miles	149.58
82.50	Total miles of road operated by this company	150.83
82.50	Total miles of road operated by this company in Maine	82.60
21.00	Number of stations in Maine on all roads operated by this company	21.00
14.00	Number of telegraph offices in same	14.00
35.00	Number of stations on all roads owned by this company	35.00
21.00	Same in Maine	21.00

LIST OF ACCIDENTS.

	From causes beyond their own control. (In Maine)		From their own misconduct or carelessness. (In Maine.)		Total in Maine.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-	-	-
Employees,	-	8	-	-	-	-	-	8
Others	-	-	2	2	-	-	2	2

NAME AND RESIDENCE OF OFFICERS.

President—Joseph Hickson, Montreal, Can.

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

Treasurer—W. W. Duffett, Portland, Me.

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

Name and Residence of Directors Last Elected—Joseph Hickson, Montreal, Can. Philip H. Brown, Portland, Me. Sir Alexander T. Galt, Montreal, Can. H. Libby, Portland, Me. F. K. Barrett, Portland, Me. Geo. P. Wescott, Portland, Me. F. H. Swan, Portland, Me. W. L. Putnam, Portland, Me. W. W. Duffett, Portland, Me.

Proper Address of the Company—Atlantic and St. Lawrence Railroad Company, Portland, Me.

**Report of the Bangor & Piscataquis Railroad Company, for the
Year Ending September 30 1889.**

Previous Year.	GENERAL EXHIBIT FOR THE YEAR		
\$232,362 59	Total income.....		\$194,705 33
148,773 82	Total expense (including taxes).....		120,921 38
83,588 77	Net income.....		73,783 95
	Rentals, specifying amount to each company (Bangor & Katahdin Iron Works Railway).....		10,100 00
	Interest accrued during year.....		73,750 00
	Balance for the year, deficit.....		10,066 05
	Balance at commencement of year, deficit.....		133,518 66
	Balance September 30 1889, deficit.....		143,584 71
	ANALYSIS OF EARNINGS.		
36,801 25	From local passengers.....		32,132 30
54,776 83	From through passengers, to and from other roads...		40,999 68
1,998 38	From express and extra baggage.....		2,010 99
6,097 56	From mails.....		6,262 83
99,674 02	Total earnings from passenger department.....		81,405 80
25,669 21	From local freight.....		24,629 11
106,753 36	From through freight, to and from other roads.....		88,401 75
132,422 57	Total earnings from freight department.....		113,030 86
232,096 59	Total transportation earnings.....		194,436 66
266 00	Income from all other sources, specifying same.....		268 67
	Rents.....\$168 67		
	Interest.....100 00		
232,362 59	Total income from all sources.....		\$194,705 33
	ANALYSIS OF EXPENSES.		
293 33	Taxes.....		\$ 418 26
6,330 61	General salaries, office expenses, and miscellaneous...		7,412 42
786 32	Insurance.....		650 00
120 00	Telegraph expenses.....		200 00
32,012 89	Repairs of road.....		28,762 37
28,050 38	Steel rails, (No. tons laid, 950).....		9,947 60
3,000 65	New ties (No. laid).....		5,233 21
7,979 66	Repairs of bridges.....		9,609 38
1,339 51	Repairs of buildings.....		557 74
89 40	Repairs of machine shops and machinery.....		269 02
1,101 32	Repairs of fences, road crossings and signs.....		897 90
4,430 85	Repairs of locomotives.....		4,668 81
14,322 25	Fuel, locomotive power.....		11,605 77
776 13	Water and water stations.....		1,220 63
813 03	Oil and waste.....		1,072 14
1,808 82	Repairs of passenger, mail and baggage cars.....		2,774 86
	New passenger, mail and baggage cars.....		3,680 00
7,509 94	Salaries, wages and incidentals of passenger trains...		8,227 24
4,132 31	Salaries, wages and incidentals of passenger stations,		4,490 29
5,153 22	Repairs of freight cars.....		5,316 00
275 18	Damages and gratuities freight.....		476 85
10,240 82	Salaries, wages and incidentals of freight trains.....		8,227 25
4,821 04	Salaries, wages and incidentals of freight stations...		4,490 30
1,572 52	Freight-car mileage, debit balances.....		713 34
148,773 82	Total expenses.....		\$120,921 38

BALANCE SHEET—ASSETS.

Previous Year.			
\$1,599,833	13	Construction account.....	\$1,599,833 13
110,200	07	Equipment account.....	110,200 07
51,986	79	Cash item (as follows):.....	36,237 70
		Cash.....	\$12,526 08
		Due from agents and companies.....	23,711 62
9,381	58	Other assets, materials and supplies.....	7,612 42
133,518	66	Profit and loss balance (if deficit).....	145,691 49
1,899,520	23	Total assets.....	\$1,899,574 81
		BALANCE SHEET—LIABILITIES.	
357,148	50	Capital stock.....	\$ 357,148 50
1,225,000	00	Funded debt.....	1,225,000 00
317,371	73	Unfunded debt (as follows):.....	317,426 31
		Interest unpaid.....	\$316,452 63
		Vouchers and accounts.....	973 68
1,899,520	23	Total liabilities.....	\$1,899,574 81
		MILEAGE, TRAFFIC, &C.	
63,584		Passenger-train mileage.....	75,018
72,775		Freight-train mileage.....	68,022
9,692		Switching train mileage.....	10,179
11,171		Other train mileage.....	8,925
157,222		Total train mileage.....	157,144
43,461		Number of local passengers, including season.....	42,291
33,885		Number of through passengers, to and from other roads.....	25,027
77,346		Total number of passengers.....	67,318
		Local passenger mileage, local passengers carried one mile.....	868,270
991,705		Through passenger mileage, through passengers carried one mile.....	1,222,830
1,678,673		Total passenger mileage.....	2,091,100
21,250		Number tons of local freight carried.....	22,749
64,823		Number tons through freight carried, to and from other roads.....	52,997
86,073		Total number tons freight carried.....	75,746
		Local freight mileage, tons local freight carried one mile.....	608,740
595,471		Through freight mileage, tons through freight carried one mile.....	2,139,558
2,824,338		Total freight mileage.....	2,748,298
125		Average number of persons employed.....	125
		DESCRIPTION OF ROAD.	
76.50		Length of main line of road from Oldtown to Greenville.....	76.50
76.50		Length of main line of road in Maine.....	76.50
76.50		Total length of road belonging to this company.....	76.50
		Aggregate length of sidings and other tracks not above enumerated.....	5.00
4.60		Same in Maine.....	5.00
81.10		Aggregate length of track, computed as single track, same in Maine.....	81.50
81.10		Total length of steel rails in tracks.....	45.00
35.00		Weight per yard, 52 lbs.; number of miles.....	14.00
		Weight per yard, 56 lbs.; number of miles.....	31.00

DESCRIPTION OF ROAD—*Concluded.*

Previous Year.	<i>Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract</i>	
18.9	Bangor & Katahdin Iron Works Railway, length	18.9
18.9	Total length of above road	18.9
18.9	Total length of above road in Maine	18.9
95.4	Total miles of road operated by this company	95.4
95.4	Total miles of road operated by this company in Maine	95.4
20.0	Number of stations in Maine on all roads operated by this company	21.0
16.0	Number of telegraph offices in same	17.0
17.0	Number of stations on all roads owned by this company	17.0
17.0	Same in Maine	17.0

EQUIPMENT.

	Leased.	Owned.	Total.
Number of locomotives	2	6	8
Number of passenger cars	2	6	8
Number of baggage, mail and express cars	1	3	4
Number of freight cars, basis of eight wheels	20	94	114
Number of other cars	-	1	1

LIST OF ACCIDENTS.

	From causes beyond their own control. (In Maine.)		From their own misconduct or carelessness. (In Maine.)		Total in Maine.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-	-	-
Employees,	-	-	-	-	-	-	-	-
Others.....	-	-	1	-	1	-	1	-

STATEMENT OF EACH ACCIDENT IN MAINE.

January 8 1889—F. Beaulier, while walking on the track near Conant & White's mill in Oldtown, was struck by train No. 1, and died same day. Coroner's jury rendered as follows:—"Beaulier's death was caused by his own carelessness, and by intoxicating liquor furnished him by party or parties unknown to jury."

NAME AND RESIDENCE OF OFFICERS.

- President*—E. B. Nealley, Bangor, Me.
- Superintendent*—Arthur Brown, Bangor, Me.
- General Freight Agent*—Arthur Brown, Bangor, Me.
- General Passenger Agent*—Arthur Brown, Bangor, Me.
- Treasurer*—H. M. Blood, Bangor, Me.
- Clerk of Corporation*—H. M. Blood, Bangor, Me.

Name and Residence of Directors Last Elected—E. B. Nealley, Bangor, Me. A. G. Wakefield, Bangor, Me. C. S. Marston, Bangor, Me. John Cassidy, Bangor, Me. L. J. Morse, Bangor, Me. Isaac Strickland, Bangor, Me. C. P. Stetson, Bangor, Me. B. B. Thatcher, Bangor, Me. A. M. Robiusion, Dover, Me.

Proper Address of the Company—Bangor & Piscataquis Railroad Company, Bangor, Maine.

**Report of the Bangor Street Railway Company, for the Year
Ending September 30 1889.**

(Opened May 22 1889.)

Previous Year.	GENERAL EXHIBIT FOR THE YEAR.	
	Total income.....	\$11,433 79
	Total expense, including taxes.....	5,377 34
	Net income.....	6,056 45
	Interest accrued during year, on funded debt.....	700 00
	Balance for the year.....	5,356 45
	Balance September 30 1889, surplus.....	5,356 45
	ANALYSIS OF EARNINGS.	
	From local passengers.....	11,323 79
	Income from all other sources, (rent of advertising space).....	110 00
	Total income from all sources.....	11,433 79
	ANALYSIS OF EXPENSES.	
	Taxes.....	\$337 50
	General salaries, office expenses and miscellaneous....	498 95
	Fuel, locomotive power—cost of power furnished under contract.....	1,838 50
	Oil and waste.....	135 62
	Switchmen, watchmen, flag and signal men, and trackmen.....	173 33
	Repairs of passenger, mail and baggage cars.....	310 86
	Salaries, wages and incidentals of passenger trains....	2,082 58
	Total expenses.....	5,377 34
	BALANCE SHEET—ASSETS.	
	Construction account.....	\$202,487 07
	Equipment account.....	77,343 75
	Cash item, cash.....	3,215 37
	Total Assets.....	283,046 19
	BALANCE SHEET—LIABILITIES.	
	Capital stock.....	200,000 00
	Funded debt.....	70,000 00
	Unfunded debt as follows:.....	7,689 74
	Interest unpaid.....	\$ 700 00
	Vouchers and accounts.....	6,989 74
	Profit and loss balance, if surplus.....	5,356 45
	Total liabilities.....	283,046 19
	MILEAGE, TRAFFIC, ETC.	
	Passenger-train mileage.....	33,662
	Number of season-ticket passengers.....	215,547
	Average number of persons employed.....	15
	DESCRIPTION OF ROAD.	
	Length of main line of road from Bangor to East Hampton.....	3.18
	Length of main line of road in Maine.....	3.18
	Total length of road belonging to this company.....	3.18

EQUIPMENT.

Number of passenger cars owned 9

NAME AND RESIDENCE OF OFFICERS.

President—Frederick M. Laughton, Bangor, Me.

General Manager—Frederick M. Laughton, Bangor, Me.

Treasurer—Francis H. Clergue, Bangor, Me.

Clerk of Corporation—M. H. Wardwell, Bangor, Me.

Name and Residence of Directors Last Elected—Frederick M. Laughton, Bangor, Me.
Francis H. Clergue, Bangor, Me. Eugene M. Hersey, Bangor, Me.

Proper Address of the Company—Bangor Street Railway, Bangor, Me.

**Report of the Boston & Maine Railroad Company, for the Year
Ending September 30 1889.**

Previous Year.		GENERAL EXHIBIT FOR THE YEAR.	
\$13,110,798 13	Total income.....	\$14,059,132 94	
9,253,543 54	Total expense, including taxes.....	9,516,560 85	
3,857,254 59	Net income.....	4,542,572 09	
2,862,901 81	Rentals, specifying amount to each company.....	3,369,516 94	
	Eastern R. R.....	\$1,307,637 97	
	Boston & Lowell R. R.....	682,204 33	
	Worcester, Nashua & Rochester R. R., Connecticut & Passumpsic Rivers R. R.....	250,000 00	
	Manchester & Lawrence R. R.....	233,000 00	
	Central Massachusetts R. R.....	102,000 09	
	Portland, Saco & Portsmouth R. R., Nashua and Lowell R. R.....	101,500 00	
	Lowell & Andover R. R.....	90,300 00	
	Portsmouth & Dover R. R.....	73,000 00	
	Portsmouth, Great Falls & Conway R R.....	52,500 00	
	Massawippi Valley Railway.....	46,140 00	
	Peterboro' R. R.....	45,250 00	
	Dover & Winnipiscogee R. R.....	41,000 00	
	Eastern R. R. in New Hampshire... Stony Brook R. R.....	35,699 64	
	Wilton R. R.....	29,000 00	
	Newburyport City R. R.....	22,500 00	
	West Amesbury Branch R. R.....	20,000 00	
	Kennebunk & Kennebunkport R. R., Wolfboro' R. R.....	16,950 00	
	Sundry track rentals.....	6,000 00	
		5,700 00	
		2,925 00	
		2,240 00	
		4,050 00	
	Northern R. R.—Contract.....	\$199,920 00	
375,863 41	Interest accrued during the year.....		466,794 33
	on funded debt.....	\$356,941 22	
	on other debt.....	109,853 11	
700,000 00	Dividends declared, 8 per cent.....		560,000 00
* 81,566 00	Balance for the year, surplus.....		146,260 82
	Balance at commencement of year... \$1,777,949 92		
	Deduct amount credited, improvement account.....	6,260 82	
		\$1,771,689 10	
1,859,460 58	Balance at commencement of year as so changed.....		1,771,689 10
1,777,949 92	Balance September 30 1889.....		1,917,949 92
ANALYSIS OF EARNINGS.			
5,393,048 46	From local passengers.....		5,768,536 35
1,049,516 08	From through passengers, to and from other roads... From express and extra baggage.....		1,077,178 81
377,331 42			430,187 79
156,553 50	From mails.....		182,473 68
7,023,949 46	Total earnings from passenger department.....		7,458,376 63
3,434,942 39	From local freight.....		3,581,129 27
2,265,626 42	From through freight, to and from other roads.....		2,622,301 40
5,700,568 81	Total earnings from freight department.....		6,203,430 67
12,724,518 27	Total transportation earnings.....		13,661,807 30

*Deficit.

ANALYSIS OF EARNINGS—Concluded.

Previous Year			
\$ 11,269	62	Rents for use of road.....	\$ 8,536 36
375,010	24	Income from all other sources, specifying same.....	388,789 28
		Rents of tenements, land, etc..... \$146,693 47	
		Income from investments..... 170,703 80	
		Income from coal hoisting engine.... 7,752 48	
		Miscellaneous..... 63,639 53	
13,110,798	13	Total income from all sources.....	14,059,132 94
ANALYSIS OF EXPENSES.			
632,198	46	Taxes.....	\$584,357 15
456,964	45	General salaries, office expenses, and miscellaneous...	511,176 86
29,717	89	Insurance.....	29,857 43
98,290	66	Telegraph expenses.....	112,138 16
916,178	48	Repairs of road.....	920,065 55
6,165	63	Iron rails, number tons laid, 1,248.....	15,040 18
170,657	81	Steel rails, number of tons laid, 9,513 new; 5,304 old,	114,217 12
200,852	99	New ties, number laid, 618,870.....	202,979 71
373,283	96	Repairs of bridges.....	302,653 33
347,325	94	{ Repairs of buildings,	350,190 22
		{ Repairs of machine-shops and machinery, }	
58,119	68	Repairs of fences, road crossings and signs.....	75,493 37
79,241	40	Removing ice and snow.....	15,521 17
391,179	02	Repairs of locomotives.....	381,562 75
52,012	66	New locomotives.....	59,616 41
1,019,178	53	Fuel, locomotive power.....	1,116,103 80
80,442	55	Water and water stations.....	72,055 23
45,887	26	Oil and waste.....	33,849 40
1,252,973	12	Switchmen, watchmen, flag and signal men and agents,	1,354,543 42
379,678	11	Repairs of passenger, mail and baggage cars.....	422,645 49
78,212	73	New passenger, mail and baggage cars.....	71,206 47
205,134	53	Damages and gratuities to passengers.....	225,891 40
371,929	78	Salaries of passenger trainmen.....	377,878 14
93,205	37	Passenger and freight train supplies.....	80,569 30
13,019	36	Passenger car mileage, debit balances.....	7,044 11
322,639	26	Repairs of freight cars.....	325,281 17
83,882	23	New freight cars.....	59,848 96
		Damages and gratuities freight, baggage, property and	
27,463	37	cattle.....	43,110 94
443,23	82	Salaries of freight trainmen.....	496,875 49
703,113	36	Locomotive service.....	745,165 58
203,540	23	Station supplies.....	227,098 26
117,732	90	Freight car mileage, debit balances.....	172,534 28
9,253,543	54	Total expenses.....	9,516,560 85
PROPERTY ACCOUNTS—CHARGES AND CREDITS DURING THE YEAR.			
Expenditures charged to property account, specifying same.....			\$365,812 12
		Bonds of Portland Union R'y Sta. Co., \$108,000 00	
		Bonds of St. Johnsbury & Lake Champlain R. R. 52,500 00	
		Stock of Newburyport R. R. 6 00	
		Stock of St. Johnsbury & Lake Champlain R. R. 1,000 00	
		Stock of Portland Union Railway Station Company..... 25,000 00	
		Stock of York Harbor & Beach R. R., 150,000 00	
		Land at Wakefield..... 13,450 00	
		Land at Waltham..... 15,856 12	
Total expenditures charged to property accounts.....			365,812 12

PROPERTY ACCOUNTS—CHARGES AND CREDITS DURING THE YEAR—*Concluded.*

Previous Year.	Net addition to property account for the year.....		\$365,812 12
	BALANCE SHEET—ASSETS.		
\$9,620,937 63	Construction account.....		9,620,937 63
1,308,180 09	Equipment account.....		1,308,180 00
1,334,657 07	Other permanent investments, as follows.....		1,700,469 19
	Dover & Winnipiseogee R R stock, \$263,144 48		
	Portland & Rochester R. R. stock... 300,000 00		
	Portland & Ogdensburg R. R. stock, 146,238 80		
	Newburyport R. R. stock and bonds, 302,499 95		
	Danvers R. R. bonds and account... 152,445 00		
	York Harbor & Beach R. R. stock.. 150,000 00		
	Portland Union Railway Station Co. bonds and stock..... 133,000 00		
	Orchard Beach R. R. stock..... 49,624 89		
	St. Johnsbury & Lake Champlain R. R. bonds and stock..... 53,500 00		
	Steamer Mt. Washington and wharves, Real estate..... 69,260 24		
	80,755 83		
1,834,547 79	Cash item, as follows.....		2,586,857 33
	Cash..... \$795,191 18		
	Bills receivable..... 31,715 74		
	Due from agents and companies... 1,759,950 41		
5,470,121 48	Other assets, as follows.....		6,219,160 25
	Materials and supplies..... \$1,565,133 05		
	Sinking fund..... 170,512 48		
	Debit balances..... 320,556 11		
	Improvement accounts..... 4,162,958 61		
19,568,443 97	Total assets.....		21,435,604 40
	BALANCE SHEET—LIABILITIES.		
7,000,000 00	Capital stock.....		7,000,000 00
5,673,000 00	Funded debt.....		6,484,000 00
4,989,418 76	Unfunded debt, as follows.....		5,863,142 00
	Accrued, not yet due..... \$81,143 32		
	Uncalled for..... 12,005 00		
	Interest unpaid..... 93,148 32		
	Rents of other roads accrued or paid, 812,244 21		
	Dividends unpaid..... 18,875 50		
	Rentals unpaid, Eastern R. R. lease account..... 170,240 33		
	Notes payable..... 2,600,000 00		
	Boston & Lowell R. R. lease..... 194,062 71		
	Vouchers and accounts..... 1,818,642 11		
	Connecticut & Passumpsic River R. R. lease..... 155,928 82		
	Profit and loss balance, if surplus.....		1,917,949 92
	Improvement account fund.....		170,512 48
19,568,443 97	Total liabilities.....		21,435,604 40
	MILEAGE, TRAFFIC, ETC.		
5,618,402	Passenger train mileage.....		5,673,153
3,024,807	Freight train mileage.....		3,503,816
1,663,742	Switching train mileage.....		1,709,186
333,232	Other train mileage.....		264,201
10,640,183	Total train mileage.....		11,150,386

MILEAGE, TRAFFIC, ETC.—*Concluded.*

Previous Year.		
2,380,944	Number of season ticket passengers.....	2,885,819
25,586,971	Number of local passengers, including season.....	27,770,852
982,530	Number of through passengers, to and from other roads,	949,032
26,569,521	Total number of passengers....	28,719,884
278,921,490	Local passenger mileage, local passengers carried one mile.....	320,677,725
56,180,693	Through passenger mileage, through passengers car- ried one mile.....	59,167,758
3,284,694	Number tons of local freight carried.....	3,343,082
2,285,136	Number tons through freight carried, to and from other roads.....	2,632,055
5,569,830	Total number tons freight carried.....	5,975,137
119,616,975	Local freight mileage, tons local freight carried one mile.....	132,868,527
171,942,772	Through freight mileage, tons through freight carried one mile.....	201,162,719
152 tons.	Average weight of passenger trains, exclusive of passengers.....	152 tons.
5	Average number of cars in passenger trains.....	5
233 tons.	Average weight of freight trains, exclusive of freight,	233 tons.
23	Average number of cars in freight train.....	23
8,919	Average number of persons employed.....	9,769
DESCRIPTION OF ROAD.		
115.50	Length of main line of road from Boston, Mass, to Portland, Me.....	115.50
44.00	Length of main line of road in Maine.....	44.00
34.75	Length of main line of road in New Hampshire.....	34.75
36.75	Length of main line of road in Massachusetts.....	36.75
70.96	Length of double track on main line.....	71.74
19.82	Same in Maine.....	19.82
2.00	Medford, single track, length.....	2.00
3.75	Methuen, single track 2.75, double, 1, length.....	3.75
2.75	Great Falls, single track, length.....	2.75
8.50	Total length of branches owned by company.....	8.50
2.75	Total length of branches owned by company in N. H.,	2.75
5.75	Total length of branches owned by company in Mass.,	5.75
1.00	Length of double track on branches.....	1.00
124.00	Total length of road belonging to this company.....	124.00
101.466	Aggregate length of sidings and other tracks not above enumerated.....	100.12
24.80	Same in Maine.....	25.20
297.426	Aggregate length of track, computed as single track,	296.86
88.62	Same in Maine.....	89.02
220.321	Total length of steel rails in tracks.....	224.77
	Weight per yard.....	60 and 72 lbs.

DESCRIPTION OF ROAD—*Concluded.*

Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract.

Previous Year		
118,840	Eastern R. R. of Massachusetts and branches, length,	118,840
94,480	Worcester, Nashua & Rochester R. R.	94,480
16,080	Eastern R. R. in New Hampshire	16,080
50,760	Portland, Saco & Portsmouth R. R.	50,760
72,860	Portsmouth, Great Falls and Conway R. R.	72,860
12,030	Wolfborough R. R.	12,030
1,780	Chelsea Beach R. R.	3,340
2,240	Newburyport City R. R.	1,970
10,880	Portsmouth & Dover R. R.	10,880
9,259	Danvers R. R.	9,259
26,979	Newburyport R. R.	26,979
8,730	Lowell & Andover R. R.	8,730
4,500	West Amesbury Branch R. R.	4,450
29,000	Dover & Winnipisogee R. R.	29,000
22,390	Manchester & Lawrence R. R.	22,390
4,500	Kennebunk & Kennebunkport R. R.	4,500
98,090	Boston & Lowell R. R. and branches	98,090
14,500	Nashua & Lowell R. R.	14,500
13,160	Stony Brook R. R.	13,160
15,500	Wilton R. R.	15,500
10,500	Peterborough R. R.	10,500
29,590	Manchester & Keene R. R., operated jointly with Concord R. R.	29,590
98,770	Central Massachusetts R. R.	98,770
110,300	Connecticut & Passumpsic R. R.	110,300
36,750	Massawippi Valley Ry.	36,750
172,320	Northern, Concord & Claremont R. R.	172,320
1,084,788	Total length of above roads	1,086,028
58,180	Total length of above roads in Maine	58,180
1,026,608	Total length of above roads in other States, specifying each	1,027,848
450,750	New Hampshire	450,820
428,808	Massachusetts	429,579
110,300	Vermont	110,300
36,750	Canada	36,750
1,208,788	Total miles of road operated by this company	1,210,028
102,180	Total miles of road operated by this company in Maine	102,180
33	Number of stations in Maine on all roads operated by this company	33
23	Number of telegraph officers in same	23
63	Number of stations on all roads owned by this company	63
15	Same in Maine	15

EQUIPMENT.

Prev. year.		Leased.	Owned.	Total.
421	Number of locomotives	299	142	441
577	Number of passenger cars	422	240	662
189	Number of baggage, mail and express cars	82	43	125
23	Number of parlor or sleeping cars	12	12	24
8301	Number of freight cars, basis of 8 wheels	5915	2483	8398
404	Number of other cars	208	89	297
50	Snow plows	39	16	55

GENERAL INFORMATION.

PLEASE FURNISH THE FOLLOWING GENERAL INFORMATION IN REGARD TO YOUR ROAD.

Maximum weight of locomotives in working order.....	58 tons.
Average weight of locomotives in working order.....	34 "
Maximum weight of tenders full of fuel and water	42½ "
Average weight of tenders full of fuel and water.....	23 "
Maximum weight of passenger cars.....	28½ "
Average weight of passenger cars	22 "
Average weight of mail and baggage cars	19 "
Average weight of 8-wheel box freight cars.....	9½ "
Average weight of 4-wheel box freight cars.....	4½ "
Average weight of 8-wheel platform cars.....	7½ "
Average weight of 4-wheel platform cars.....	3½ "
Length of heaviest engine and tender, from center of forward truck-wheel of engine to center of rear wheel of tender, feet	46 11-12
Total length of heaviest engine and tender over all, feet	58
Number of locomotives equipped with train brake.....	243
Kind of brake, Westinghouse Automatic.	
Number of cars equipped with train brake.....	811
Kind of brake, Westinghouse Automatic	
Number of passenger cars with Miller platform and buffer.....	765
Number of miles of road operated by your Company not furnished with tele- graph facilities, specifying location of same: From Bradford to Georgetown, number of miles.....	6.50
Are charges for the transportation of company's supplies included in the earn- ings as reported for your road? No.	

BRIDGE BUILT WITHIN THE YEAR IN MAINE

Salmon Falls, one 115 feet span in Maine, balance in New Hampshire; double track, iron; 1 span deck plate, girder, 36' 9"; 1 span deck plate, girder, 68' ½"; 3 spans riveted, trusses, deck, 115' 11" each; finished in 1888.

Previous Year.		
21	*Number of spans of bridges, of 25 feet and upwards,	25
	*Number of iron bridges, aggregate length, feet,	
19	1646	17
	*Number of wooden bridges, aggregate length, feet,	
5	1928	5
	*Number of stone bridges, aggregate length, feet, 217,	
20	*Number of crossings of highways at grade.....	18
17	*Number of crossings of highways over railroad.....	17
14	*Number of crossings of highways under railroad....	14
4	*Number of highway bridges 18 feet above track ...	4
	*Number of highway bridges less than 18 feet above track.....	13
13	*Number of crossings at which gates or flagmen are maintained.....	7
5	*Number of crossings at which there are neither elec- tric signals, gates nor flagmen	11
15	*Number of railroad crossings at grade, specifying each	7
4	Eastern Division at North Berwick.	
	Eastern Division at Scarborough.	
	Eastern Division at Portland	
	Maine Central Railroad, Portland.	
	Maine Central Railroad, Portland.	
	Portland & Ogdensburg, Portland.	
	Portland & Ogdensburg, Portland.	

*In Maine, on miles road owned.

GENERAL INFORMATION—*Concluded.*

Previous Year.	RATES OF FARE, ETC.	
		†Average rate of fare per mile, not including season tickets, for local passengers on roads operated by this company
2.098 cents	Average rate of fare per mile received from passengers to and from other roads.	1.821 "
1.952 "	*Average rate of fare per mile for season ticket passengers733 "
.924 "	Average rate of fare per mile received from all passengers	1.802 "
1.937 "	†Average rate of local freight per ton per mile on roads operated by this company.	2.695 "
2.872 "	Average rate of freight per ton per mile received from freight to and from other roads.	1.304 "
1.318 "		
	CAPITAL STOCK.	
	Capital stock authorized by charter, \$7,000,000 00	
	Capital stock authorized by vote of company	7,000,000 00
\$7,000,000 00	Capital stock issued, number of shares, amount paid in,	\$7,000,000 00
7,000,000 00	Total amount paid in as per books of the company	7,000,000 00
	Total number of stockholders.	3,892
	Number of stockholders in Maine,	298
	Amount of stock held in Maine.	\$519,500 00
	DEBT.	
	Funded debt, as follows:	
1,500,000 00	Bonds due January 1, 1893, rate of interest, 7 per cent.	1,500,000 00
	Interest accrued on same during year, \$105,000 00	
2,000,000 00	Bonds due January 1, 1884, rate of interest, 7 per cent.	2,000,000 00
	Interest accrued on same during year, \$140,000 00	
1,000,000 00	Bonds due February 2, 1905, rate of interest, 4 per cent.	1,000,000 00
	Interest accrued on same during year, \$40,000 00	
	Improvement bonds due Feb. 1, 1907, rate of interest, 4 per cent.	500,000 00
500,000 00	Interest accrued on same during year, \$20,000 00	
	Improvement bonds due Feb. 1, 1937, rate of interest, 4 per cent.	1,484,000 00
673,000 00	Interest accrued on same during year, \$51,941 22	
5,673,000 00	Total amount of funded debt.	6,484,000 00

LIST OF ACCIDENTS.

	From causes beyond their own control. (In Maine.)		From their own misconduct or carelessness. (In Maine.)		Total in Maine.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	1	4	29
Employees,	-	-	2	1	2	1	25	112
Others.....	-	-	4	4	4	4	71	55

*Reckoning twelve passengers per week for time of each season ticket.

†Rates as per tariff.

STATEMENT OF EACH ACCIDENT IN MAINE.

October 26 1888—At Portland, Nathan D. Fickett, a trespasser walking on the Portland bridge, was struck by a passing train, receiving injuries from which he soon afterwards died.

December 25 1888—At Cape Elizabeth, Richard Dodge, a boy of ten years, a trespasser, attempting to climb into a freight car, fell under the wheels when it started, receiving injuries from which he soon afterwards died.

January 8 1889—At Arundel, Charles Boeu, a trespasser, stealing a ride on top of a freight car, was knocked off by an overhead bridge, and falling under the wheels was cut to pieces.

February 21 1889—At Conway Junction, John F. Willey, a brakeman, stepped off a moving engine and falling under the wheels was run over and killed.

May 30 1889—At Portland, William McDonald, a trespasser, walking on the tracks near the transfer station bridge, was struck by a passing train, from the effects of which he soon afterwards died.

July 21 1889—At Old Orchard, James Sellars, while walking upon the platform, fell off, and was struck by the cars, and was slightly cut upon the head. He was intoxicated.

July 27 1889—At Portland, Henry B. Johnson, an employe, while coupling cars, was caught and had his arm jammed.

August 5 1889—At Old Orchard, Annie Whitehouse attempted to get on the cars after they had started, and falling upon the platform, hurt her side slightly.

August 23 1889—At Old Orchard, W. F. Fernald jumped from a moving train, cutting his face slightly.

September 2 1889—At Portland, John Lucy, an employe, was thrown from the platform of a baggage car by a sudden lurch of the train, and fatally injured.

September 17 1889—At State street crossing, Portland, Charles L. Robinson, and his son, while driving too close to the track, had his carriage struck by a car and overturned, slightly injuring both of them.

NAME AND RESIDENCE OF OFFICERS.

President—George C. Lord, Newton, Mass.

General Manager—James T. Furber, Lawrence.

Superintendents—Wm. Merritt, Western Division, Boston, Mass. D. W. Sanborn, Eastern Div., Somerville, Mass. John W. Sanborn, Northern Div., Wolfboro' Jc., N. H. George W. Hurlburt, W. N. & P. Division, Worcester, Mass. W. F. Simons, Southern Division, Somerville, Mass. H. E. Fulsom, Passumpsic Division, Lyndonville, Vt. George E. Todd, Northern R. R. Division, Concord, N. H.

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

General Freight Agent—W. F. Berry, Winchester, Mass.

Treasurer—Amos Blanchard, Andover, Mass.

General Auditor—Wm. J. Hobbs, Malden, Mass.

Clerk of Corporation—Chauncey P. Judd, Reading, Mass.

Name and Residence of Directors Last Elected—George C. Lord, Newton, Mass. Amos Paul, South Newmarket, N. H. Wm S. Stevens, Dover, N. H. Jos S. Ricker, Deering, Me. Richard Alney, Boston, Mass. Samuel C. Lawrence, Medford, Mass. Frank Jones, Portsmouth, N. H. Wm. T. Hart, Boston, Mass.

Proper Address of the Company—Boston & Maine Railroad, Boston, Mass.

**Report of the Belfast & Moosehead Lake Railroad Company, for
the Year Ending September 30 1889.**
(Leased to Maine Central Railroad Company.)

Previous Year.	GENERAL EXHIBIT FOR THE YEAR.	
\$36,000 00	Total income, rental.....	\$36,000 00
478 33	Total expense, including taxes.....	220 99
35,521 67	Net income.....	35,779 01
9,000 00	Interest accrued during year, on funded debt.....	7,500 00
26,808 30	Dividends declared, 6 per cent, preferred.....	16,062 00
	Dividends declared 3 2-10 per cent, non-preferred....	12,172 80
Deficit, 286 63	Balance for the year, surplus.....	44 21
	Balance at commencement of year, deficit.....	91 99
194 64	Balance at commencement of year as so changed.....	
91 99	Balance September 30 1889, deficit.....	47 78
	ANALYSIS OF EARNINGS.	
36 000 00	Rents for use of road.....	36,000 00
36,000 00	Total income from all sources.....	36,000 00
	ANALYSIS OF EXPENSES.	
478 33	General salaries, office expenses, and miscellaneous...	220 99
	BALANCE SHEET—ASSETS.	
1,118,000 00	Construction account.....	1,118,000 00
1,118,000 00	Total assets.....	1,118,000 00
	BALANCE SHEET—LIABILITIES.	
648,100 00	Capital stock.....	648,100 00
150,000 00	Funded debt.....	150,000 00
319,900 00	Unfunded debt.....	319,900 00
1,118,000 00	Total liabilities.....	1,118,000 00
	DESCRIPTION OF ROAD.	
	Length of main line of road from Belfast to Burnham	
36	Junction.....	36
36	Length of main line of road in Maine.....	36

NAME AND RESIDENCE OF OFFICERS.

President—Charles B Hazeltine, Belfast, Maine.

Treasurer—John H. Quimby, Belfast, Maine.

Name and Residence of Directors Last Elected—Charles B. Hazeltine, Belfast, Me. George B. Ferguson, Belfast, Me. Edward Johnson, Belfast, Me. Josiah Mitchell, Belfast, Me. Edward Sibley, Belfast, Me. John G. Brooks, Belfast, Me. Asa A. Howes, Belfast, Me. Wm. C. Marshall, Belfast, Me. Wm. M. Woods, Belfast, Me.

Proper Address of the Company—Belfast & Moosehead Lake R. R. Co., Belfast, Me.

**Report of the Biddeford & Saco Railroad Company, for the Year
Ending September 30 1889.**

Previous Year.	GENERAL EXHIBIT FOR THE YEAR.	
\$9,622 95	Total income.....	\$18,819 42
7,139 70	Total expense, including taxes.....	16,404 88
2,483 25	Net income.....	2,414 54
600 00	Interest accrued during year.....	2,480 18
	on funded debt..... \$2100 00	
	on other debts..... 80 18	
1,883 25	Dividends declared.....	65 64
	Balance for the year, deficit.....	
	Balance at commencement of year, surplus.....	1,883 25
1,883 25	Balance at commencement of year as so changed, surplus.....	
	Balance September 30 1889.....	1,817 61
	ANALYSIS OF EARNINGS.	
9,622 95	From local passengers.....	18,494 28
	Total earnings from passenger department.....	18,494 28
	Income from all other sources, specifying same.....	325 14
	Advertising..... \$174 35	
	Manure..... 150 79	
9,622 95	Total income from all sources.....	18,819 42
	ANALYSIS OF EXPENSES.	
	Taxes.....	19 24
	Insurance.....	229 59
	Pay roll.....	7,275 23
	Repairs of road.....	340 42
	General expense.....	1,822 77
	Provender.....	4,858 51
	Horse hire.....	47 00
	Salaries.....	1,723 87
	Equipment repairs.....	84 79
	Real estate repairs.....	3 46
	Total expenses.....	16,404 88
	PROPERTY ACCOUNTS—CHARGES AND CREDITS DURING THE YEAR.	
	Real estate and buildings.....	1,210 80
	Horses.....	4,380 55
	Cars.....	120 00
	Harnesses and stable equipment.....	340 57
	Construction.....	50 00
	Miscellaneous equipment.....	690 29
	Net addition to property account for the year.....	6,792 21
	BALANCE SHEET—ASSETS.	
54,011 20	Construction account.....	54,061 20
19,422 95	Equipment account.....	24,954 36
7,000 00	Other permanent investments, lands and buildings in Saco.....	8,210 80
2,049 10	Cash item, cash.....	121 25
	Other assets, sinking fund.....	800 00
82,483 25	Total assets.....	88,147 61

BALANCE SHEET—LIABILITIES.

Previous Year.		
\$40,000 00	Capital stock.....	\$40,000 00
40,000 00	Funded debt.....	40,000 00
600 00	Unfunded debt, as follows.....	6,330 00
	Interest unpaid.....	\$ 615 00
	Notes payable.....	5715 00
1,883 25	Profit and loss balance, if surplus.....	1,817 61
82,483 25	Total liabilities.....	\$88,147 61
	MILEAGE, TRAFFIC, &C.	
41,970	Passenger-train mileage.....	79,930
49,970	Total train mileage.....	79,930
	Number of season ticket passengers.....	90
125,468	Number of local passengers, including season.....	268,838
125,468	Total number of passengers.....	268,838
24	Average number of persons employed.....	17
	DESCRIPTION OF ROAD.	
5.728	Length of main line of road, from Biddeford to Old Orchard.....	5.728
5.728	Length of main line of road in Maine.....	5.728
5.728	Total length of road belonging to this company.....	5.728
.300	Aggregate length of sidings and other tracks not above enumerated.....	.300
6.028	Aggregate length of track, computed as single track.....	6.028
6.028	Same in Maine.....	6.028
6.028	Total length of steel rails in tracks.....	6.028
6.028	Weight per yard, 35 lbs ; number of miles.....	6.028

EQUIPMENT

Number of horses owned.....	80
Number of passenger cars owned; 8 open, 4 closed, 3 herdies.....	15

NAME AND RESIDENCE OF OFFICERS.

President—Stephen F. Shaw, Biddeford, Maine.

Superintendent—Charles H. Andrews, Biddeford, Maine.

Treasurer—Charles H. Prescott, Biddeford, Maine.

Clerk of Corporation—Charles H. Prescott, Biddeford, Maine.

Name and Residence of Directors Last Elected—Stephen F. Shaw, Biddeford, Maine. Carlos Heard, Biddeford, Maine. Charles H. Prescott, Biddeford, Maine. Ezreff H. Banks, Biddeford, Maine. Stephen S. Mitchell, Saco, Maine. Hampton E. Hill, Saco, Maine. Horace Woodman, Saco, Maine. Charles B. Pratt, Worcester, Mass. Harry S. Seeley, Worcester, Mass.

Proper Address of the Company—Biddeford & Saco Railroad Company, Biddeford, Maine.

**Report of the Bridgton & Saco River Railroad Company, for the
Year Ending September 30 1889.**

(Two Feet Gauge.)

Previous Year.	GENERAL EXHIBIT FOR THE YEAR.		
\$21,945 54	Total income.....		\$23,370 67
17,826 79	Total expense, including taxes.....		18,078 46
4,118 75	Net income.....		5,292 21
5,773 54	Interest accrued during year.....		5,005 00
	on funded debt.....	\$4800 00	
	on other d. bt.....	205 00	
* 1,654 79	Balance for the year, surplus.....		287 21
† 915 47	Balance at commencement of year, deficit, \$739 32.		
	Balance at commencement of year as so changed, de-		
739 32	ficit.....		739 32
	Balance September 30 1889, deficit.....		452 11
	ANALYSIS OF EARNINGS.		
1,919 03	From local passengers.....		2,607 09
7,182 34	From through passengers, to and from other roads...		6,796 71
1,151 75	From express and extra baggage.....		1,743 07
724 68	From mails.....		724 68
10,977 80	Total earnings from passenger department.....		11,871 55
4,433 65	From local freight.....		4,979 74
6,534 09	From through freight, to and from other roads.....		6,519 38
10,967 74	Total earnings from freight department.....		11,499 12
21,945 54	Total transportation earnings.....		23,370 67
21,945 54	Total income from all sources.....		23,370 67
	ANALYSIS OF EXPENSES.		
102 12	Taxes.....		85 26
1,225 70	General salaries, office expenses, and miscellaneous...		1,469 53
91 10	Insurance.....		94 45
10 16	Telegraph expenses.....		6 59
3,715 19	Repairs of road.....		3,604 64
1,861 01	New ties, number laid, 18,863, cedar.....		2,897 06
201 00	Repairs of bridges.....		206 04
249 29	Repairs of buildings.....		109 64
	Repairs of fences, road crossings and signs.....		11 29
692 49	Removing ice and snow.....		133 28
663 23	Repairs of locomotives.....		754 56
1,461 01	Fuel, locomotive power.....		1,371 92
13 35	Water and water stations.....		1 30
145 26	Fuel for cars, stations, shops and stationary engines..		159 61
199 64	Oil and waste.....		206 43
502 11	Switchmen, watchmen, flag and signal men.....		499 59
477 80	Repairs of passenger, mail and baggage cars.....		368 81
1,264 81	Salaries, wages and incidentals of passenger trains, }		2,890 61
1,132 27	Salaries, wages and incidentals of passenger stations }		
531 99	Repairs of freight cars.....		537 52
13 03	Damages and gratuities freight.....		10 98
1,664 80	Salaries, wages and incidentals of freight trains, }		2,659 35
1,532 28	Salaries, wages and incidentals of freight stations, }		
17,826 79	Total expenses.....		\$18,078 46

*Deficit.

†surplus.

PROPERTY ACCOUNTS—CHARGES AND CREDITS DURING THE YEAR.

Previous Year.		
	Land, land damages and fences.....	\$ 305 00
	Freight and other cars, number, 3.....	1,077 36
	Total expenditures charged to property accounts.....	1,382 36
	BALANCE SHEET—ASSETS.	
\$169,395 46	Construction account.....	169,700 46
26,473 62	Equipment account.....	27,550 98
6,469 20	Cash item, cash.....	2,933 34
1,597 45	Other assets, as follows.....	1,648 63
	Materials and supplies.....\$1431 58	
	Debit balances.....217 05	
739 32	Profit and loss balance, if deficit.....	452 11
204,675 05	Total assets.....	202,305 52
	BALANCE SHEET—LIABILITIES.	
89,554 00	Capital stock.....	89,554 00
106,200 00	Funded debt.....	106,500 00
8,921 05	Unfunded debt, as follows.....	6,251 52
	Notes payable.....\$4150 00	
	Vouchers and accounts.....2101 52	
204,675 05	Total liabilities.....	202,305 52
	Present or Contingent Liabilities not Included in the Balance Sheet.	
	Interest on 2d mortgage bonds.....	2,376 00
786 00	Other liabilities.....	
	MILEAGE, TRAFFIC, &C.	
4,178	Number of local passengers, including season.....	4,927
8,873	Number of through passengers, to and from other roads.....	8,350
13,051	Total number of passengers.....	13,277
47,333	Local passenger mileage, local passengers carried one mile.....	56,654
138,700	Through passenger mileage, through passenger carried one mile.....	129,877
5,625	Number of tons of local freight carried.....	5,946
4,790	Number tons through freight carried, to and from other roads.....	4,882
10,415	Total number tons freight carried.....	10,828
73,649	Local freight mileage, tons local freight carried one mile.....	73,232
75,796	Through freight mileage, tons through freight carried one mile.....	76,845
25	Average number of persons employed.....	25
	DESCRIPTION OF ROAD.	
16	Length of main line of road from Hiram to Bridgton..	16
16	Length of main line in Maine.....	16
16	Total length of road belonging to this company.....	16
	Aggregate length of sidings and other tracks not above enumerated.....	2
17	Total length of steel rails in tracks.....	17
	Weight per yard.....30 lbs.	

DESCRIPTION OF ROAD—*Concluded.*

Previous Year.		
16	Total miles of road operated by this company	16
16	Total miles of road operated by this company in Maine,	16
	Number of stations in Maine on all roads operated by	
6	this company	6
2	Number of telegraph offices in same	2
	Number of stations on all roads owned by this com-	
6	pany	6
6	Same in Maine	6

EQUIPMENT.

Number of locomotives owned	2
Number of passenger cars owned	2
Number of baggage, mail and express cars owned	2
Number of freight cars owned, basis of eight wheels	18

NAME AND RESIDENCE OF OFFICERS.

President—William F. Perry, Bridgton, Maine.

Superintendent—J. A. Bennett, Bridgton, Maine.

General Freight Agent—J. A. Bennett, Bridgton, Maine.

General Passenger Agent—J. A. Bennett, Bridgton, Maine.

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

Clerk of Corporation—J. A. Bennett, Bridgton, Maine.

Name and Residence of Directors Last Elected—William F. Perry, Bridgton, Maine. William A. Stevens, Bridgton, Maine. A. H. Burnham, Bridgton, Maine. David P. Chaplin, Bridgton, Maine. Darwin Ingalls, Bridgton, Maine. Samuel S. Fuller, Bridgton, Maine. George E. Mead, Bridgton, Maine. W. H. Milliken, Portland, Maine. Almon Young, Hiram, Maine.

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

**Report of the Canadian Pacific Railroad Company, for the Year
Ending September 30 1889.**

Previous Year.	GENERAL EXHIBIT FOR THE YEAR.	
	Total income.....	\$16,889 85
	Total expense, including taxes.....	21,395 69
	ANALYSIS OF EARNINGS.	
	From local passengers.....	} 9,526 67
	From through passengers, to and from other roads, }	
	From mails.....	564 00
	Total earnings from passenger department.....	10,090 67
	Total earnings from freight department.....	6,799 18
	Total transportation earnings.....	16,889 85
	Total income from all sources.....	16,889 85
	ANALYSIS OF EXPENSES.	
	General salaries, office expenses, and miscellaneous.....	944 27
	Telegraph expenses.....	90 00
	Repairs of road.....	1,113 36
	New ties.....	641 10
	Repairs of bridges.....	698 73
	Repairs of buildings.....	228 04
	Repairs of machine shops and machinery.....	33 70
	Repairs of fences, road crossings and signs.....	119 46
	Repairs of locomotives.....	469 66
	Fuel, locomotive power.....	6,443 12
	Water and water stations.....	551 29
	Oil and waste.....	131 97
	Repairs of freight cars.....	578 10
	Salaries, wages and incidentals of freight trains.....	6,469 08
	Salaries, wages and incidentals of freight stations.....	2,979 81
	Total expenses.....	21,395 69
	PROPERTY ACCOUNTS—CHARGES AND CREDITS DURING THE YEAR.	
	Grading and masonry.....	52,084 90
	Bridging.....	10,001 77
	Superstructure, including rails.....	513 04
	Land, land damages and fences.....	4,431 66
	Passenger and freight stations, wood-sheds and water- stations.....	12,786 97
	Engine houses, car-sheds and turn-tables.....	4,762 29
	Engineering, agencies, salaries and other expenses during construction.....	709 85
	Total for construction.....	85,290 48
	Total expenditures charged to property accounts.....	85,290 48
	Net addition to property account for the year.....	85,290 48
	BALANCE SHEET—ASSETS.	
	Construction account.....	3,679,273 29
	Equipment account.....	309,400 00
	MILEAGE, TRAFFIC, ETC.	
	Total number of passengers.....	4,315
	Total number tons freight carried.....	4,735
	Average weight of freight trains, exclusive of freight, Average number of cars in freight train.....	157 tons.
	Average number of persons employed.....	15
		350

DESCRIPTION OF ROAD.

Previous Year.		
	Length of main line of road from Boundary to Mattawankeag	144.5
	Length of main line of road in Maine.....	144.5
	Total length of road belonging to this company.....	144.5
	Aggregate length of sidings and other tracks not above enumerated.	4.3
	Same in Maine.....	4.3
	Aggregate length of track, computed as single track, Same in Maine.....	148.8
	Total length of steel rails in tracks.....	148.8
	Weight per yard 60 lbs.	
	Total miles of road operated by this company.....	144.5
	Total miles of road operated by this company in Maine, Number of stations in Maine on all roads operated by this company.....	144.5
	Number of telegraph offices in same	14
	Number of stations on all roads owned by this company	9
	Same in Maine	14
	Same in Maine	14

EQUIPMENT.

Number of locomotives owned.....	6
Number of freight cars, basis of 8 wheels, owned.....	500
Number of other cars owned.....	6

NAME AND RESIDENCE OF OFFICERS.

President—Wm. C. Van Horne, Montreal, Canada.

Vice President—Thomas G. Shaughnessy, Montreal, Canada.

Clerk of Corporation—I. G. Ogdin, acting, Montreal, Canada.

Name and Residence of Directors Last Elected—Wm. C. Van Horne, Montreal, Canada.
 T. G. Shaughnessy, Montreal, Canada. Sir George Stephen, Bart., Montreal, Canada.
 Sir Donald A. Smith, K. C. M. G., Montreal, Canada. George Olds, Montreal,
 Canada. E. R. Burpee, Bangor, Me. C. F. Woodard, Bangor, Me.

Proper Address of the Company—Canadian Pacific Railway, Montreal, Canada.

**Report of the Dexter & Newport Railroad Company, for the Year
Ending September 30 1889.**

Previous Year		GENERAL EXHIBIT FOR THE YEAR.	
\$18,000	00	Total income	\$19,086 47
		Total expense, including taxes	822 50
		Net income	18,263 97
		Interest accrued during year, on funded debt	10,500 00
7,320	00	Dividends declared, 6 per cent.	7,320 00
		Balance for year, surplus	443 97
		Balance at commencement of year	186 47
186	47	Balance at commencement of year as so charged	630 44
ANALYSIS OF EARNINGS.			
		Rents for use of road	18,000 00
		Income from all other sources	1,086 47
Total income from all sources			19,086 47
ANALYSIS OF EXPENSES.			
42	93	Taxes	21 87
261	75	General salaries, office expenses, and miscellaneous	550 72
Total expenses			572 59
BALANCE SHEET—ASSETS.			
297,000	00	Construction account	297,000 00
186	47	Cash item, cash	528 85
297,186	47	Total assets	297,528 85
BALANCE SHEET—LIABILITIES.			
122,000	00	Capital stock	122,000 00
175,000	00	Funded	175,000 00
		Unfunded debt, interest unpaid	174 00
186	47	Profit and loss balance, if surplus	354 85
297,186	47	Total liabilities	297,528 85
DESCRIPTION OF ROAD.			
		Length of main line of road from Dexter to Newport,	14
		Total length of road belonging to this company	14

NAME AND RESIDENCE OF OFFICERS.

President—Charles Shaw, Dexter, Me.

Treasurer—Albert F. Bradbury, Dexter, Me.

Clerk of Corporation—Josiah Crosby, Dexter, Me.

Name and Residence of Directors Last Elected—Charles Shaw, Dexter, Me. James W. Bradbury, Augusta, Me. Francis W. Hill, Exeter, Me. George Fisher, Bath, Me. Albert F. Bradbury, Dexter, Me. Oscar Holway, Augusta, Me. W. D. Sewall, Bath, Me.

Proper Address of the Company—Dexter & Newport Railroad Company, Dexter, Me.

Report of the Eastern Maine Railway Company, for the Year Ending September 30 1889.

(Leased to the Maine Central Railroad Company.)

Previous Year	GENERAL EXHIBIT FOR THE YEAR.	
\$9,500 00	Total income.....	\$9,500 00
500 00	Total expense, including taxes.....	500 00
9,000 00	Net income.....	9,000 00
	Dividends declared, 4½ per cent.....	9,000 00
	ANALYSIS OF EARNINGS.	
	Rents for use of road.....	9,500 00
	ANALYSIS OF EXPENSES.	
	General salaries, office expenses, and miscellaneous ..	500 00
	BALANCE SHEET—ASSETS.	
	Construction account.....	200,000 00
	Cash item.....	183 99
	Total assets.....	200,183 99
	BALANCE SHEET—LIABILITIES.	
	Capital stock.....	\$200,000 00
	Profit & loss balance, if surplus.....	183 99
	Total liabilities.....	200,183 99
	DESCRIPTION OF ROAD.	
	Length of main line of road from Bangor to Bucksport.....	18.8
	Length of main line of road in Maine.....	18.8
	Total length of road belonging to this company.....	18.8

NAME AND RESIDENCE OF OFFICERS.

President—Eugene Hale, Ellsworth, Me.

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

Treasurer—G. W. Kimball, Rockland, Me.

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

Name and Residence of Directors Last Elected—Eugene Hale, Ellsworth, Me. L. A. Emery, Ellsworth, Me. S. D. Bailey, Bath, Me. M. Sumner, Rockland, Me. Davis Tillson, Rockland, Me. G. W. Kimball, Rockland, Me.

Proper Address of the Company—Eastern Maine Railway Company, Rockland, Me.

**Report of the European & North American Railway, for the Year
Ending September 30 1889.**

Previous Year.	GENERAL EXHIBIT FOR THE YEAR.	
	Total income	\$ 25,655 00
	Total expense, including taxes	519 91
	Net income	125,135 09
	Dividends declared, 5 per cent.	124,435 00
	Balance for the year, surplus	700 09
	Balance September 30 1889, surplus	700 09
	BALANCE SHEET—ASSETS.	
	Construction account	3,255,570 23
	Equipment account	330,678 77
	Other permanent investments, stock of European & North American Ry.	3,290 00
	Cash item	1,890 03
	Total assets	3,591,429 03
	BALANCE SHEET—LIABILITIES.	
	Capital stock	\$2,488,700 00
	Funded debt	1,000,000 00
	Unfunded debt, as follows	11,792 50
	Dividends unpaid	\$1,242 50
	Vouchers and accounts	10,550 00
	Profit & loss balance, if surplus	90,937 53
	Total liabilities	3,591,430 03

NAME AND RESIDENCE OF OFFICERS.

President—Noah Woods, Fitchburg, Mass.

Treasurer—A. T. Thompson, Bangor, Me.

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

Name and Residence of Directors Last Elected—Noah Woods, Fitchburg, Mass.
Thomas J. Steward, Bangor, Me. C. P. Stetson, Bangor, Me. E. H. Blake, Bangor,
Me. Sprague Adams, Bangor, Me. F. A. Nelson, Bangor, Me. N. C. Ayer, Bangor,
Me. C. F. Bragg, Bangor, Me. W. H. Strickland, Bangor, Me.

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

Report of the Franklin & Megantic Railroad Company, for the
Year Ending September 30 1889.

(Two feet gauge.)

Previous Year	GENERAL EXHIBIT FOR THE YEAR.	
	Total income	\$10,734 25
	Total expense, including taxes.	9,023 11
	Net income	1,711 14
	Interest accrued during year.	4,404 00
	on funded debt \$3,180 00	
	on other debt 1,224 00	
	Balance for the year, deficit	2,692 86
	ANALYSIS OF EARNINGS.	
	From local passengers,	2,847 10
	From through passengers, to and from other roads, }	
	From express and extra baggage.	370 66
	From mails	649 32
	Total earnings from passenger department	3,867 08
	From local freight,	6,821 88
	From through freight, to and from other roads, }	
	Total earnings from freight department.	6,821 88
	Total transportation earnings.	10,688 96
	Income from all other sources, collection from stock subscription	45 29
	Total income from all sources.	10,734 25
	ANALYSIS OF EXPENSES.	
	Taxes.	27 25
	General salaries, office expenses, and miscellaneous.	1,264 49
	Insurance	42 75
	Repairs of road	2,655 12
	Repairs of locomotives.	149 25
	Fuel, locomotive power.	1,220 71
	Fuel for cars, stations, shops and stationary engines.	50 00
	Oil and waste	212 17
	Repairs of passenger, mail and baggage cars	67 00
	Salaries, wages and incidentals of passenger trains.	1,659 27
	Salaries, wages and incidentals of passenger stations,	962 50
	Repairs of freight cars	600 38
	Damages and gratuities freight	112 22
	Total expenses	9,023 11
	PROPERTY ACCOUNTS—CHARGES AND CREDITS DURING THE YEAR.	
	Grading and masonry,	
	Bridging,	
	Superstructure, including rails,	
	Land, land damages and fences,	
	Passenger and freight stations, wood-sheds }	740 33
	and water-stations,	
	Engine houses, car-sheds and turn-tables,	
	Machine shops,	
	Total for construction.	740 33
	Total for equipment	654 38
	Net addition to property account for the year.	1,394 71

BALANCE SHEET—ASSETS.

Previous Year.		
	Construction account.	\$98,676 90
	Equipment account.	18,689 00
	Other permanent investments.	275 00
	Cash item, as follows.	1,796 67
	Bills receivable. \$1,515 42	
	Due from agents and companies. 281 25	
	Other assets, materials and supplies.	1,100 00
	Profit and loss balance, if deficit.	23,591 03
	Total assets.	144,128 60
	BALANCE SHEET—LIABILITIES.	
	Capital stock.	\$36,684 91
	Funded debt.	53,000 00
	Unfunded debt, as follows.	54,443 69
	Interest unpaid. \$15,822 80	
	Notes payable. 22,522 89	
	Vouchers and accounts. 16,098 00	
	Total liabilities.	144,128 60
	MILEAGE, TRAFFIC, ETC.	
	Passenger train mileage.	9,390
	Freight train mileage.	2,496
	Other train mileage.	3,900
	Total train mileage.	15,786
	Number of local passengers, including season.	4,383
	Number of through passengers, to and from other roads.	2,146
	Total number of passengers.	6,529
	Local passenger mileage, local passengers carried one mile.	45,189
	Through passenger mileage, through passengers carried one mile.	32,741
	Total number tons freight carried.	7,749
	Average weight of passenger trains, exclusive of passengers.	25 tons.
	Average number of cars in passenger trains.	2
	Average weight of freight trains, exclusive of freight.	27 tons.
	Average number of cars in freight train.	4
	Average number of persons employed.	24
	DESCRIPTION OF ROAD.	
	Length of main line of road from Strong to Kingfield.	15.0
	Length of main line of road in Maine.	15.0
	Branch owned by company, Mt. Abram, length.	1.7
	Total length of branches owned by company.	1.7
	Total length of road belonging to this company.	16.7
	Aggregate length of sidings and other tracks not above enumerated.5
	Aggregate length of track, computed as single track, Same in Maine.	17.2
	Weight per yard, 25 lbs. Number of miles.	15.4
	Weight per yard, 35 and 40 lbs. Number of miles.	1.7
	Total miles of road operated by this company.	16.7
	Number of telegraph offices in same.	1.0
	Number of stations on all roads owned by this company.	8.0
	Same in Maine.	8.0

EQUIPMENT.

Number of locomotives, owned.....	2
Number of passenger cars, owned.....	1
Number of baggage, mail and express cars, owned.....	1
Number of freight cars, basis of 8 wheels, owned.....	32
Number of other cars, owned.....	6
Snow plow, owned.....	1

NAME AND RESIDENCE OF OFFICERS.

President—Varnum B. Mead, Boston, Mass.

Superintendent—Fred S. Mead, Boston, Mass.

General Freight Agent—Philip H. Stubbs, Strong, Me.

General Passenger Agent—Philip H. Stubbs, Strong, Me.

Clerk—Philip H. Stubbs, Strong, Me.

Name and Residence of Directors Last Elected—V. B. Mead, Boston, Mass. N. B. Bryant, Boston, Mass. S. W. Sargent, Boston, Mass. Philip H. Stubbs, Strong, Me. W. D. Heath, Salem, Mass. O. Tafts, Kingfield, Me. J. Winter, Kingfield, Me.

Proper Address of the Company—Franklin & Megantic Railroad Company, Strong, Me.

**Report of the Fryeburg Horse Railroad Company, for the Year
Ending September 30 1889.**

Previous Year.	GENERAL EXHIBIT FOR THE YEAR.	
	Total income.....	\$477 10
	Total expense, including taxes.....	205 56
	Net income.....	271 54
	Interest accrued during year.....	66 34
	Balance for the year.....	205 20
	DESCRIPTION OF ROAD.	
	Length of main line of road from depot to Martha's Grove.....	3

NAME AND RESIDENCE OF OFFICERS.

President—Freeman Hatch, Cornish, Me.

General Manager—Seth W Fife, Fryeburg, Me.

Treasurer—John Locke, Fryeburg, Me.

Clerk—Seth W. Fife, Fryeburg, Me.

Name and Residence of Directors Last Elected—Freeman Hatch, Cornish, Me. John Locke, Fryeburg, Me. Theodore H. Johnson, Portland, Me. Albert F. Richardson, Castine, Me. Cassius W. Pike, Fryeburg, Me.

Proper Address of the Company—Fryeburg Horse Railroad, Fryeburg, Me.

**Report of the Green Mountain Railway Company, for the Year
Ending September 30 1889.**

Previous Year.	GENERAL EXHIBIT FOR THE YEAR.	
	Total income.....	\$2,154 10
	Total expense (including taxes)	5,182 56
	Interest accrued during year.....	2,883 60
	on funded debt..... \$2400 00	
	on other debt..... 483 60	
	Balance for the year, deficit.....	5,912 06
	Balance at commencement of year, deficit	6,522 14
	\$6,522 14 Balance September 30 1889, deficit.....	12,434 20
		ANALYSIS OF EARNINGS.
From local passengers.....	2,070 75	
Income from all other sources.....	83 35	
Total income from all sources.....	2,154 10	
	ANALYSIS OF EXPENSES.	
Taxes.....	\$ 105 99	
General salaries, office expenses, and miscellaneous..	2,651 62	
Insurance.....	150 00	
Repairs of road.....	459 08	
Repairs of locomotives.....	56 94	
Fuel, locomotive power.....	343 12	
Stage line.....	1,200 00	
Repairs of passenger, mail and baggage cars.....	215 81	
Total expenses.....	5,182 56	
	BALANCE SHEET—ASSETS.	
Construction account.....	\$104,278 58	
Equipment account.....	15,700 00	
Other permanent investments, as follows.....	11,500 00	
Hotel on Green Mountain..... \$9,000 00		
Steamer..... 2,500 00		
Profit and loss balance, if deficit.....	12,434 20	
Total assets.....	143,912 78	
	BALANCE SHEET—LIABILITIES.	
Capital stock.....	\$87,500 00	
Funded debt.....	40,000 00	
Unfunded debt, as follows.....	16,412 78	
Interest unpaid..... \$ 2,400 00		
Notes payable..... 10,984 32		
Vouchers and accounts..... 3,028 46		
Total liabilities.....	\$143,912 78	
	MILEAGE, TRAFFIC, ETC.	
Number of local passengers, including season.....	1,305	
Average number of persons employed.....	7	
	DESCRIPTION OF ROAD.	
Length of main line of road, from base to summit ..	6,300 feet.	
	EQUIPMENT.	
Number of locomotives owned.....	2	
Number of passenger cars owned.....	2	
Number of other cars owned.....	2	

NAME AND RESIDENCE OF OFFICERS.

President—T. J. Stewart, Bangor, Maine.

General Manager—F. H. Clergue, Bangor, Maine.

General Passenger Agent—H. M. Wardwell, Bangor, Maine.

Treasurer—F. M. Laughton, Bangor, Maine.

Clerk of Corporation—F. H. Clergue, Bangor, Maine.

Name and Residence of Directors Last Elected—T. J. Stewart, Bangor, Maine. F. H. Clergue, Bangor, Maine. F. M. Laughton, Bangor, Maine. C. A. Gibson, Bangor, Maine. E. M. Hersey, Bangor, Maine.

Proper Address of the Company—Green Mountain Railway Company, Bangor, Me.

**Report of the Houlton Branch Railroad Company, for the Year
Ending September 30 1889.**

(Leased to New Brunswick Railway Company.)

Previous Year.	GENERAL EXHIBIT FOR THE YEAR	
	Total income.....	\$5,950 00
	Total expense, including taxes.....	3,931 00
	Net income.....	2,019 00
	ANALYSIS OF EARNINGS.	
	From local passengers,	
	From through passengers, to and from other roads. } ..	1,950 00
	From express and extra baggage.....	60 00
	From mails.....	198 00
	From other sources, passenger department.....	4 00
	Total earnings from passenger department.....	2,212 00
	Total earnings from freight department.....	3,525 00
	Income from all other sources.....	213 00
	Total income from all sources.....	5,950 00
	ANALYSIS OF EXPENSES.	
	Taxes.....	\$ 12 00
	General salaries, office expenses, and miscellaneous..	217 00
	Insurance.....	28 00
	Telegraph expenses.....	35 00
	Repairs of road.....	850 00
	New ties.....	115 00
	Repairs of buildings.....	87 00
	Repairs of fences, road crossings and signs.....	55 00
	Removing ice and snow.....	42 00
	Repairs of locomotives.....	233 00
	Fuel, locomotive power.....	610 00
	Water and water stations.....	29 00
	Fuel for cars, stations, shops and stationary engines..	23 00
	Switchmen, watchmen, flag and signal men.....	41 00
	Repairs of passenger, mail and baggage cars.....	117 00
	Salaries, wages and incidentals of passenger trains...	396 00
	Salaries, wages and incidentals of passenger stations,	160 00
	Repairs of freight cars.....	180 00
	Damages and gratuities freight.....	6 00
	Salaries, wages and incidentals of freight trains.....	495 00
	Salaries, wages and incidentals of freight stations....	200 00
	Total expenses.....	3,931 00
	DESCRIPTION OF ROAD.	
	Length of main line of road from Boundary to Houlton,	3
	Length of main line of road in Maine.....	3
	Weight per yard, 52 lbs. Number of miles.....	3

NAME AND RESIDENCE OF OFFICERS.

President—Sir George Stephen, Bart., Montreal.

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

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

Superintendents—John Stewart, Woodstock, N. B.

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

General Passenger Agent—A. J. Heath, St. John, N. B.

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

Clerk of Corporation—Alfred Seeley, St. John, N. B.

Name and Residence of Directors Last Elected—Sir Geo. Stephen, Bart, Montreal. Sir Donald A. Smith, Montreal. Robert Meigher, Montreal. J. Kennedy Tod, New York City. H. O. Northcote, New York City. Samuel Thorne, New York City. D. Willis Janer, New York City. John Kennedy, New York City. E. R. Burpee, Bangor, Me. J. W. Weldon, St. John, N. B. C. W. Weldon, St. John, N. B.

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

**Report of the Kennebunk & Kennebunkport Railroad Company,
for the Year Ending September 30 1889.**

(Leased to and operated by the Boston & Maine Railroad Company.)

Previous Year	GENERAL EXHIBIT FOR THE YEAR.	
\$2,925 00	Total income.....	\$2,925 00
	Net income.....	2,925 00
2,925 00	Dividends declared, 4½ per cent.....	2,925 00
	ANALYSIS OF EARNINGS.	
2,925 00	Rents for use of road.....	2,925 00
2,925 00	Total income from all sources.....	2,925 00
	BALANCE SHEET—ASSETS.	
65,000 00	Construction account.....	65,000 00
65,000 00	Total assets.....	65,000 00
	BALANCE SHEET—LIABILITIES.	
65,000 00	Capital stock.....	65,000 00
65,000 00	Total, not included in balance sheet.....	65,000 00
	DESCRIPTION OF ROAD.	
4.50	Length of main line of road.....	4.50
4.50	Length of main line of road in Maine.....	4.50
4.50	Total length of road belonging to this company.....	4.50
	Aggregate length of sidings and other tracks not above enumerated.....	.61
	Same in Maine.....	.61
	Aggregate length of track, computed as single track, Same in Maine.....	5.11
	Number of stations on all roads owned by this com- pany.....	4.00
	Same in Maine.....	4.00

NAME AND RESIDENCE OF OFFICERS.

President—Edward P. Burnham, Saco, Me.

Treasurer—M. C. Maling, Kennebunk, Me.

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

Name and Residence of Directors Last Elected—Edward P. Burnham, Saco, Me. Moses C. Maling, Kennebunk, Me. Harrison J. Libby, Portland, Me. James G. Cousins, Kennebunk, Me. Hartley Lord, Kennebunk, Me. Joseph A. Titcomb, Kennebunkport, Me. Charles E. Perkins, Kennebunkport, Me.

Proper Address of the Company—Kennebunk & Kennebunkport Railroad, Kennebunk, Me.

**Report of the Knox & Lincoln Railroad Company, for the Year
Ending September 30 1889.**

Previous Year.	GENERAL EXHIBIT FOR THE YEAR.		
\$157,159 67	Total income	\$50,000 00	\$175,596 38
111,660 26	Total expense, including taxes	286 41	120,776 04
45,499 41	Net income		54,820 34
40,000 00	Interest accrued during year		50,286 41
621 50	on funded debt		
	on other debt		
4,877 91	Balance for the year, surplus		4,533 93
	Balance at commencement of year, deficit		27,809 18
27,809 18	Balance at commencement of year as so changed		
	Balance September 30 1889		23,275 25
	ANALYSIS OF EARNINGS.		
28,238 19	From local passengers		33,763 54
58,968 94	From through passengers, to and from other roads		65,982 07
3,766 36	From express and extra baggage		4,283 67
6,372 60	From mails		6,675 86
1,041 84	From other sources, passenger department		2,154 59
98,387 33	Total earnings from passenger department		111,959 71
12,185 17	From local freight		15,133 92
44,626 29	From through freight, to and from other roads		46,694 90
1,960 28	From other sources, freight department, car service		1,807 85
58,771 74	Total earnings from freight department		61,636 67
157,159 67	Total transportation earnings		173,596 36
157,159 67	Total income from all sources		173,596 36
	ANALYSIS OF EXPENSES.		
4,841 90	General salaries, office expenses, and miscellaneous ..		4,875 63
351 50	Insurance		460 00
24,982 71	Repairs of road		27,594 13
	Steel rails, number tons laid, 859.....	\$30,675 89	
20,985 01	less old rails sold.....	\$26,421 61	4,254 28
1,684 98	New ties, number laid, 8000.....		3,410 82
3,226 53	Repairs of bridges		6,259 42
1,963 31	Repairs of buildings		1,876 01
160 91	Repairs of machine shops and machinery		110 11
777 98	Repairs of fences, road crossings and signs		686 11
1,052 12	Removing ice and snow		
4,255 24	Repairs of locomotives		3,181 10
3,954 48	Ferry boat, wharves and slips		6,423 82
8,038 87	Fuel, locomotive power		7,992 45
671 18	Water and water stations		437 84
2,901 22	Fuel for cars, stations, shops and stationary engines ..		2,771 52
687 37	Oil and waste		763 89
3,224 69	Repairs of passenger, mail and baggage cars		3,502 41
	New passenger cars.....		4,365 00
6,854 93	Salaries, wages and incidentals of passenger trains ..		6,892 16
9,033 41	Salaries, wages and incidentals of passenger stations ..		8,968 07
4,933 81	Repairs of freight cars		5,321 55
	New depot at Warren		1,000 00
1,419 28	Damages and gratuities freight		1,616 88
3,267 45	Salaries, wages and incidentals of freight trains.....		3,269 26

ANALYSIS OF EXPENSES—*Concluded.*

Previous Year.		
	New culvert near Wiscasset	\$1,500 00
	Rockland extension	8,000 00
\$ 15 75	Freight-car mileage, debit balances.....	
2,375 63	General expense.....	5,243 58
111,660 26	Total expenses.....	129,776 04
	BALANCE SHEET—ASSETS.	
2,579,532 54	Construction account	\$2,579,532 54
125,300 00	Equipment account	125,300 00
	Cash item, as follows.....	23,816 50
6,410 22	Cash.....	\$4,012 48
	Bills receivable.....	4,436 92
23,367 10	Due from agents and companies.....	15,367 10
5,160 96	Other assets, materials and supplies.....	7,655 71
27,809 18	Profit and loss balance, if deficit.....	23,275 25
2,767,580 00	Total assets	2,759,580 00
	BALANCE SHEET—LIABILITIES.	
364,580 00	Capital stock.....	364,580 00
2,395,000 00	Funded debt.....	2,395,000 00
8,000 00	Unfunded debt.....	
2,767,580 00	Total liabilities.....	2,759,580 00
	MILEAGE, TRAFFIC, &C.	
76,612	Passenger-train mileage.....	78,697
33,202	Freight-train mileage.....	28,318
21,647	Other train mileage.....	21,865
131,460	Total train mileage.....	128,880
68,624	Number of local passengers, including season.....	77,704
39,507	Number of through passengers, to and from other roads.....	45,342
108,131	Total number of passengers.....	123,046
1,061,471	Local passenger mileage, local passengers carried one mile.....	1,202,330
1,483,094	Through passenger mileage, through passengers carried one mile.....	1,682,342
11,202	Number tons local freight carried.....	15,729
38,385	Number tons through freight carried, to and from other roads.....	40,326
49,589	Total number tons freight carried.....	56,055
263,770	Local freight mileage, tons local freight carried one mile.....	404,209
1,401,487	Through freight mileage, tons through freight carried one mile.....	1,475,564
150 tons.	Average weight of freight trains, exclusive of freight, 14	150 tons.
14	Average number of cars in freight train.....	14
110	Average number of persons employed.....	110

DESCRIPTION OF ROAD.

Previous Year.		
50.0	Length of main line of road, from Bath to Rockland..	50.0
	Aggregate length of sidings and other tracks not	
4.5	above enumerated.....	5.0
4.5	Same in Maine.....	5.0
54.5	Aggregate length of track, computed as single track,	55.0
54.5	Same in Maine.....	55.0
38.0	Total length of steel rails in tracks.....	48.5
	Weight per yard 56 lbs.	
	Number of stations in Maine on all roads operated by	
11	this company.....	11
4	Number of telegraph offices in same.....	4

EQUIPMENT.

Number of locomotives owned.....	6
Number of passenger cars.....	11
Number of baggage, mail and express cars owned.....	2
Number of freight cars owned, basis of eight wheels.....	109
Number of other cars.....	9

NAME AND RESIDENCE OF OFFICERS.

President—John T. Berry, Rockland, Maine.

Superintendent—W. L. White, Bath, Maine.

General Freight Agent—W. L. White, Bath, Maine.

General Passenger Agent—W. L. White, Bath, Maine.

Treasurer—F. H. Low, Bath, Maine.

Clerk of Corporation—J. G. Richardson, Bath, Maine.

Name and Residence of Directors Last Elected—John T. Berry, Rockland, Maine. Francis Cobb, Rockland, Maine. A. F. Crockett, Rockland, Maine. E. K. O'Brien, Thomaston, Maine. Edwin O. Clark, Waldoboro', Maine. D. W. Chapman, Damariscotta, Maine. Ebenezer Haggett, Newcastle, Maine. Henry Ingalls, Wiscasset, Maine. John G. Richardson, Bath, Maine. John P. Kelly, Bath, Maine. James W. Wakefield, Bath, Maine.

Proper Address of the Company—Knox & Lincoln Railroad Company, Bath, Maine.

**Report of the Lewiston & Auburn Branch, for the Year Ending
June 30 1889.**

(Leased to the Grand Trunk Railway Company)

Previous Year	GENERAL EXHIBIT FOR THE YEAR.	
\$35,685 22	Total income.....	\$35,395 68
29,755 33	Total expense, including taxes.....	26,764 20
5,929 89	Net income.....	8,631 48
18,000 00	Interest accrued during year.....	18,000 00
12,070 11	Balance for the year, deficit.....	9,368 52
	ANALYSIS OF EARNINGS.	
12,677 90	{ From local passengers, From through passengers, to and from other roads, }	13,190 89
400 00	From express and extra baggage.....	400 00
233 12	From mails.....	235 12
13,311 02	Total earnings from passenger department.....	13,826 01
7,637 89	{ From local freight, From through freight, to and from other roads, }	7,223 92
13,384 00	From other sources, freight department.....	13,241 75
21,021 89	Total earnings from freight department.....	20,465 67
34,332 91	Total transportation earnings.....	34,291 68
1,352 31	Rents.....	1,104 00
35,685 22	Total income from all sources.....	35,395 68
	ANALYSIS OF EXPENSES.	
1,480 62	Taxes.....	1,540 20
11,125 06	Traffic expenses.....	11,003 48
446 57	General charges.....	415 67
467 78	Miscellaneous expenses.....	437 82
7,020 34	Maintenance and renewal of ways and buildings.....	4,490 97
8,090 75	{ Repairs of locomotives } New locomotives.....	7,884 33
774 63	{ Repairs of passenger, mail and baggage cars } New passenger, mail and baggage cars.....	662 82
349 58	Rent of rolling stock.....	328 96
28,274 71	Total expenses.....	26,764 20
	BALANCE SHEET—ASSETS.	
	Construction account } Equipment account }	450,000 00
	Total assets.....	450,000 00
	BALANCE SHEET—LIABILITIES.	
	Capital stock.....	300,000 00
	Funded debt.....	150,000 00
	Total liabilities.....	450,000 00
	MILEAGE, TRAFFIC, ETC.	
15,487	Passenger train mileage.....	16,007
255	Freight train mileage.....	126
8,565	Mixed train mileage.....	8,540
356	Other train mileage.....	6,726
24,663	Total train mileage.....	31,399

MILEAGE, TRAFFIC, ETC.—*Concluded.*

Previous Year.		
80,361	{ Number of local passengers, including season Number of through passengers, to and from other roads }	91,053
80,361	Total number of passengers.....	91,053
512,166	{ Local passenger mileage, local passengers carried one mile Through passenger mileage, throughpas- sengers carried one mile }	546,318
53,536	{ Number tons of local freight carried Number tons through freight carried, to and from other roads }	52,967
53,536	Total number tons freight carried	52,967
321,216	{ Local freight mileage, tons local freight carried one mile Through freight mileage, tons through freight carried one mile }	317,802
121 tons	Average weight of passenger trains, exclusive of pas- sengers.....	121 tons.
3	Average number of cars in passenger trains	3
261 tons.	Average weight of freight trains, exclusive of freight, 20	261 tons.
20	Average number of cars in freight train.....	20
DESCRIPTION OF ROAD.		
5.50	Length of main line of road	5.50
5.50	Length of main line of road in Maine.....	5.50
5.50	Total length of road belonging to this company	5.50
5.50	Total length of steel rails in tracks.....	5.50
Weight per yard, 65 lbs.		
5.50	Total miles of road operated by this company in Maine, Number of stations in Maine on all roads operated by this company	5.50
3.00	Number of telegraph offices in same	3.00
2.00	Number of stations on all roads owned by this com- pany	2.00
3.00	Same in Maine	3.00
3.00	Same in Maine	3.00

NAME AND RESIDENCE OF OFFICERS.

President—B. F. Sturgis, Auburn, Me.

Treasurer—F. W. Parker, Lewiston, Me.

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

Name and Residence of Directors Last Elected—Horace C. Little, Lewiston, Me. F. R. Hoyt, Lewiston, Me. F. W. Parker, Lewiston, Me. R. C. Pennell, Lewiston, Me. Cyrus Longley, Lewiston, Me. A. D. Barker, Lewiston, Me. A. M. Penley, Auburn, Me. A. R. Savage, Auburn, Me.

Proper Address of the Company—The Lewiston & Auburn Branch Railroad, Lewiston, Me.

**Report of the Lime Rock Railroad Company, for the Year Ending
September 30 1889.**

Previous Year.	GENERAL EXHIBIT FOR THE YEAR.	
	Total income.....	\$32,384 55
	ANALYSIS OF EARNINGS.	
	From local freight.....	32,384 55
	Total earnings from freight department.....	32,384 55
	BALANCE SHEET—ASSETS.	
	Construction account.....	337,899 04
	Equipment account.....	71,017 96
	Cash item, as follows.....	6,725 26
	Cash.....	\$94 63
	Personal accounts.....	6,630 63
	Total assets.....	315,642 26
	BALANCE SHEET—LIABILITIES	
	Capital stock, \$300,000; 10 per cent paid in.....	30,000 00
	Funded debt.....	200,000 00
	Unfunded debt, as follows.....	52,500 00
	Notes payable.....	\$52,000 00
	Vouchers and accounts.....	500 00
	Profit and loss balance, if surplus, to be applied to capital.....	33,142 26
	Total liabilities.....	315,642 26
	DESCRIPTION OF ROAD.	
	Length of line of track laid, if road is not completed,	8 miles.

EQUIPMENT.

Number of locomotives, owned.....	2
Number of freight cars, basis of 8 wheels, owned.....	2
Dump cars, owned.....	251
Number of other cars, owned.....	14

NAME AND RESIDENCE OF OFFICERS.

President—Wm. T. Cobb, Rockland, Me.

Superintendent—R. L. Fogg, Rockland, Me.

Treasurer—H. N. Peirce, Rockland, Me.

Name and Residence of Directors Last Elected—Wm. T. Cobb, Rockland, Me. Francis Cobb, Rockland, Me. A. F. Crockett, Rockland, Me. John T. Bragg, Rockland, Me. G. L. Ferrand, Rockland, Me. S. M. Bird, Rockland, Me.

Proper Address of the Company—Lime Rock Railroad Company, Rockland, Me.

**Report of the Maine Central Railroad Company, for the Year
Ending September 30 1889.**

Previous Year.	GENERAL EXHIBIT FOR THE YEAR.	
	Total income.....	\$3,828,161 51
	Total expense, including taxes.....	2,514,715 41
	Net income.....	1,313,446 10
	Rentals, specifying amount to each company.....	233,427 06
	E & N. A. Ry.....	\$125,500 00
	Belfast & Moosehead Lake R. R.....	36,000 00
	Dexter & Newport R. R.....	18,000 00
	Eastern Maine Ry.....	9,500 00
	Portland & Ogdensburg.....	44,427 06
	Interest accrued during the year.....	798,390 70
	on funded debt.....	\$796,941 44
	on other debt.....	1,449 26
	Dividends declared, 6 per cent.....	215,616 00
	Balance for the year.....	66,012 34
	Balance at commencement of year.....	353,054 11
	Rents, wharfage, etc.....	18,604 21
	Interest on sinking funds.....	3,329 73
	Premium on bonds.....	17,500 00
	Balance at commencement of year as so changed.....	392,488 05
	Balance September 30 1889, surplus.....	458,509 39
	ANALYSIS OF EARNINGS.	
	From local passengers.....	881,375 24
	From through passengers, to and from other roads...	763,960 60
	From express and extra baggage.....	76,550 11
	From mails.....	115,255 92
	Total earnings from passenger department.....	1,837,141 87
	From local freight.....	1,012,989 73
	From through freight, to and from other roads.....	978,029 91
	Total earnings from freight department.....	1,991,019 64
	Total transportation earnings.....	3,828,161 51
	Income from all other sources, specifying same.....	18,592 21
	Rents and wharfage.....	\$16,028 41
	Dividend on Dexter & Newport stock...	300 00
	Dividend on Portland & Rochester stock,	282 00
	Dividend on Portland & Ogdensburg stock.....	1,981 80
	Total income from all sources.....	3,846,753 72
	ANALYSIS OF EXPENSES.	
	Taxes.....	79,517 60
	General salaries, office expenses, and miscellaneous ..	105,491 64
	Insurance.....	8,375 00
	Telegraph expenses.....	32,678 49
	Repairs of road.....	388,108 97
	Iron rails, No. tons laid, 501 594-1000.....	9,844 81
	Steel rails, No. tons laid, 2,606 934-1000.....	35,128 34
	New ties, No. laid, 339,594.....	69,951 99
	Repairs of bridges.....	92,941 97
	Repairs of buildings.....	89,184 71
	Repairs of machine shops and machinery.....	20,123 02
	Repairs of fences, road crossings and signs.....	35,294 41

ANALYSIS OF EXPENSES—*Concluded.*

Previous Year.		
Removing ice and snow.....		\$ 5,932 08
Repairs of locomotives		144,500 77
New locomotives.. ..		72,200 63
Fuel, locomotive power.....		279,587 13
Water and water stations.....		20,798 68
Oil and waste.....		23,578 42
Switchmen, watchmen, flag and signal men.....		66,518 77
Repairs of passenger, mail and baggage cars.....		67,972 53
New passenger, mail and baggage cars.....		3,027 07
Damages and gratuities to passengers.....		32,376 56
Salaries, wages and incidentals of passenger trains....		183,001 69
Salaries, wages and incidentals of passenger stations,		104,278 71
Expenses of Bar Harbor Ferry.....		19,260 83
Passenger car mileage (debit balances).....		116,513 38
Repairs of freight cars		85,028 69
New freight cars		25,889 94
Damages and gratuities freight		3,844 30
Salaries, wages and incidentals of freight trains		208 599 39
Salaries, wages and incidentals of freight stations....		120,354 47
Freight-car mileage, debit balances		58,810 42
Total expenses.....		2,514,715 41
BALANCE SHEET—ASSETS.		
Construction account.....		\$10,717,623 17
Equipment account.....		1,926,557 36
Other permanent investments, as follows		4,716,810 22
Androscoggin R. R. lease.....	\$768,333 33	
European & N. American Ry. lease..	1,000,000 00	
Portland & Ogdensburg R. R. lease..	1,011,446 01	
Portland & Ogdensburg R. R. invest-		
ment.....	212,636 25	
Portland & Ogdensburg Ry. extension,		
Maine Shore Line R. R.....	399,145 85	
Portland & Mt. Desert Steamboat Co.		
stock	121,000 00	
Portland Union Railway Co. stock..	25,000 00	
Sebasticook & Moosehead R. R. stock,		
Dexter & Newport R. R. stock	8,000 00	
Dexter & Newport R. R. stock	5,000 00	
Portland & Rochester R. R. stock....	4,700 00	
Portland & Ogdensburg R. R. stock..	79,272 00	
Dexter & Piscataquis R. R. stock....	17,500 00	
Dexter & Piscataquis R. R. account,		
Portland Union Railway Co. bonds...	85,000 00	
Portland Union Railway Co. bonds...	86,000 00	
Cash item, as follows.....		657,909 89
Cash	\$340,225 32	
Bills receivable	256,218 99	
Due from agents and companies.....	61,465 58	
Other assets, as follows		459,861 15
Materials and supplies	\$343,683 31	
Sinking fund	116,177 84	
Total assets		18,478,761 79
BALANCE SHEET—LIABILITIES.		
Capital stock.....		\$3,603,500 00
Stock bonds.....		16,600 00
Funded debt		13,266,700 00

BALANCE SHEET, LIABILITIES—*Concluded.*

Previous Year.	Unfunded debt, as follows.....	\$1,133,461 40
	Maine Central interest scrip	\$8,992 00
	Interest unpaid }	29,294 54
	Dividends unpaid }	
	Interest and rents accrued.....	408,867 43
	Notes payable	154,300 00
	Vouchers and accounts	532,007 43
	Profit and loss balance, if surplus.....	458,500 39
	Total liabilities.....	18,478,761 79
	MILEAGE, TRAFFIC, ETC.	
	Passenger train mileage.....	1,286,902
	Freight train mileage	970,271
	Switching-train and working-train mileage.....	984,974
	Total train mileage.....	3,242,147
	Number of local passengers, including season.....	1,380,036
	Number of through passengers, to and from other roads	379,052
	Total number of passengers.....	1,759,088
	Local passenger mileage, local passengers carried one mile.....	32,234,909
	Through passenger mileage, through passengers carried one mile.....	34,185,125
	Number tons of local freight carried	870,904
	Number tons through freight carried, to and from other roads	458,422
	Total number tons freight carried.....	1,329,326
	Local freight mileage, tons local freight carried one mile.....	42,603,648
	Through freight mileage, tons through freight carried one mile.....	55,137,696
	Average number of persons employed.....	2,500
	DESCRIPTION OF ROAD.	
	Length of main line of road from Portland to Bangor via Augusta.....	136.60
	Length of main line of road from Cumberland Junction to Skowhegan.....	90.70
	Length of main line of road from Bath to Lewiston & Farmington.....	75.90
	Length of main line of road from Portland to Lunenburg	109.34
	Total.....	412.54
	Length of main line of road in Maine.....	354.20
	Length of main line of road in New Hampshire.....	58.34
	Length of double track on main line	11.00
	Same in Maine	11.00
	Total length of road belonging to this company.....	303.20
	Aggregate length of sidings and other tracks not above enumerated	171.00
	Same in Maine.....	161.10

DESCRIPTION of ROAD—*Concluded.*

Previous Year.	Aggregate length of track, computed as single track, Same in Maine.....	829.36 761.12	
	Total length of steel rails in tracks.....	573.84	
	Weight per yard, 67 lbs ; number of miles.....	13.60	
	Weight per yard, 72 lbs.; number of miles.....	4.00	
	Weight per yard, 60 lbs ; number of miles.....	93.04	
	Weight per yard, 58 lbs ; number of miles.....	299.64	
	Weight per yard, 50 lbs ; number of miles.....	41.16	
	<i>Roads and Branches belonging to other Companies, operated by this Company under Lease or Contract</i>		
	Dexter & Newport, length.....	14.00	
	Belfast & Moosehead Lake, length.....	33.10	
	European & North American.....	114.10	
	Stillwater Branch.....	3.00	
	Enfield Branch.....	3.00	
	Eastern Maine.....	18.94	
	Mount Desert Branch, including steam ferry.....	48.66	
	Portland & Ogdeansburg.....	109.34	
	Total length of above roads.....	344.14	
	Total length of above roads in Maine.....	285.80	
	Total length of road in New Hampshire.....	58.34	
	Total miles of road operated by this company.....	647.34	
	Total miles of road operated by this company in Maine.....	589.00	
	Number of stations in Maine on all roads operated by this company.....	140.00	
	Number same having telegraph offices.....	107.00	
	Number of stations on all roads owned by this company.....	75.00	
	Same in Maine.....	75.00	

EQUIPMENT.

	Leased.	Owned.	Total.
Number of locomotives.....	-	120	-
Number of passenger cars.....	-	105	-
Number of baggage, mail and express cars.....	-	48	-
Number of freight cars, basis of eight wheels.....	300	1998	2298
Number of other cars.....	-	180	-

GENERAL INFORMATION.

PLEASE FURNISH THE FOLLOWING GENERAL INFORMATION IN REGARD TO YOUR ROAD.

Maximum weight of locomotives in working order.....	47,000 tons.
Average weight of locomotives in working order.....	39,000 "
Maximum weight of tenders full of fuel and water.....	34,000 "
Average weight of tenders full of fuel and water.....	28,000 "
Maximum weight of passenger cars.....	48,550 "
Average weight of passenger cars.....	41,200 "
Average weight of mail and baggage cars.....	38,800 "
Average weight of 8-wheel box freight cars.....	17,000 "
Average weight of 8-wheel platform cars.....	14,000 "

GENERAL INFORMATION—Continued.

Length of heaviest engine and tender, from center of forward truck-wheel of engine to center of rear wheel of tender.....	45	feet.
Total length of heaviest engine and tender over all	35	"
Number of locomotives equipped with train brake.....	68	
Kind of brake, Westinghouse Air Brake.		
Number of cars equipped with train brake.....	153	
Kind of brake, Westinghouse Air Brake.		
Number of passenger cars with Miller platform and buffer.....	105	
Number of miles of road operated by your Company not furnished with telegraph facilities, specifying location of same:		
From Orono to Upper Stillwater, number of miles	3	
From Enfield to Montague, number of miles.....	3	
Are charges for the transportation of company's supplies included in the earnings as reported for your road? No.		

BRIDGES BUILT WITHIN THE YEAR IN MAINE.

Location.	Kind.	Material.	Length.
Bowdoinham. No. 1.....	Deck plate girder.....	Iron.....	38'
*Vaughn's Brook.....	Deck plate girder.....	Iron.....	42' - 42'
Hallowell Street.....	Through riveted.....	Iron.....	100' 7½"
Two Mile Brook.....	Deck plate girder.....	Iron.....	61
Kenduskeag Draw.....	Through plate girder.....	Iron.....	100' 6"
Sunkhaze.....	Through riveted.....	Iron.....	102' 1"
Sabattis.....	Wooden trestle.....	Wood.....	426' 11"
Fitz Pond.....	Through riveted lattice.....	Iron.....	84'
Union River.....	Through riveted lattice.....	Iron.....	82'
*Center Conway.....	Through riveted.....	Iron.....	154' - 156' 3"

†Number of spans of bridges, of 25 feet and upwards.....	232½
†Number of iron bridges, aggregate length, feet, 13,119	76
†Number of wooden bridges, aggregate length, feet, 11,388.....	68
†Number of bridges part wood and part iron	5
†Number of crossings of highways at grade.....	460
†Number of crossings of highways over railroad.....	32
†Number of crossings of highways under railroad.....	16
†Number of highway bridges 18 feet above track.....	6
†Number of highway bridges less than 18 feet above track.....	26
†Number of railroad crossings at grade, specifying each.....	8
Boston & Maine, Portland.	
Portland & Rochester, Westbrook Junction.	
Portland & Rochester, Cumberland Mills.	
Grand Trunk, Yarmouth Junction.	
Grand Trunk, Danville Junction.	
Sandy River, Farmington Junction.	
Whitefield & Jefferson, Whitefield.	
Concord & Montreal, Scott's.	
†Number of railroad crossings over other railroads. Lewiston & Auburn, at Auburn	

*Two spans.

†In Maine, on miles road owned.

GENERAL INFORMATION—*Concluded.*

RATES OF FARE, ETC.

*Average rate of fare per mile, including season tickets, for local passengers on roads operated by this company	02.73 cents.
Average rate of fare per mile received from passengers to and from other roads	02.23 "
Average rate of fare per mile received from all passengers	02.47 "
Average rate of local freight per ton per mile on roads operated by this company, rates as per tariff.	02.38 "
Average rate of freight per ton per mile received from freight to and from other roads	01.77 "

CAPITAL STOCK.

Capital stock authorized by charter	\$5,000,000 00
Capital stock authorized by vote of company	5,000,000 00
Capital stock issued, number of shares, 35,936; amount paid in	3,593,600 00
Total number of stockholders	632
Number of stockholders in Maine	414
Amount of stock held in Maine	\$1,067,700 00

LIST OF ACCIDENTS.

	From causes beyond their own control. (In Maine.)		From their own misconduct or carelessness. (In Maine.)		Total in Maine.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	1	-	1	-	1	-
Employees,	2	-	2	1	4	1	4	1
Others	3	2	10	2	13	4	14	4

STATEMENT OF EACH ACCIDENT IN MAINE.

October 10 1888—At Augusta, Mr Fitzgerald of Augusta, about seventy years of age, was run over and killed by an engine backing out of engine house.

October 16 1888—At Belfast, William Gray, a flagman, while attempting to hold a horse at crossing, was thrown against rear end of passenger-train No. 87 and injured so badly that he died a few hours later.

November 12 1888—At Livermore Falls station, Frank Burger, eleven years old, while running across the track, was struck by train No. 67, and injured so that he died the same evening. Coroner's jury exonerated company and employes from blame.

November 27 1888—About one mile south of Lewiston lower station, train No. 54 found body of Tim Walsh on the track. He was probably killed by train No. 79 or 80 of the night before. Coroner's jury attached no blame to the company or employes.

*Rates as per tariff.

STATEMENT OF ACCIDENTS—*Continued.*

December 6 1888—Near Pittsfield, Philip Vigue of St. Joseph, P. Q., while leaning from the platform of an express car on train No. 2, was struck by the freight platform and injured so badly that he died the same night. Vigue was stealing a ride. Coroner's jury attached no blame to the company or employes.

December 29 1888—At Danforth, Hiram Osgood, brakeman on train No. 55, was fatally injured by being jammed between engine and flat car. Coroner's jury exonerated the company and employes from all blame in the matter.

January 10 1889—At Hallowell, Arthur Ellis, ten years of age, was run over by train No. 28 while working at that station. The boy's leg was crushed at the ankle. He was supposed to be at play near by and attempted to cross the tracks.

January 18 1889—At Belfast, A. F. Cornforth, brakeman on the Belfast branch, while assisting to switch a snow plow, was struck on the head by the hook of the switch rope, and injured so that he died the next day.

February 20 1889—At Bason Mills, Fred Gulliver, of Oldtown, was found with both legs cut off below the knees after the departure of train No. 11. He was intoxicated and is supposed to have got off the train, and fallen under when attempting to get on again.

February 23 1889—At Kingman, Fireman H. J. Goodman of Vanceboro, Postal Clerk Mudgett of Dexter and Mail Agent John Campbell of St. John, N. B., were buried in wreck of train No. 71, and burned to death, in accident caused by a misplaced switch. Engineer Angell was severely cut and Postal Clerk Cabel Palmer had his foot jammed.

March 7 1889—At Rolling Mill, Patriok Norton, while on his way to his work at 6.30 P. M., was run over by an engine and had his leg crushed above the ankle.

March 19 1889—Near Mattawamkeag, William Kelly, brakeman, fell between the cars and had one leg crushed.

May 29 1889—At Skowhegan, Mazaire Fortier, was run over and killed by an engine backing from the depot. Coroner's jury exonerated company and employes from all blame.

June 10 1889—At Crowell's brook, near Oakland, train No. 13, from Portland to Skowhegan, ran into a washout, fatally injuring Roscoe Stevens of Skowhegan, express messenger. Mail Agent Petterson of Belfast had both legs broken. Mail Agent Libby of Portland had ribs broken, and Engineer Underwood, Fireman Coburn, Baggage-master Harrigan, Brakeman Royal and Mail Agent Spear of Gardiner, received injuries more or less severe.

July 4 1889—At Vanceboro' yard, William Sears of Vanceboro', eighty-five years old, was run over and instantly killed by an engine backing east from the station.

July 16 1889—At Bangor, John Ryao of Chatham, N. B., was run over by cars handled by shifter at Bangor, and had both legs crushed below the knee. He was intoxicated and lying across the rails. Died the next morning.

July 19 1889—At Mattawamkeag, Thomas Higgins of St. Louis, Mo., while stealing a ride, jumped or fell from train No. 64, and had one leg cut off. He was carried to Bangor and died the same day.

August 14 1889—At Scott's, Will C. Collier, thirteen years old, while riding on a construction train was thrown from the cars by the starting of the engine, falling beneath the wheels was killed. He had been warned often to keep away from the train.

STATEMENT OF ACCIDENTS—*Concluded.*

August 28 1889—Two or three miles west of Bangor, train 71 run over the body of John Carmel. He was probably killed by train No. 2 of previous evening. A bottle of liquor was found near by.

September 10 1889—At South Gardiner, train No. 64 struck a team loaded with logs fatally injuring the driver, Charles N. Brown of Skowhegan.

NAME AND RESIDENCE OF OFFICERS.

President—Arthur Sewall, Bath, Me.

Vice President—Payson Tucker, Portland, Me.

General Manager—Payson Tucker, Portland, Me.

Division Superintendent—Jonas Hamilton, Portland, Me.

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

General Passenger and Ticket Agent—F. E. Boothby, Portland, Me.

Treasurer—J. A. Linscott, Farmington, Me.

Clerk of Corporation—J. H. Drummond, Portland, Me.

Name and Residence of Directors Last Elected—Arthur Sewall, Bath, Me. Geo. C. Lord, Newton Mass. Amos Paul, South Newmarket, N. H. Wm. G. Davis, Portland, Me. Frank Jones, Portsmouth, N. H. S. C. Lawrence, Medford, Mass. John Ware, Waterville, Me. H. N. Jose, Portland, Me. Richard Olney, Boston, Mass. Darius Alden, Augusta, Me. J. S. Ricker, Deering, Me. Thomas W. Hyde, Bath, Me. Francis W. Hill, Exeter, Me.

Proper Address of the Company—Maine Central Railroad Company, Portland, Me.

**Report of the Monson Railroad Company, for the Year Ending
September 30 1889.**

(Two Foot Gauge.)

Previous Year.	GENERAL EXHIBIT FOR THE YEAR.		
\$12,747 26	Total income.....		\$11,433 00
8,866 18	Total expense, including taxes.....		10,942 10
3,881 08	Net income.....		490 90
5,241 81	Interest accrued during year.....		4,980 67
	on funded debt.....	\$4200 00	
	on other debt.....	780 67	
1,360 73	Balance for the year, deficit.....		4,489 77
	Balance at commencement of year, deficit.....		88,682 61
87,321 88	Balance at commencement of year as so changed.....		
88,682 61	Balance September 30 1889, deficit.....		93,172 38
	ANALYSIS OF EARNINGS.		
1,308 69	From local passengers.....		1,062 60
294 08	From through passengers, to and from other roads...		367 06
298 06	From express and extra baggage.....		236 35
327 47	From mails.....		262 32
2,228 30	Total earnings from passenger department.....		1,928 33
10,518 96	{ From local freight, From through freight, to and from other roads, }		8,801 75
10,518 96	Total earnings from freight department.....		8,801 75
12,747 26	Total transportation earnings.....		10,730 08
	Income from all other sources, specifying same.....		702 92
	Old freight bill collected.....	\$700 00	
	Rebate of interest.....	2 92	
12,747 26	Total income from all sources.....		11,433 00
	ANALYSIS OF EXPENSES.		
38 06	Taxes.....		50 77
1,522 21	General salaries, office expenses, and miscellaneous...		555 14
100 00	Insurance.....		70 00
1,489 85	Repairs of road.....		2,039 43
	Iron rails.....		298 12
91 38	Repairs of buildings.....		45 75
	Repairs of fences, road crossings and signs.....		35 80
194 14	Removing ice and snow.....		77 14
150 53	Repairs of locomotives.....		116 38
226 70	Fuel, locomotive power.....		1,855 67
113 52	Oil and waste.....		56 54
	Repairs of passenger, mail and baggage cars.....		6 12
2,165 73	Salaries, wages and incidentals of passenger trains...		1,047 05
666 60	Salaries, wages and incidentals of passenger stations,		200 49
484 07	Repairs of freight cars.....		284 68
	New freight cars.....		450 00
463 66	Damages and gratuities freight.....		10 41
1,159 73	Salaries, wages and incidentals of freight trains.....		3,141 14
	Salaries, wages and incidentals of freight stations...		601 47
8,866 18	Total expenses.....		10,942 10

BALANCE SHEET—ASSETS.

Previous Year.		
\$60,886 68	Construction account.....	\$60,886 68
17,261 95	Equipment account.....	17,261 95
2,186 36	Cash item, as follows.....	546 59
	Cash.....	\$334 38
	Bills receivable.....	212 21
88,682 61	Profit and loss balance, if deficit.....	93,172 38
169,017 60	Total assets.....	171,867 60
	BALANCE SHEET—LIABILITIES.	
70,000 00	Capital stock.....	70,000 00
70,000 00	Funded debt.....	70,000 00
29,017 60	Unfunded debt as follows.....	31,867 60
	Interest unpaid.....	\$17,317 60
	Notes payable.....	14,550 00
169,017 60	Total liabilities.....	171,867 60
	MILEAGE, TRAFFIC, ETC.	
9,893	{ Passenger-train mileage, }	13,025
9,893	{ Freight-train mileage, }	13,025
	Total train mileage.....	13,025
4,439	Number of local passengers, including season.....	3,045
835	Number of through passengers, to and from other roads.....	1,048
5,274	Total number of passengers.....	4,093
26,634	Local passenger mileage, local passengers carried one mile.....	18,270
5,010	Through passenger mileage, through passengers carried one mile.....	6,288
9,564	{ Number tons of local freight carried, }	7,493
9,564	{ Number tons through freight carried, to and from other roads, }	7,493
	Total number tons freight carried.....	7,493
57,384	Through freight mileage, tons through freight carried one mile.....	44,958
1	Average number of cars in passenger trains.....	1
	Average number of cars in freight train.....	4
	Average number of persons employed.....	12
	DESCRIPTION OF ROAD.	
6.16	Length of main line of road, from Monson to Monson Junction.....	6.16
6.16	Length of main line of road in Maine.....	6.16
2.00	Branches owned by company.....	2.00
8.16	Total length of road belonging to this company.....	8.16
1.00	Aggregate length of sidings and other tracks not above enumerated.....	1.00
1.00	Same in Maine.....	1.00
9.16	Total length of steel rails in tracks.....	9.16
	Weight per yard..... 30 lbs.	
8.16	Total miles of road operated by this company.....	8.16
2	Number of stations in Maine on all roads operated by this company.....	2.00
2	Number of telegraph offices in same.....	2.00
2	Number of stations on all roads owned by this company.....	2.00
2	Same in Maine.....	2.00

EQUIPMENT.

Number of locomotives owned.	2
Number of freight cars owned, basis of eight wheels.	16
Number of other cars owned	5

NAME AND RESIDENCE OF OFFICERS.

President—Harvey O. Whiting, Wilton, N. H.

General Manager—John F. Kimball, Lowell, Mass

Superintendent—Wilmot E. Esterbrook, Monson, Maine.

General Freight Agent—Wilmot E Esterbrook, Monson, Maine.

General Passenger Agent—Wilmot E. Esterbrook, Monson, Maine.

Treasurer—John F. Kimball, Lowell, Mass

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

Name and Residence of Directors Last Elected—Harvey A. Whiting, Wilton, N. H. John F. Kimball, Lowell, Mass. George S Cushing, Lowell, Mass. George T. Jackson, Monson, Maine. Albert W Chapin, Monson, Maine. John F. Sprague, Monson, Maine. Wilmot E. Esterbrook, Monson, Maine.

Proper Address of the Company—Monson Railroad Company, Monson, Maine

**Report of the Orchard Beach Railroad Company, for the Year
Ending September 30 1889.**

Previous Year.	GENERAL EXHIBIT FOR THE YEAR.	
\$5,287 36	Total income.....	\$4,607 61
2,560 76	Total expense (including taxes).....	2,460 53
2,726 60	Net income.....	2,147 08
662 48	Interest accrued during year.....	539 66
2,064 12	Balance for the year, surplus.....	1,607 42
	Balance at commencement of year, surplus.....	2,207 90
143 78	Balance at commencement of year as so changed.....	
2,207 90	Balance September 30 1889.....	3,815 32
	ANALYSIS OF EARNINGS.	
4,172 90	From local passengers.....	3,785 00
1,114 46	From through passengers, to and from other roads.....	808 00
	From mails.....	14 61
5,287 36	Total earnings from passenger department.....	4,607 61
5,287 36	Total transportation earnings.....	4,607 61
5,287 36	Total income from all sources.....	4,607 61
	ANALYSIS OF EXPENSES.	
83 46	Taxes.....	82 71
43 28	General salaries, office expenses, and miscellaneous...	67 00
62 50	Insurance.....	37 50
439 36	Repairs of road.....	468 58
149 10	New ties.....	41 71
421 09	Repairs of buildings.....	222 78
7 96	Repairs of locomotives.....	16 83
317 16	Fuel, locomotive power.....	256 66
14 53	Oil and waste.....	18 69
100 00	Switchmen, watchmen, flag and signal men and agents,	160 00
46 02	Repairs of passenger, mail and baggage cars.....	334 47
450 00	Salaries, wages and incidentals of passenger trains...	418 70
426 30	Salaries, wages and incidentals of locomotive service..	394 90
2,560 76	Total expenses.....	2,460 53
	BALANCE SHEET—ASSETS.	
47,424 52	Construction account.....	47,424 52
14,280 52	Equipment account.....	14,280 52
1,296 15	Other assets, (materials and supplies).....	825 31
63,001 19	Total assets.....	62,530 35
	BALANCE SHEET—LIABILITIES.	
50,000 00	Capital stock.....	\$50,000 00
19,793 29	Unfunded debt, (vouchers and accounts).....	8,715 03
	Profit and loss balance, if surplus.....	3,815 32
63,001 19	Total liabilities.....	62,530 36
	MILEAGE, TRAFFIC, ETC.	
7,505	Passenger-train mileage.....	6,811
7,505	Total train mileage.....	6,811

MILEAGE, TRAFFIC, ETC — *Concluded*

Previous Year.		
37,070	Number of local passengers, including season	37,801
18,433	Number of through passengers, to and from other roads	9,108
55,503	Total number of passengers	46,909
106,089	Local passenger mileage, local passengers carried one mile	109,398
36,780	Through passenger mileage, through passengers carried one mile	16,310
25,000	Average weight of passenger trains, exclusive of passengers	25,000 lbs.
8	Average number of persons employed	8
DESCRIPTION OF ROAD.		
3.000	Length of main line of road, from Orchard Beach to Saco River	3.000
3.000	Length of main line of road in Maine	3.000
3.000	Total length of road belonging to this company	3.000
.345	Aggregate length of sidings and other tracks not above enumerated345
.345	Same in Maine345
3.345	Aggregate length of track, computed as single track	3.345
3.345	Same in Maine	3.345
3.000	Total miles of road operated by this company	3.000
3.000	Total miles of road operated by this company in Maine	3.000

EQUIPMENT.

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

NAME AND RESIDENCE OF OFFICERS.

President—George C. Lord, Newton, Mass.

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

Auditor—W. J. Hobbs, Malden, Mass.

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

Treasurer—Amos Blanchard, Andover, Mass.

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

Name and Residence of Directors Last Elected—George C. Lord, Newton, Mass. Amos Paul, So Newmarket, N. H. W. S. Stevens, Dover, N. H. Josiah S. Ricker, Deering, Me. Samuel C. Lawrence, Medford, Mass. Frank Jones, Portsmouth, Mass. W. T. Hart, Boston, Mass.

Proper Address of the Company—Orchard Beach Railroad Company, Boston, Mass.

**Report of the Portland Horse Railroad Company, for the Year
Ending September 30 1889.**

Previous Year.		GENERAL EXHIBIT FOR THE YEAR.	
\$102,966	86	Total income.....	\$124,194 32
90,103	09	Total expense, including taxes.....	102,567 19
12,863	86	Net income.....	21,627 13
4,423	77	Interest accrued during year.....	2,786 67
		Dividends declared, 5 per cent.....	10,000 00
		Balance for the year, surplus.....	8,840 46
		Balance at commencement of year, surplus.....	32,864 25
		Balance September 30 1889, surplus.....	41,704 71
ANALYSIS OF EARNINGS.			
101,521	68	From local passengers.....	122,085 01
101,521	68	Total earnings from passenger department.....	122,085 01
101,521	68	Total transportation earnings.....	122,085 01
		Income from all other sources, specifying same.....	2,109 31
551	04	Manure.....	\$1109 55
63	70	Advertising.....	145 70
814	04	Rents.....	784 60
16	40	Miscellaneous.....	69 40
102,966	86	Total income from all sources.....	124,194 32
ANALYSIS OF EXPENSES.			
1,380	72	Taxes.....	1,293 75
2,280	00	General salaries, office expenses, and miscellaneous.....	2,690 00
1,192	59	Insurance.....	975 59
678	04	Repairs of road.....	2,357 52
		Steel rails, re-locating Union Station tracks and Bradley Corner extension.....	6,238 68
1,053	94	Repairs of buildings.....	536 48
4,160	74	Removing ice and snow.....	593 68
4,143	75	Horses.....	4,736 85
20,464	99	Hay and grain.....	21,457 03
		Straw.....	1,885 78
1,548	75	Repairs of passenger cars.....	4,779 44
1,152	61	Damages and gratuities to passengers.....	233 75
42,430	79	Salaries, wages and incidentals of trains.....	46,535 61
674	25	Tickets and printing.....	510 06
1,381	75	Blacksmith material.....	440 46
795	00	Rent of office.....	1,000 00
5,688	84	General expenses.....	5,682 19
28	68	Tools and implements.....	333 64
1,047	56	Harnesses, etc.....	286 68
90,103	00	Total expenses.....	102,567 19
PROPERTY ACCOUNTS—CHARGES AND CREDITS DURING THE YEAR			
22,961	22	Superstructure, including rails.....	
10,116	93	Car sheds and turn tables.....	
10,003	90	Passenger cars.....	
43,082	05	Net addition to property account for the year.....	

BALANCE SHEET—ASSETS.

Previous Year.			
\$162,846 77	Construction account.....		\$169,085 45
31,204 40	Equipment account.....		32,754 40
	Other permanent investments, as follows.....		85,894 18
52,581 39	Real estate.....	\$52,789 83	
28,821 75	Horses.....	31,879 35	
1,225 00	Ocean St. Railroad.....	1,225 00	
6,099 94	Cash item.....		8,225 40
282,779 25	Total assets.....		295,959 43
BALANCE SHEET—LIABILITIES.			
197,775 00	Capital stock.....		200,000 00
52,140 00	Unfunded debt, notes payable.....		43,200 00
32,864 25	Profit and loss balance, if surplus.....		52,759 43
282,779 25	Total liabilities.....		295,959 43
MILEAGE, TRAFFIC, &C.			
1,936,490	Total number of passengers.....		2,373,753
93	Average number of persons employed.....		104
DESCRIPTION OF ROAD.			
10.875	Length of main line of road.....		10.875
10.875	Length of main line of road in Maine.....		10.875
2.500	Length of double track on main line.....		2.500
2.500	Same in Maine.....		2.500
13.375	Total length of road belonging to this company.....		13.375
	Aggregate length of sidings and other tracks not		
.728	above enumerated.....		.728
14.103	Aggregate length of track, computed as single track,		14.103

EQUIPMENT.

Number of passenger cars owned.....	48
Number of other cars owned.....	4

LIST OF ACCIDENTS.

	From causes beyond their own control. (In Maine.)		From their own misconduct or carelessness. (In Maine)		Total in Maine.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	1	-	-	-	-
Employees,	-	-	-	-	-	-	-	-
Others.....	-	-	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT IN MAINE.

A man jumped from the car while in motion, tripped and fell on the pavements, injuring his hip. The accident was owing to his own carelessness, no blame being attached to the company.

NAME AND RESIDENCE OF OFFICERS.

President—Harrison J. Libby, Portland, Me.

General Manager—Edward A. Newman, Deering, Me.

Treasurer—Edward A. Newman, Deering, Me.

Clerk of Corporation—Edward A. Newman, Deering, Me.

Name and Residence of Directors Last Elected—Harrison J. Libby, Portland, Me.
Wm. R. Wood, Portland, Me. Charles Fobes, (deceased) Portland, Me. H. M. Hart,
Portland, Me. Wm. A. Wheeley, Norfolk, Va.

Proper Address of the Company—Portland Railroad Company, Portland, Me.

**Report of the Portland & Rochester Railroad Company, for the Year
Ending September 30 1889.**

Previous Year.	GENERAL EXHIBIT FOR THE YEAR.		
\$204,939 43	Total income.....	\$206,045 48	
163,572 87	Total expense, including taxes.....	168,475 51	
41,366 56	Net income.....	37,572 57	
35,517 83	Dividends declared, 6 per cent.....	35,524 22	
5,848 73	Balance for the year.....	2,048 35	
76,917 53	Balance at commencement of year.....	82,766 26	
82,766 26	Balance at commencement of year as so changed.....		
	Balance September 30 1889.....	84,814 61	
	ANALYSIS OF EARNINGS.		
81,823 35	} From local passengers, } From through passengers, to and from other roads, }	81,902 22	
3,193 61		From express and extra baggage.....	2,832 60
6,909 96		From mails.....	6,905 96
91,926 92	Total earnings from passenger department.....	91,640 78	
111,363 99	From through freight, to and from other roads.....	112,081 82	
757 14	Other sources, freight department.....	568 37	
112,121 13	Total earnings from freight department.....	112,650 19	
204,048 05	Total transportation earnings.....	204,290 97	
891 38	Income from all other sources, rents.....	1,754 11	
204,939 43	Total income from all sources.....	206,045 08	
	ANALYSIS OF EXPENSES.		
2,460 91	Taxes.....	\$ 3,148 21	
12,991 77	General salaries, office expenses, and miscellaneous.....	13,095 28	
841 55	Insurance.....	908 88	
894 95	Telegraph expenses.....	847 44	
26,375 90	Repairs of road.....	26,560 94	
	Steel rails, number of tons laid, 91.7.....	3,013 89	
6,678 99	New ties, number laid, 10,916.....	3,122 72	
5,950 09	Repairs of bridges.....	2,944 00	
7,365 51	Repairs of buildings.....	4,323 07	
1,769 85	Repairs of machine shops and machinery.....	1,105 95	
1,550 17	Repairs of fences, road crossings and signs.....	1,691 23	
2,851 52	Removing ice and snow.....	350 29	
10,788 30	Repairs of locomotives.....	12,813 09	
18,237 16	Fuel, locomotive power.....	20,028 65	
691 32	Water and water stations.....	768 37	
1,813 05	Fuel for cars, stations, shops and stationary engines.....	2,010 69	
1,892 03	Oil and waste.....	2,297 68	
6,934 16	Switchmen, watchmen, flag and signal men.....	7,327 51	
5,830 79	Repairs of passenger, mail and baggage cars.....	7,298 85	
	New passenger, mail and baggage cars.....	4,397 75	
	Damages and gratuities to passengers.....	1,495 75	
9,628 90	Salaries, wages and incidentals of passenger trains.....	12,030 10	
3,047 04	Salaries, wages and incidentals of passenger stations.....	2,971 00	
9,391 75	Repairs of freight cars.....	12,150 27	
5,894 35	New freight cars.....	975 00	
89 03	Damages and gratuities freight.....	148 93	
6,094 06	Salaries, wages and incidentals of freight trains.....	14,704 92	
	Salaries, wages and incidentals of freight stations.....	5,942 05	
163,572 87	Total expenses.....	168,475 51	

BALANCE SHEET—ASSETS.

Previous Year			
\$591,970 45	{ Construction account, }		\$592,070 45
	{ Equipment account, }		
51,137 44	Other permanent investments, as follows.....		51,137 44
	Lands in Portland.....	\$45,601 44	
	Lands in Gorham.....	2,286 00	
	Lands in Westbrook.....	2,450 00	
	Lands in Alfred.....	800 00	
7,781 18	Cash item, as follows.....		3,965 34
	Cash.....	\$1,858 87	
	Bills receivable.....	250 00	
	Due from agents and companies.....	1,856 47	
	Other assets, as follows.....		29,711 83
19,347 64	Materials and supplies.....	\$21,354 68	
	Portland & Rochester extension.....	1,357 15	
4,500 00	Improvement account.....	7,000 00	
674,736 71	Total assets.....		676,885 06
BALANCE SHEET—LIABILITIES.			
591,970 45	Capital stock issued.....		592,070 45
82,766 26	Profit and loss balance, if surplus.....		84,814 61
674,736 71	Total liabilities.....		676,885 06
MILEAGE, TRAFFIC, ETC.			
84,927	Passenger train mileage.....		115,670
67,499	Freight train mileage.....		67,402
28,982	Switching train mileage, }		41,711
14,583	Other train mileage, }		
195,991	Total train mileage.....		224,783
	Number of season-ticket passengers.....		45,682
230,211	Number of local passengers, including season... ..		240,672
22,243	Number of through passengers, to and from other roads.....		20,984
252,454	Total number of passengers.....		261,656
	Local passenger mileage, local passengers carried one mile.....		2,263,059
	Through passenger mileage, through passengers carried one mile.....		592,406
64,622	Number tons local freight carried.....		67,111
56,498	Number tons through freight carried, to and from other roads.....		69,358
121,120	Total number tons freight carried.....		136,469
	Local freight mileage, tons local freight carried one mile.....		1,315,407
1,043,462	Through freight mileage, tons through freight carried one mile.....		2,954,962
2,399,534	Average weight of passenger trains, exclusive of passengers.....		63 tons.
	Average number of cars in passenger trains.....		3
	Average weight of freight trains, exclusive of freight,.....		161 tons.
	Average number of cars in freight train.....		19
130	Average number of persons employed.....		169

DESCRIPTION OF ROAD.

Previous Year.		
52.50	Length of main line of road from Portland to Rochester.	52.50
49.00	Length of main line of road in Maine.....	49.00
3.50	Length of main line of road in New Hampshire.	3.50
	Aggregate length of sidings and other tracks not above	
13.06	enumerated	13.82
11.56	Same in Maine.....	12.07
65.56	Aggregate length of track, computed as single track,	66.32
60.56	Same in Maine.	61.07
52.50	Total length of steel rails in tracks.....	53.60
	Weight per yard	56 lbs.
	Number of stations in Maine on all roads operated by	
15.00	this company.....	
12.00	Number of telegraph offices in same.....	
	Number of stations on all roads owned by this com-	
17.00	pany	
15.00	Same in Maine.....	

EQUIPMENT.

Number of locomotives, owned.....	9
Number of passenger cars, owned.....	10
Number of baggage, mail and express cars, owned.....	7
Number of freight cars, basis of 8 wheels, owned.....	240
Number of other cars, owned.....	24

LIST OF ACCIDENTS.

	From causes beyond their own control. (In Maine.)		From their own misconduct or carelessness. (In Maine.)		Total in Maine.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	1	-	1	-	1	-	1	-
Employees,	-	3	-	3	-	3	-	3
Others.....	1	-	1	-	1	-	1	-

STATEMENT OF EACH ACCIDENT IN MAINE.

December 27 1888—Train 7. Charles E. Wood, freight brakeman, was slightly jammed between two freight cars at South Waterboro', caused by breaking drawbar.

May 8 1889—Train 11. Edwin Owen of Worcester, Mass., trespasser, was struck by the train while walking on the track at Cumberland Mills and received fatal injuries.

July 4 1889—Train 14. William S. Lord of Saccarappa fell from the baggage car door between Westbrook Junction and Cumberland Mills while the train was in motion and received fatal injuries.

September 11 1889—Train 8. Thomas Zailey, freight brakeman, lost ends of two fingers, while coupling freight cars at Springvale.

September 17 1889—Samuel B. Abbott, passenger brakeman, lost end of one finger while coupling baggage car to engine, at Portland.

NAME AND RESIDENCE OF OFFICERS.

President—George P. Wescott, Portland, Me.

Superintendent—J. W. Peters, Portland, Me.

General Freight Agent—J. W. Peters, Portland, Me.

Treasurer—Wm. H. Conant, Portland, Me.

Clerk—Wm. H. Conant, Portland, Me.

Name and Residence of Directors Last Elected—George P. Wescott, Portland, Me. Nathan Webb, Portland, Me. W. L. Putnam, Portland, Me. C. McCarthy, Jr., Portland, Me. Samuel P. Baxter, Portland, Me. J. S. Ricker, Deering, Me. George C. Lord, Newton, Mass. Arthur Sewall, Bath, Me. Stephen J. Young, Brunswick, Me.

Proper Address of the Company—Portland & Rochester Railroad, Portland, Me.

**Report of the Portland, Saco & Portsmouth Railroad Company, for
the Year Ending September 30 1889.**

(Leased to the Eastern Railroad Company, and is part of the through line between Portland and Boston now operated by the Boston & Maine Railroad Company, receiving as rental, \$6.00 per share per annum, which is paid to stockholders semi-annually.)

Previous Year	GENERAL EXHIBIT FOR THE YEAR	
\$30,214 05	Total income	\$90,216 82
90,214 05	Net income	90,216 82
90,000 00	Dividends declared, 6 per cent.	90,000 00
214 05	Balance for year	216 82
3,347 97	Balance at commencement of year as so changed.	3,562 02
3,562 02	Balance September 30 1889	3,778 84
	ANALYSIS OF EARNINGS.	
90,000 00	Rents for use of road	90,000 00
214 05	Income from all other sources, interest on deposit at bank	216 82
90,214 05	Total income from all sources	90,216 82
	BALANCE SHEET—ASSETS.	
1,382,445 00	Construction account	1,382,445 00
96,555 00	Equipment account	96,555 00
	Stock of Portsmouth Bridge Company, 200 shares, of doubtful value and wharf property at Portland, all called	20,000 00
	Cash item, cash	6,899 84
	Total assets	1,505,899 84
	BALANCE SHEET—LIABILITIES.	
1,500,000 00	Capital stock	1,500 000 00
1,290 00	Dividends unpaid	2,121 00
3,562 02	Profit & loss balance, if surplus	3,778 84
1,504,852 02	Total liabilities	1,505,899 84
	DESCRIPTION OF ROAD.	
50.76	Length of main line of road from Portland to Portsmouth	50.76
50.76	Length of main line in Maine	50.76
50.76	Total length of road belonging to this company	50.76
	Aggregate length of sidings and other tracks not above enumerated	17.51
17.51	Same in Maine	17.51
68.33	Aggregate length of track, computed as single track	68.33
68.33	Same in Maine	68.33
56.50	Total length of steel rails in tracks	56.50
	Weight per yard — 8, 60, 63, 67 and 68 lbs.	

NAME AND RESIDENCE OF OFFICERS.

President—Samuel C Lawrence, Medford, Mass.

Treasurer—Edward Lesley, Newburyport, Mass.

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

Name and Residence of Directors Last Elected—Samuel C. Lawrence, Medford, Mass. Walter Hunnewell, Wellesley, Mass. Arthur Sewall, Bath, Me. Frank Jones, Portsmouth, N. H. Daniel W. Lawrence, Medford, Mass. F. R. Barrett, Portland, Me. George O. Carpenter, Boston, Mass.

Proper Address of the Company—Portland, Saco & Portsmouth R. R. Co., Treasurer's Office, Eastern R. R., Causeway St., Boston, Mass.

**Report of the Rockport Railroad Company, for the Year Ending
September 30 1889.**

Previous Year.	GENERAL EXHIBIT FOR THE YEAR.	
	Total income.....	\$10,286 77
	Total expense, including taxes.....	7,760 31
	Net income.....	2,526 46
	ANALYSIS OF EARNINGS.	
	Total earnings from freight department.....	10,286 77
	Total transportation earnings.....	10,286 77
	Total income from all sources.....	10,286 77
	ANALYSIS OF EXPENSES.	
	Repairs of road.....	5,629 08
	Removing ice and snow.....	150 00
	Fuel, locomotive power.....	600 00
	Water and water stations.....	25 00
	Oil and waste.....	35 00
	Salaries, wages and incidentals of freight trains.....	1,321 23
	Total expenses.....	7,760 31
	BALANCE SHEET—ASSETS.	
	Construction account.....	22,000 00
	Equipment account.....	8,000 00
	Total assets.....	30,000 00
	BALANCE SHEET—LIABILITIES.	
	Capital stock.....	30,000 00
	Total liabilities.....	30,000 00
	MILEAGE, TRAFFIC, ETC.	
	Total number tons freight carried.....	17,000
	Local freight mileage, tons local freight carried one mile.....	51,000
	DESCRIPTION OF ROAD.	
	Length of main line of road, all in Camden.....	3
	Total length of road belonging to this company.....	3
	Same in Maine.....	3
	Aggregate length of track, computed as single track, Same in Maine.....	3
	Total length of steel rails in tracks.....	3
	Weight per yard, 25 lbs ; number of miles.....	3

EQUIPMENT.

Number of locomotives owned.....	2
Number of freight cars owned, basis of eight wheels.....	18

NAME AND RESIDENCE OF OFFICERS.

President—P. J. Carlton, Rockport Me.
General Manager—P. J. Carlton, Rockport, Me.
Treasurer—H. L. Shepherd, Rockport, Me.
Clerk of Corporation—L. H. Lovejoy, Rockport, Me.

Name and Residence of Directors Last Elected—S. D. Carlton, Rockport, Me. P. J. Carlton, Rockport, Me. S. E. Shepherd, Rockport, Me. H. L. Shepherd, Rockport, Me. Fred W. Andrews, Rockport, Me. R. W. Carlton, Rockport, Me.

Proper Address of the Company—Rockport Railroad Company, Rockport, Me.

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**Report of the Rumford Falls & Buckfield Railroad, for the Year
Ending September 30 1889.**

Previous Year.	GENERAL EXHIBIT FOR THE YEAR.	
\$47,121 73	Total income	\$48,167 84
35,281 69	Total expense, including taxes	32,269 94
11,840 04	Net income	15,897 90
14,137 03	Interest accrued during year	14,122 86
	on funded debt	\$10,563 00
	on other debt	3,559 86
*2,296 99	Balance for the year, surplus	1,775 04
	Balance at commencement of year, deficit	2,002 35
	Add or deduct entries made in profit and loss account	
294 64	during the year not included in above statement....	
	Deficit in coupon account	38 50
*2,002 35	Balance at commencement of year as so changed	2,040 85
	Balance September 30 1889, deficit	265 81
	ANALYSIS OF EARNINGS.	
4,479 25	From local passengers	4,075 43
11,403 65	From through passengers, to and from other roads..	11,578 17
1,029 04	From express and extra baggage	1,011 47
1,525 68	From mails	1,578 45
18,437 62	Total earnings from passenger department	18,243 52
10,645 85	From local freight	14,069 45
17,744 99	From through freight, to and from other roads	15,562 89
31 91	From other sources freight department	
28,422 75	Total earnings from freight department	29,632 14
	Total transportation earnings	47,875 66
	Income from all other sources, telegraph line rents, etc	292 18
47,121 73	Total income from all sources	48,167 84
	ANALYSIS OF EXPENSES.	
88 24	Taxes	\$ 98 47
4,494 82	General salaries, office expenses, and miscellaneous..	4,553 29
275 16	Insurance	257 16
152 56	Telegraph expenses	86 45
9,638 21	Repairs of road	8,931 57
	Steel rails, No. tons laid, 100, included in No. 5	
1,519 98	New ties, No. laid, 3,831	830 04
62 03	Repairs of bridges	453 72
1,317 12	Repairs of buildings	756 20
422 15	Repairs of fences, road crossings and signs	104 77
376 00	Removing ice and snow	45 32
2,374 29	Repairs of locomotives	2,193 59
3,482 44	Fuel, locomotive power	2,927 18
85 67	Water and water stations	93 54
368 02	Fuel for cars, stations, shops and stationary engines..	295 37
399 73	Oil and waste	428 69
419 85	Switchmen, watchmen, flag and signal men	418 95
718 55	Repairs of passenger, mail and baggage cars	1,323 71
2 50	Damages and gratuities to passengers	150 00
2,844 96	Salaries, wages and incidentals of passenger trains ..	2,627 82
1,424 67	Salaries, wages and incidentals of passenger stations..	1,404 34

*Deficit.

ANALYSIS OF EXPENSES—*Concluded.*

Previous Year			
\$ 656	53	Repairs of freight cars	\$330 80
		Damages and gratuities freight	6 99
2,817	54	Salaries, wages and incidentals of freight trains ..	2,591 16
1,340	64	Salaries, wages and incidentals of freight stations ..	1,349 16
		Freight car mileage, debit balances.	11 65
35,281	69	Total expenses	32,269 94
		PROPERTY ACCOUNTS—CHARGES AND CREDITS DURING THE YEAR.	
1,563	70	Superstructure, including rails.	
25	00	Property sold, or reduced in valuation on the books, and credited property accounts during the year	
1,538	70	Net addition to property account for the year	
		BALANCE SHEET—ASSETS.	
659,028	36	Construction account	\$659,028 36
64,289	56	Equipment account	64,289 56
2,046	75	Cash item, as follows	3,723 80
		Cash	\$1,709 39
		Due from agents and companies	2,014 41
2,026	90	Other assets, materials and supplies	1,381 54
518	25	Rumford Falls extension	518 25
2,002	35	Profit and loss balance, if deficit	265 81
729,912	17	Total assets	729,207 32
		BALANCE SHEET—LIABILITIES.	
500,000	00	Capital stock	\$500,000 00
150,900	00	Funded debt	150,900 00
79,912	17	Unfunded debt, as follows	78,307 32
		Interest unpaid	\$ 5,397 91
		Notes payable	66,671 64
		Vouchers and accounts	6,237 77
729,912	17	Total liabilities	729,207 32
		MILEAGE, TRAFFIC, &C.	
30,800		Passenger-train mileage	30,800
22,100		Freight-train mileage	22,100
1,500		Switching train mileage	1,500
2,000		Other train mileage	2,000
56,400		Total train mileage	56,400
10,774		Number of local passengers, including season	9,637
13,562		Number of through passengers, to and from other roads	13,530
24,336		Total number of passengers	23,167
133,285		Local passenger mileage, local passengers carried one mile	115,551
253,364		Through passenger mileage, through passengers car- ried one mile	253,638
15,580		Number of tons of local freight carried	21,065
20,632		Number tons through freight carried, to and from other roads	16,247
36,212		Total number tons freight carried	37,312

MILEAGE, TRAFFIC, ETC — *Concluded.*

Previous Year.		
329,744	Local freight mileage, tons local freight carried one mile	443,823
452,936	Through freight mileage, tons through freight carried one mile	351,106
78 tons.	Average weight of passenger trains, exclusive of passengers	78 tons.
3	Average number of cars in passenger trains	3
120 tons.	Average weight of freight trains, exclusive of freight.	120 tons.
9	Average number of cars in freight train	9
45	Average number of persons employed	45
DESCRIPTION OF ROAD.		
26.77	Length of main line of road	26.77
26.77	Length of main line of road in Maine	26.77
26.77	Total length of road belonging to this company	26.77
3.00	Aggregate length of sidings and other tracks not above enumerated	3.00
21.00	Total length of steel rails in tracks	21.00
	Weight per yard, 56 lbs.	
26.77	Total miles of road operated by this company	26.77
26.77	Total miles of road operated by this company in Maine	26.77
7	Number of stations in Maine on all roads operated by this company	7
4	Number of telegraph offices in same	4
7	Number of stations on all roads owned by this company	7
7	Same in Maine	7

EQUIPMENT.

Number of locomotives owned	3
Number of passenger cars owned	4
Number of baggage, mail and express cars owned	2
Number of freight cars, basis of eight wheels, owned	68

NAME AND RESIDENCE OF OFFICERS.

President—William L. Putnam, Portland, Maine.

Superintendent—L. L. Lincoln, Canton, Maine.

Treasurer—R. C. Bradford, Portland, Maine.

Clerk of Corporation—R. C. Bradford, Portland, Me.

Name and Residence of Directors Last Elected—William L. Putnam, Portland, Me. Charles R. Milliken, Portland, Me. William H. Moulton, Portland, Me. George C. Wing, Auburn, Me. Otis Hayford, Canton, Me. George D. Bisbee, Buckfield, Me. R. C. Bradford, Portland, Me.

Proper Address of the Company—Rumford Falls & Buckfield Railroad Company, Portland, Me.

**Report of the Sandy River Railroad Company, for the Year
Ending September 30 1889.**

(Two feet gauge.)

Previous Year.	GENERAL EXHIBIT FOR THE YEAR.	
\$31,869 75	Total income.....	\$33,272 32
22,052 39	Total expense (including taxes).....	25,090 69
9,757 36	Net income.....	8,181 63
4,500 00	Interest accrued during year, on funded debt.....	4,500 00
1,382 00	Dividends declared, 5½ per cent.....	3,455 00
3,875 34	Balance for the year.....	226 63
	Balance at commencement of year.....	3,875 36
	Balance September 30 1889, surplus.....	4,101 99
	ANALYSIS OF EARNINGS	
7,812 03	From local passengers.....	7,984 28
3,260 25	From through passengers, to and from other roads.....	3,020 50
1,113 66	From express and extra baggage.....	1,200 27
780 00	From mails.....	824 49
12,965 94	Total earnings from passenger department.....	13,029 54
3,250 50	From local freight.....	3,365 56
15,437 70	From through freight, to and from other roads.....	16,727 82
18,688 20	Total earnings from freight department.....	20,093 38
31,654 14	Total transportation earnings.....	33,122 92
31,654 14	Total income from all sources.....	33,122 92
	ANALYSIS OF EXPENSES.	
113 75	Taxes.....	108 49
2,067 76	General salaries, office expenses, and miscellaneous..	1,725 85
165 06	Insurance.....	102 12
3,334 24	Repairs of road.....	3,501 09
2,221 59	Steel rails, No. tons laid, 200.....	4,416 94
402 13	New ties, No. laid, 17,295.....	1,729 15
2,760 40	Repairs of bridges.....	2,710 62
378 03	Removing ice and snow.....	66 58
966 47	Repairs of locomotives.....	791 94
2,310 23	Fuel, locomotive power.....	2,571 24
100 00	Fuel for cars, stations, shops and stationary engines..	
233 15	Oil and waste.....	282 46
	Repairs of passenger, mail and baggage cars.....	1,059 79
1,088 22	New passenger, mail and baggage cars.....	
1,826 00	Salaries, wages and incidentals of passenger trains..	1,921 81
1,351 47	Salaries, wages and incidentals of passenger stations,	1,452 93
63 65	Damages and gratuities freight.....	127 87
2,272 96	Salaries, wages and incidentals of freight trains.....	2,521 81
197 19	Freight-car mileage, debit balances.....	
22,052 39	Total expenses.....	25,090 69
	PROPERTY ACCOUNTS—CHARGES AND CREDITS DURING THE YEAR.	
	Engine houses, car-sheds and turn-tables.....	\$ 228 29
	Freight and other cars, number, 6.....	1,677 46
	Net addition to property account for the year.....	1,905 75

BALANCE SHEET—ASSETS.

Previous Year.			
\$112,667	31	Construction account.....	\$112,895 60
34,012	68	Equipment account.....	35,690 14
13,681	40	Cash item, as follows.....	10,228 19
		Cash.....	\$7,530 23
		Bills receivable.....	1,270 76
		Due from agents and companies.....	1,427 20
4,291	00	Other assets, as follows.....	4,716 87
		Materials and supplies.....	\$3,600 00
		Sinking fund.....	1,116 87
164,652	39	Total assets.....	163,530 80
BALANCE SHEET—LIABILITIES.			
69,100	00	Capital stock.....	\$69,100 00
90,000	00	Funded debt.....	90,000 00
1,694	87	Unfunded debt, as follows.....	2,022 40
		Interest unpaid.....	\$ 425 00
		Dividends unpaid.....	89 50
		Vouchers and accounts.....	1,507 90
3,857	52	Profit and loss balance, if surplus.....	2,408 40
164,652	39	Total liabilities.....	163,530 80
MILEAGE, TRAFFIC, ETC.			
17,402		Passenger-train mileage.....	19,116
13,140		Freight-train mileage.....	13,140
		Switching-train mileage.....	946
1,350		Other train mileage.....	
31,892		Total train mileage.....	33,202
19,875		Total number of passengers.....	21,179
15,616		Total number tons freight carried.....	15,774
25 tons		Average weight of passenger trains, exclusive of pas- sengers.....	25 tons.
3		Average number of cars in passenger trains.....	3
25 tons		Average weight of freight trains, exclusive of freight, sengers.....	25 tons.
4		Average number of cars in freight train.....	4
26		Average number of persons employed.....	26
DESCRIPTION OF ROAD.			
18.00		Length of main line of road from Farmington to Phillips.....	18.00
18.00		Length of main line of road in Maine.....	18.00
18.00		Total length of road belonging to this company.....	18.00
.35		Aggregate length of sidings and other tracks not above enumerated.....	.35
.35		Same in Maine.....	.35
18.33		Aggregate length of track, computed as single track, Same in Maine.....	18 35
18.35		Same in Maine.....	18.35
		Total length of steel rails in tracks.....	3.60
		Weight per yard, 35 lbs.	

EQUIPMENT.

Number of locomotives owned.....	3
Number of passenger cars owned.....	4
Number of baggage, mail and express cars owned.....	1
Number of freight cars owned, basis of eight wheels.....	33
Number of other cars owned.....	2

NAME AND RESIDENCE OF OFFICERS.

President—N. B. Beal, Phillips, Me.

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

General Freight Agent—N. B. Beal, Phillips, Me.

General Passenger Agent—J. E. Thompson, Phillips, Me.

Treasurer—J. E. Thompson, Phillips, Me.

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

Name and Residence of Directors Last Elected—N. B. Beal, Phillips, Me. D. M. Bonney, Farmington, Me. J. H. Bonney, Farmington, Me. G. D. Willis, Bath, Me. Joel Wilbur, Phillips, Me.

Proper Address of the Company—Sandy River Railroad Company, Phillips, Franklin County, Me.

**Report of the Seabastcock & Moosehead Railroad Company, for the
Year Ending September 30 1889.**

Previous Year.	GENERAL EXHIBIT FOR THE YEAR.	
	Total income.....	\$7,581 94
	Total expense, including taxes.....	6,954 89
	Net income.....	627 05
	Balance for the year, surplus.....	627 05
	Balance at commencement of year, surplus.....	70 96
	Balance September 30 1889.....	698 01
	ANALYSIS OF EARNINGS.	
	From local passengers.....	2,143 75
	From through passengers, to and from other roads...	789 60
	From express and extra baggage.....	363 51
	From mails.....	454 75
	<hr/>	
	Total earnings from passenger department.....	3,751 61
	From local freight.....	698 19
	From through freight, to and from other roads.....	3,132 14
	<hr/>	
	Total earnings from freight department.....	3,830 33
	<hr/>	
	Total transportation earnings.....	7,581 94
	<hr/>	
	Total income from all sources.....	7,581 94
	ANALYSIS OF EXPENSES.	
	Taxes.....	32 47
	General salaries, office expenses and miscellaneous...	370 97
	Repairs of road.....	1,503 47
	Repairs of buildings.....	5 00
	Repairs of machine shops and machinery.....	177 92
	Repairs of fences, road crossings and signs.....	24 64
	Repairs of locomotives.....	125 04
	Fuel, locomotive power.....	1,312 82
	Water and water stations.....	174 47
	Fuel for cars, stations, shops and stationary engines..	95 00
	Oil and waste.....	119 02
	Repairs of passenger, mail and baggage cars.....	114 59
	Salaries, wages and incidentals of passenger trains..	1,002 97
	Salaries, wages and incidentals of passenger stations,	426 98
	Damages and gratuities freight.....	33 80
	Salaries, wages and incidentals of freight trains.....	1,002 97
	Salaries, wages and incidentals of freight stations....	426 97
	Freight-car mileage, debit balances.....	5 79
	<hr/>	
	Total expenses.....	6,954 89
	BALANCE SHEET—ASSETS.	
	Cash item, cash.....	698 01
	BALANCE SHEET—LIABILITIES.	
	Capital stock.....	126,000 00
	MILEAGE, TRAFFIC, ETC.	
	Passenger-train mileage, }.....	7,512
	Freight-train mileage, }.....	
	<hr/>	
	Total train mileage.....	7,512

MILEAGE, TRAFFIC, &c.—*Concluded.*

Previous Year.	Number of season ticket passengers.....	1
	Number of local passengers, including season.....	5,642
	Number of through passengers, to and from other roads.....	1,987
	Total number of passengers.....	7,629
	Local passenger mileage, local passengers carried one mile.....	43,136
	Through passenger mileage, through passengers carried one mile.....	15,896
	Number tons of local freight carried.....	663
	Number tons through freight carried, to and from other roads.....	2,964
	Local freight mileage, tons local freight carried one mile.....	5,304
	Through freight mileage, tons through freight carried one mile.....	23,712
	Average number of cars in freight train.....	2
	Average number of persons employed.....	9
DESCRIPTION OF ROAD.		
Length of main line of road from Pittsfield to Hartland.....	8.00	
Length of main line of road in Maine.....	8.00	
Total length of road belonging to this company.....	8.00	
Aggregate length of sidings and other tracks not above enumerated.....	.25	
Same in Maine.....	.25	
Aggregate length of track, computed as single track, same in Maine.....	8.25	
Total length of steel rails in track.....	8.25	
Weight per yard..... 50 lbs.		
Total miles of road operated by this company.....	8	
Total miles of road operated by this company in Maine, Number of stations in Maine on all roads operated by this company.....	3	
Number of telegraph offices in same.....	2	
Number of stations on all roads owned by this company.....	3	
Same in Maine.....	3	

EQUIPMENT.

Number of locomotives owned.....	1
Number of passenger cars owned.....	1
Number of baggage, mail and express cars owned.....	1
Number of freight cars, basis of 8 wheels, owned.....	6

NAME AND RESIDENCE OF OFFICERS.

President—Thomas Temple, Fredericton, N. B.

Vice President—G. J. Shaw, Hartland, Me.

Superintendent—F. E. McIntosh, Hartland, Me.

General Freight Agent—F. E. McIntosh, Hartland, Me.

General Passenger Agent—F. E. McIntosh, Hartland, Me.

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

Clerk of Corporation—D. E. Thompson, Hartland, Me.

Name and Residence of Directors Last Elected—Thomas Temple, Fredericton, N. B. Wesley Vanwart, Fredericton, N. B. J. O. Bradbury, Hartland, Me. G. J. Shaw, Hartland, Me. H. C. Fuller, Hartland, Me.

Proper Address of the Company—Sebasticook & Moosehead Railroad Company, Hartland, Me.

**Report of the Somerset Railroad Company, for the Year Ending
September 30 1889.**

Previous Year	GENERAL EXHIBIT FOR THE YEAR.	
\$37,391 91	Total income	\$41,609 16
24,613 96	Total expense, including taxes	33,263 38
12,777 95	Net income	8,345 78
	Interest accrued during year, on funded debt	6,250 05
	Balance for the year, surplus	2,095 73
	Balance at commencement of year	29,419 34
29,419 34	Balance at commencement of year as so changed	
	Balance September 30 1889	31,515 07
ANALYSIS OF EARNINGS.		
12,733 17	{ From local passengers	11,447 26
	{ From through passengers, to and from other roads,	3,655 55
780 00	From express and extra baggage	812 70
1,369 70	From mails	1,683 63
158 45	From other sources, passenger department	
15,041 32	Total earnings from passenger department	17,599 14
22,350 59	{ From local freight	24,010 02
	{ From through freight, to and from other roads, }	
22,350 59	Total earnings from freight department	24,010 02
37,391 91	Total transportation earnings	41,609 16
37,391 91	Total income from all sources	41,609 16
ANALYSIS OF EXPENSES.		
227 81	Taxes	192 26
2,546 12	General salaries, office expenses, and miscellaneous ..	3,092 93
496 00	Insurance	550 00
	Telegraph expenses	65 00
4,709 28	Repairs of road	5,871 44
2,127 98	Betterments	2,237 37
	Renewal of iron rails	700 67
1,392 34	New ties, number laid, 4500	1,082 36
38 87	Repairs of bridges	314 40
	General repairs	1,248 32
255 62	Removing ice and snow	168 93
1,738 92	Repairs of locomotives	2,201 55
3,154 55	Fuel, locomotive power	4,112 39
202 40	Oil and waste	610 04
	Repairs of all cars	2,444 44
	Property account	449 33
3,594 22	Salaries, wages and incidentals of all trains	3,998 81
2,287 66	Salaries, wages and incidentals of all stations	3,588 33
148 64	Damages and gratuities, freight	
406 84	Interest	
	Freight-car mileage, debit balances	334 45
	Total expenses	33,263 02

PROPERTY ACCOUNTS—CHARGES AND CREDITS DURING THE YEAR.

Previous Year.				
\$65,239	69	Grading and masonry.....	\$115,599 59	
11,051	33	Bridging	976 60	
27,574	20	Superstructure, including rails.....	18,619 50	
3,724	09	Land, land damages and fences	1,347 18	
4,162	26	Machine shops		
3,300	68	Engineering, agencies, salaries and other expenses during construction.....	2,029 68	
		Total for construction.....	138,572 55	
		Freight and other cars, number	400 00	
		Net addition to property account for the year.....	138,972 55	
		BALANCE SHEET—ASSETS		
550,858	67	Construction account	\$732,531 22	
20,565	00	Equipment account	20,965 00	
12,037	37	Cash item, as follows.....	17,976 30	
		Cash.....	\$6,724 86	
		Due from agents and companies	11,251 44	
152,649	94	Other assets, materials and supplies	11,195 63	
736,110	98	Total assets	782,668 15	
		BALANCE SHEET—LIABILITIES.		
449,500	00	Capital stock.....	492,600 00	
225,000	00	Funded debt	225,000 00	
32,191	64	Unfunded debt, as follows.....	33,553 08	
		Notes payable.....	\$11,730 10	
		Vouchers and accounts	21,829 98	
29,419	34	Profit and loss balance, if surplus.....	31,515 07	
736,110	98	Total liabilities.....	782,668 15	
		Present or Contingent Liabilities not Included in the Balance Sheet		
		Bonds guaranteed by this company or a lien on its road, specifying same:		
175	300	00	Somerset R. R. bonds to be cancelled by stock.....	\$148,400 00
111,550	00	00	Coupons	94,330 49
298	76	76	Treasurer's account, stock scrip.....	1,118 27
287,148	76	76	Total, not included in balance sheet	244,048 76
		MILEAGE, TRAFFIC, ETC.		
15,981			Passenger-train mileage.....	19,206
15,760			Freight-train mileage.....	19,150
626			Switching-train mileage.....	700
500			Other train mileage	2,300
32,867			Total train mileage	41,356
16,076			Total number of passengers	18,218
17,175			Total number tons freight carried	20,355
71 tons.			Average weight of passenger trains, exclusive of passengers	71 tons.
2			Average number of cars in passenger trains.....	2
88 tons.			Average weight of freight trains, exclusive of freight.....	88 tons.
7			Average number of cars in freight train.....	7
36			Average number of persons employed.....	38

DESCRIPTION OF ROAD.

Previous Year.		
25.00	Length of main line of road	31.00
25.00	Length of main line of road in Maine.....	31.00
25.00	Total length of road belonging to this company.....	31.00
	Aggregate length of sidings and other tracks not	
2.25	above enumerated.....	2.60
2.25	Same in Maine.....	2.60
10.00	Total length of steel rails in tracks.....	19.00
	Weight per yard.....56 and 50 lbs.	

EQUIPMENT.

	Leased.	Owned.	Total.
Number of locomotives	-	4	-
Number of passenger cars.....	-	3	-
Number of baggage, mail and express cars.....	-	2	-
Number of freight cars, basis of eight wheels.....	17	9	-
Number of other cars.....	-	1	-

NAME AND RESIDENCE OF OFFICERS.

President—John Ayer, Oakland, Me.

Superintendent—Wm W. Ayer, Oakland, Me.

General Freight Agent—Wm W. Ayer, Oakland, Me.

General Passenger Agent—Wm. W. Ayer, Oakland, Me.

Treasurer—A. R. Small, Oakland, Me.

Clerk of Corporation—A. R. Small, Oakland, Me.

Name and Residence of Directors Last Elected—R. B. Dunn, Waterville, Me. R. W. Dunn, Waterville, Me. E. F. Webb, Waterville, Me. F. W. Hill, Exeter, Me. W. H. Brown, No. Anson, Me. A. J. Libby, Oakland, Me. John Ayer, Oakland, Me. W. M. Ayer, Oakland, Me. B. P. J. Weston, Madison, Me. Omar Clark, Car-ratunk, Me. Stanton Day, Boston, Mass.

Proper Address of the Company—Somerset Railway, Oakland, Maine.

**Report of the St. Croix & Penobscot Railroad Company, for the Year
Ending September 30 1889.**

Previous Year.	GENERAL EXHIBIT FOR THE YEAR.	
\$37,269 65	Total income.....	\$38,908 75
21,859 53	Total expense, including taxes.....	32,737 87
15,410 12	Net income.....	6,170 88
8,648 80	Interest accrued during the year.....	8,485 87
* 6,761 32	Balance for the year, deficit.....	2 314 99
	Balance at commencement of year.....	139,329 06
	Add entries made in profit and loss account during the year not included in the above statement.....	259 91
	Deduct.....	697 36
*132,567 74	Balance at commencement of year as so changed.....	138,889 61
139,329 06	Balance September 30 1889, surplus.....	136,574 62
	ANALYSIS OF EARNINGS.	
3,931 41	From local passengers.....	4,119 68
909 72	From mails.....	909 72
4,841 13	Total earnings from passenger department.....	5,029 40
31,170 37	From local freight.....	32,950 73
31,170 37	Total earnings from freight department.....	32,950 73
36,011 50	Total transportation earnings.....	37,980 13
1,258 15	Income from all other sources, specifying same.....	928 62
	Rental of buildings and land..... \$278 00	
	Steamer E A Barnard..... 650 62	
37,269 65	Total income from all sources.....	38,908 75
	ANALYSIS OF EXPENSES.	
351 05	Taxes.....	350 31
2,112 43	General salaries, office expenses, and miscellaneous ..	2,056 57
450 00	Insurance.....	516 76
134 62	Telegraph expenses.....	152 93
3,950 22	Repairs of road.....	4,157 56
	Steel rails, No. tons laid, 225.....	7,784 83
622 86	New ties, No. laid, 4,030.....	622 34
1,235 06	Repairs of bridges.....	1,584 31
771 92	Repairs of buildings.....	354 32
390 79	Repairs of machine shops and machinery.....	784 19
340 01	Repairs of fences, road crossings and signs.....	302 27
303 11	Removing ice and snow.....	308 15
1,610 76	Repairs of locomotives.....	1,603 54
1,076 35	Fuel, locomotive power.....	984 55
28 53	Water and water stations.....	66 86
215 26	Fuel for cars, stations, shops and stationary engines..	189 10
253 68	Oil and waste.....	205 54
513 30	Switchmen, watchmen, flag and signal men.....	507 25
144 31	Repairs of passenger, mail and baggage cars.....	1,018 11
2,943 06	Salaries, wages and incidentals of passenger trains...	3,782 89
1,795 78	Repairs of freight cars.....	2,556 53
2,616 43	Salaries, wages and incidentals of freight stations....	2,848 96
21,859 53	Total expenses.....	32,737 87

*Surplus.

BALANCE SHEET—ASSETS.

Previous Year		
\$364,000 00	{ Construction account }	\$364,000 00
	{ Equipment account }	
9,819 19	Cash item, cash	3,298 62
	Other assets, debit balances	9,385 00
381,260 21	Total assets	376,683 62
BALANCE SHEET—LIABILITIES.		
100,000 00	Capital stock	100,000 00
141,900 00	Funded debt	140,100 00
31 15	Unfunded debt, interest unpaid	9 00
139,329 06	Profit and loss balance, if surplus	136,574 62
381,260 21	Total liabilities	376,683 62
MILEAGE, TRAFFIC, ETC.		
20,371	Mixed train mileage	20,280
4,182	Freight train mileage	4,365
3,454	Other train mileage	3,742
28,007	Total train mileage	28,387
14,449	Number of local passengers, including season	12,588
14,449	Total number of passengers	12,588
179,876	Local passenger mileage, local passengers carried one mile	156,399
	Average number of cars in freight train	15
32	Average number of persons employed	40
DESCRIPTION OF ROAD.		
21.00	Length of main line of road from Calais to Princeton	21.00
16.25	Length of main line of road in Maine	16.25
4.75	Length of main line of road in New Brunswick	4.75
21.00	Total length of road belonging to this company	21.00
	Aggregate length of sidings and other tracks not above enumerated	3.34
3.34	Same in Maine	2.81
2.81	Aggregate length of track, computed as single track, Same in Maine	21.34
24.34	Total length of steel rails in tracks	19.06
19.06	Total miles of road operated by this company	4.80
21.00	Total miles of road operated by this company in Maine	21.00
16.25	Number of stations in Maine on all roads operated by this company	16.25
7	Number of telegraph offices in same	7
4	Number of stations on all roads owned by this company	4
7	Same in Maine	7
7		7

EQUIPMENT.

Number of locomotives owned	5
Number of passenger cars owned	4
Number of baggage, mail and express cars owned	2
Number of freight cars owned, basis of eight wheels	197
Number of other cars owned	5

LIST OF ACCIDENTS.

	From causes beyond their own control. (In Maine.)		From their own misconduct or carelessness. (In Maine.)		Total in Maine.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	-	-	-	-	-	-
Employees,	-	-	-	1	-	1	-	1
Others.....	-	-	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT IN MAINE.

June 25 1889—Edward Blake, Brakeman, while shackling cars was slightly injured.

NAME AND RESIDENCE OF OFFICERS.

President—Geo. M. Porter, St. Stephen, N. B.

Superintendent—A. W. Haycock, Calais, Me.

General Freight Agent—John Larnier, Calais, Me.

General Passenger Agent—H. A. Black, Calais, Me.

Treasurer—Samuel Black, Calais, Me.

Clerk of Corporation—Samuel Black, Calais, Me.

Name and Residence of Directors Last Elected—Geo. M. Porter, St. Stephen, N. B. H. F. Eaton, Milltown, N. B. E. A. Barnard, Calais, Me. L. G. Downes, Calais, Me. E. C. Gates, Calais, Me.

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

**Report of the Waterville & Fairfield Railroad Company, for the
Year Ending September 30 1889.**

Previous Year.	GENERAL EXHIBIT FOR THE YEAR.	
	Total income.....	\$11,621 75
	Total expense, including taxes.....	10,463 82
	Net income.....	1,157 93
	Interest accrued during year.....	500 83
	Dividends declared, 3 per cent.....	600 00
	Balance for the year, surplus.....	57 10
	ANALYSIS OF EARNINGS.	
	From local passengers.....	11,552 70
	Total earnings from passenger department.....	11,552 70
	Total transportation earnings.....	11,552 70
	Income from all other sources.....	69 05
	Total income from all sources.....	11,621 75
	ANALYSIS OF EXPENSES.	
	Taxes.....	\$ 56 95
	General salaries, office expenses, and miscellaneous..	5,714 76
	Insurance.....	92 65
	Repairs of road.....	1,501 35
	Repairs of buildings.....	38 66
	Removing ice and snow.....	103 74
	Repairs of passenger, mail and baggage cars.....	83 24
	Damages and gratuities to passengers.....	320 94
	Salaries, wages and incidentals of passenger stations,	2,551 53
	Total expenses.....	10,463 82
	BALANCE SHEET—ASSETS.	
	Construction account.....	\$28,514 51
	Equipment account.....	9,442 99
	Other permanent investments.....	3,533 73
	Cash item.....	1,057 30
	Other assets (materials and supplies).....	98 00
	Total assets.....	42,646 53
	BALANCE SHEET—LIABILITIES.	
	Capital stock.....	\$20,000 00
	Funded debt.....	20,000 00
	Unfunded debt, as follows.....	539 00
	Interest unpaid..... \$500 00	
	Dividends unpaid..... 39 00	
	Profit and loss balance, if surplus.....	2,107 53
	Total liabilities.....	42,646 53
	MILEAGE, TRAFFIC, ETC.	
	Passenger train mileage.....	46,029
	Total train mileage.....	46,029
	Number of local passengers, including season.....	232,684
	Total number of passengers.....	232,684
	Average number of persons employed.....	8

DESCRIPTION OF ROAD.

Previous Year.	Length of main line of road from Waterville to Fairfield	3.363
	Length of main line of road in Maine.....	3.363
	Total length of road belonging to this company.....	3.363
	Aggregate length of track, computed as single track,	3.363
	Same in Maine	3.363
	Weight per yard, 30 lbs.....	3.363
	Total miles of road operated by this company	3.363
	Total miles of road operated by this company in Maine,	3.363
	Number of stations in Maine on all roads operated by this company.....	2.000
	Number of stations on all roads owned by this company,	2.000
	Same in Maine.....	2.000

EQUIPMENT.

Number of passenger cars owned..... 4

LIST OF ACCIDENTS.

	From causes beyond their own control. (In Maine)		From their own misconduct or carelessness. (In Maine.)		Total in Maine.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed	Injured.
Passengers,	-	1	-	1	-	1	-	1
Employees,	-	-	-	-	-	-	-	-
Others	-	-	-	-	-	-	-	-

STATEMENT OF EACH ACCIDENT IN MAINE.

February 1889—Mrs. A. Frost injured by getting off car after it had started. Injuries said to be internal.

NAME AND RESIDENCE OF OFFICERS.

President—George W. Williams, Salem, Mass.

Superintendent—Benj. Cobb, Waterville, Me.

Treasurer—David J. Lord, Lynn, Mass.

Clerk of Corporation—E. F. Webb, Waterville, Me.

Name and Residence of Directors Last Elected—George W. Williams, Salem, Mass. Williard B. Ferguson, Salem, Mass. William G. Barker, Salem, Mass. David J. Lord, Lynn, Mass. E. F. Webb, Waterville, Me. Stephen I. Abbott, Waterville, Me. Amos F. Gerald, Fairfield, Me.

Proper Address of the Company—Waterville & Fairfield Railroad Company, Fairfield, Maine.

**Report of the York Harbor & Beach Railroad Company, for the
Year Ending September 30 1889.**

Previous Year.		GENERAL EXHIBIT FOR THE YEAR.	
\$27,715	94	Total income.....	\$31,357 64
18,966	99	Total expense, including taxes.....	19,590 28
8,748	95	Net income.....	11,767 36
8,748	95	Balance for the year, surplus.....	11,767 36
		Balance at commencement of year, surplus.....	11,864 94
3,115	99	Balance at commencement of year as so changed.....	
11,864	94	Balance September 30 1889.....	23,632 30
ANALYSIS OF EARNINGS.			
17,465	20	From local passengers.....	18,408 28
4,367	18	From through passengers, to and from other roads.....	6,599 63
570	13	From express and extra baggage.....	743 98
391	34	From mails.....	534 64
22,793	85	Total earnings from passenger department.....	26,286 53
3,773	17	From local freight.....	3,689 85
932	57	From through freight, to and from other roads.....	1,133 05
4,705	74	Total earnings from freight department.....	4,822 90
27,499	59	Total transportation earnings.....	31,109 43
216	35	Income from all other sources, specifying same.....	248 21
		Rentals..... \$88 00	
		Telegraph..... 160 21	
27,715	94	Total income from all sources.....	31,357 64
ANALYSIS OF EXPENSES.			
18	34	Taxes.....	325 09
321	97	General salaries, office expenses, and miscellaneous.....	433 77
4,420	72	Repairs of road.....	4,316 46
9	18	Repairs of bridges.....	127 24
36	65	Repairs of buildings.....	189 23
256	98	Removing ice and snow.....	59 20
1,640	25	Repairs of locomotives, rent or mileage.....	1,640 90
2,281	89	Fuel, locomotive power.....	2,836 47
1,834	27	Locomotive service.....	1,685 72
116	95	Oil and waste.....	111 52
1,095	30	Switchmen, watchmen, flag and signal men.....	1,092 00
20	00	Damages and gratuities to passengers.....	
1,198	44	Salaries, wages and incidentals of passenger trains.....	1,178 51
775	27	Station supplies.....	355 55
2,150	15	Salaries, wages and incidentals of passenger stations.....	2,258 99
1,347	97	Passenger-car mileage, debit balances.....	1,404 61
31	81	Train supplies.....	35 27
2	00	Damages and gratuities freight.....	20 09
391	04	Salaries, wages and incidentals of freight trains.....	392 84
716	71	Salaries, wages and incidentals of freight stations.....	900 48
300	99	Freight-car mileage, debit balances.....	226 34
18,966	99	Total expenses.....	19,590 28

PROPERTY ACCOUNTS—CHARGES AND CREDITS DURING THE YEAR.

Previous Year.			
\$10,757	88	Grading and masonry	\$5,923 08
1,255	70	Bridging	245 76
8,789	52	Superstructure, including rails	196 67
10,651	45	Land, land damages and fences	932 01
9,697	67	Passenger and freight stations, wood-sheds and water-stations	738 79
1,175	84	Engine-houses, car-sheds and turn-tables	
3,183	65	Engineering, agencies, salaries and other expenses during construction	1,229 23
55,511	71	Total for construction	8,774 02
55,511	71	Total expenditures charged to property accounts	8,774 02
		BALANCE SHEET—ASSETS.	
300,822	72	Construction account	309,596 74
12,108	87	Cash item, as follows	23,722 66
		Cash	\$90 36
		Due from agents and companies	23,632 30
312,931	59	Total assets	333,319 40
		BALANCE SHEET—LIABILITIES	
201,300	00	Capital stock	201,300 00
99,766	65	Unfunded debt, as follows	108,387 10
		Notes payable	\$20,000 00
		Vouchers and accounts	88,387 10
11,864	94	Profit and loss balance, if surplus	23,632 30
312,931	59	Total liabilities	333,319 40
		MILEAGE, TRAFFIC, ETC.	
17,945		Passenger train mileage	20,842
5,982		Freight train mileage	6,947
23,927		Total train mileage	27,789
2,646		Number of season ticket passengers	7,452
46,110		Number of local passengers, including season	53,500
10,299		Number of through passengers, to and from other roads	16,798
56,409		Total number of passengers	70,298
375,126		Local passenger mileage, local passengers carried one mile	427,953
110,387		Through passenger mileage, through passengers carried one mile	177,337
3,608		Number tons of local freight carried	3,876
940		Number tons through freight carried, to and from other roads	1,080
4,548		Total number tons freight carried	4,956
18,950		Local freight mileage, tons local freight carried one mile	27,714
5,785		Through freight mileage, tons through freight carried one mile	9,037
23		Average number of persons employed	23

DESCRIPTION OF ROAD.

Previous Year.		
11.27	Length of main line of road.....	11.27
11.27	Length of main line of road in Maine.....	11.27
11.27	Total length of road belonging to this company.....	11.27
	Aggregate length of sidings and other tracks not above	
1.15	enumerated.....	1.15
1.15	Same in Maine.....	1.15
12.42	Aggregate length of track, computed as single track,	12.42
11.45	Total length of steel rails in tracks.....	11.27
11.27	Total miles of road operated by this company.....	11.27
	Total miles of road operated by this company in	
11.27	Maine.....	11.27
	Number of stations in Maine on all roads operated by	
6	this company.....	6
4	Number same having telegraph offices.....	4
	Number of stations on all roads owned by this com-	
6	pany.....	6
6	Same in Maine.....	6

LIST OF ACCIDENTS.

	From causes beyond their own control. (In Maine.)		From their own misconduct or carelessness. (In Maine)		Total in Maine.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	-	-	1	-	1	-	1	-
Employees,	-	-	-	1	-	1	-	1
Others.....	-	-	1	-	1	-	1	-

STATEMENT OF EACH ACCIDENT IN MAINE.

December 24 1888—At Kittery navy yard. Frank Osborn, trespasser, while walking on the track, was struck by mill engine and instantly killed.

December 24 1888—On York river bridge, S. E. Abbott, put his leg out of baggage car door, and it came in contact with the draw guy, and was broken.

August 29 1889—Near Seabury, Daniel Goodwin, passenger, fell from the outside platform of a car as it went round a curve, receiving fatal injuries.

NAME AND RESIDENCE OF OFFICERS.

President—Geo. C. Lord, Newton, Mass.

Auditor—W. J. Hobbs, Malden, Mass.

Superintendent—D. W. Sanborn, Somerville, Mass

General Freight Agent—W. F. Berry, Winchester, Mass

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

Treasurer—Amos Blanchard, Andover, Mass.

Clerk of Corporation—S. W. Judkins, York Corner, Me.

Name and Residence of Directors Last Elected—Geo. C. Lord, Newton, Mass. Josiah S. Ricker, Deering, Me. Samuel C. Lawrence, Medford, Mass. Frank Jones, Portsmouth, N. H. J. E. Staples, York Village, Me. H. E. Evans, York Village, Me. E. S. Marshall, York Harbor, Me.

Proper Address of the Company—York Harbor & Beach Railroad Company, Boston, Mass.

PART III.

DECISIONS OF THE BOARD,

December 8, 1888, to December 31, 1889.



DECISIONS.

Decision of the Board, on petition of the municipal officers of the town of Foxcroft, to determine the manner and conditions of crossing certain highways. Decision December 8 1888.

STATE OF MAINE.

We, the undersigned Railroad Commissioners of the State of Maine, hereby certify that in accordance with the foregoing application, upon which notice had been given as ordered, we met at the time and place designated in said order of notice, and then and there gave a hearing to all persons and parties who appeared and desired to be heard relative to said proposed crossing, and having carefully examined the location do hereby determine that the manner and conditions of said crossing shall be as follows :

Said street or way shall be constructed so as to cross said railroad exactly at grade. The surface of the approaches on either side of said railroad track shall not be steeper than one foot in twenty.

Said crossing to be constructed and maintained within the limits of the location of said railroad, by said railroad company, so as to make the same safe and convenient for travelers on said street or way, with horses, teams and carriages, and shall also make suitable provisions for the passage of surface drainage water.

Signed by the Board.

E. C. FARRINGTON, *Clerk.*

Action of the Board, on petition of the Directors of the Presumpscot River Railroad Company, asking the approval of "Articles of Association," January 4 1889.

Pursuant to the foregoing petition and order, the Board of Railroad Commissioners met at the time and place therein mentioned, and after a hearing, issued and endorsed on said articles of association the following certificate :

STATE OF MAINE.

We, the undersigned Board of Railroad Commissioners for the State of Maine, having carefully examined the within articles of association, and after a public hearing thereon, being satisfied that all the provisions of sections 1 and 2 of chapter 51 of the Revised Statutes have been complied with, hereby approve and endorse the same.

Signed by the Board.

E. C. FARRINGTON, *Clerk.*

Decision of the Board, on petition of the Dexter & Piscataquis Railroad Company, asking the approval of certain variations in their location. Decision April 12 1889.

STATE OF MAINE.

In accordance with the foregoing application, upon which notice had been given as ordered, the Board of Railroad Commissioners met on Tuesday the second day of April A. D. 1889, at eleven o'clock in the forenoon at the time and place designated in our order of notice, and then and there gave a hearing on said application to all parties interested, who appeared for that purpose, which hearing was afterward on the same day adjourned till Wednesday the third day of April A. D. 1889 at Good Templar's Hall in Dexter in the county of Penobscot, at which time and place a further hearing was given thereon, and having carefully examined the

route of said proposed variations and changes prayed for, indicated by the accompanying map and profile, we, the said Board do hereby approve same, and order that said location be made as follows :

Change of location at western terminus, in the town of Dexter. Starting from a point on the Dexter & Newport Railroad, 275 feet north of stake "O" of the old location, and running thence by a 3° curve to the left 1033 feet to a sta. 10x33; thence by tangent N. 16° W. 267 feet to sta. 13; thence by a 2° curve to the right 1000 feet to sta. 23; thence by tangent N. 4° E. 1098 feet to sta. 33x98; thence by a 2° curve to the right 975 feet to a point on the old location designated by sta. 43x78. This proposed location is commonly known as line No. 2 and is distant from line No. 1 at sta. 23, 420 feet, which is the greatest departure between the two locations. Length of proposed change 4378 feet.

Change of location at Lily pond, so called, in the town of Dexter just north of Dexter village.

Leaving the old location at a point near the first crossing of the Dover road, designated by station 214x32 of the proposed location and running thence by a 1° curve to the left 500 feet to sta. 219x32; thence by tangent N. $65^{\circ} 30'$ E. 168 feet to sta. 221; thence by 4° curve to the left 1400 feet; thence by tangent N. $9^{\circ} 30'$ E. 1666 feet to sta. 250x85; thence by a 5° curve to the right 615 feet to sta. 257; thence by tangent N. 41° E. 700 feet to sta. 264; thence by a 5° curve to the left 500 feet to sta. 269; thence by tangent N. 16° E. 800 feet to sta. 277; thence by a 3° curve to the right 1300 feet to sta. 290; thence by tangent N. 55° E. 2500 feet to sta. 315; thence by a 3° curve to the left 700 feet to sta. 322; thence by tangent N. 34° E. 2510 feet to sta. 347x10; thence by a 3° curve to the right 1200 feet to sta. 359; thence by tangent N. 70° E. 1029 feet to sta. 369x29; thence by a 3° curve to the right 733 feet to sta. 376x62; thence by tangent S. 88° E. 616 feet, crossing Main stream, so called, to sta. 382x78; thence by 4° curve to the left of 591 feet to sta. 388x69

or to a point on the old location near Silver's Mill road in the town of Dexter. The greatest departure from the old location is at station 285, the distance between the two locations at that point being 3200 feet. Length of proposed change, 17,437 feet.

Change of location at Hine's Brook, in town of Sangerville, near eastern terminus.

Leaving the old location at a point south of the Borrough road, so called, and designated by sta. 677x48, of the present location and running thence by a 5° curve to the left 1610 feet; thence by a tangent N. $66^\circ 30'$ W. 296 feet; thence by a 5° curve to the right 1060 feet, or to sta. 707x14; thence by tangent N. $13^\circ 30'$ W. 1050 feet to sta. 717x64; thence by a 3° curve to the left 766 feet to sta. 725x30; thence by tangent N. $36^\circ 30'$ W. 470 feet to sta. 730; thence by a 5° curve to the right 1500 feet to sta. 745; thence by tangent N. 39° E. joining the old location at a point designated by sta. 751x50. The greatest departure from the old location is at station 730, the distance between the two locations at that point being 540 feet. Length of proposed change 7402 feet.

By the Board.

E. C. FARRINGTON, *Clerk.*

Decision of Board, on petition of the Dexter & Piscataquis Railroad Company, to determine the manner and conditions of crossing certain highways. Decision April 12 1889.

STATE OF MAINE.

We, the undersigned Railroad Commissioners of the State of Maine, hereby certify, that in accordance with the foregoing application, upon which notice had been given as ordered, we met at the time and place designated in said order of notice, and then and there adjourned until Wednesday the third day of April A. D. 1889, to meet at Good Templar's hall in

Dexter, in the county of Penobscot, at nine o'clock in the forenoon, at which time and place, we gave a hearing to all parties and persons who appeared and desired to be heard relative to the several crossings mentioned in said application, and having heard and considered all the evidence and arguments of counsel relative to same, and examined the location of each and all of them, do hereby determine that the manner and conditions of the crossing of said railroad over said streets and ways shall be as follows :

1. The "Dawes road," so called, shall be crossed by said railroad exactly at grade with said road or way, as it is now constructed, when said railroad is at full grade.

2. The "Sangerville road," so called, shall be crossed at grade, after said railroad company shall have excavated or lowered said road or way below the present grade, one foot and three inches, and permission is hereby granted to do same.

3. The "Guilford road," so called, shall be crossed at grade ; but said railroad company is hereby permitted to raise the grade of said road one foot and seven inches above the present grade.

4. The "Burrough road," so called, shall be crossed at grade, after the present grade of said road has been lowered at place of crossing two feet and six inches, and permission is hereby granted to do the same.

5. The "McAlister road," so called, shall be crossed at the present grade of said road, when said railroad shall be at full grade.

6. The "Starbard road," so called, shall be crossed at grade, after said road has been raised at the point of crossing, six inches, and permission is hereby granted to do the same.

7. The "Town Line road," so called, shall be crossed exactly at the present grade of said road, when said railroad shall be at full grade.

8. The "East Sangerville road," so called, shall be crossed as is provided for No. 7.

9. "The Gilman Corner road," so called, shall be crossed as is provided for No. 7.

10. The Silver's Mill road," so called, shall be crossed at grade, after said road shall have been raised at point of crossing one foot and nine inches above the present grade, and permission is hereby granted to raise same as above provided.

11. The "Avenue road," so called, shall be crossed at grade, after said road shall have been raised above its present grade six feet at point of crossing, and permission is hereby granted to fill in and raise same as above provided.

12. The "Dover road" in Dexter village, shall be crossed at grade after said road shall have been raised at each of the two points where said railroad shall cross, six inches above the present grade of said road or street, and permission is hereby granted to raise same as above provided.

13. "Grove street," so called, shall be crossed at grade and as near at right angles with said street as said crossing can reasonably be made. To facilitate said crossing, said street may be raised at point of crossing nine inches above the present grade.

14. The "Ripley road," so called, alias "Dustin street," in Dexter, shall be crossed at grade, after said street or road shall have been excavated or lowered, at point of crossing, two feet below the present grade, and permission is hereby granted to excavate as above provided.

15. "School street" in Dexter, shall be crossed at grade, after said street shall have been lowered six inches below present grade at point of crossing, and permission is hereby granted to lower the same as above provided.

16. Lincoln street in Dexter shall be crossed by a bridge over said street. Said bridge shall be constructed so as to leave a space of, at least, twelve feet between the present grade of said street and the stringers or girders of said bridge and the width of roadway between the abutments shall be, at least twenty-two feet.

17. "Main street," in Dexter, shall be crossed at grade, after the present grade of said street, at point of crossing, has been lowered six inches. Permission is hereby granted to lower the grade as above provided.

18. "Liberty street," in Dexter, shall be crossed at grade. No change to be made in the grade of said street.

19. "Shaw street," in Dexter, shall be crossed at grade after said street at point of crossing, shall have been raised six feet above the present grade. Permission is hereby granted to raise said street as above provided.

20. The "Newport road," so called, in Dexter, shall be crossed by a bridge over said road or street. Said bridge shall be constructed so as to leave a space of at least twelve feet between the present grade of said street and the stringers or floor timbers of said bridge. And the roadway between the abutments of said bridge, shall be at least twenty-five feet.

We hereby further determine and order that the surface of the approaches on either side of said railroad track where each of the several grade crossings above mentioned are permitted, shall be made as wide as said streets and ways are now constructed, and not to be steeper than one foot in twenty, except in places where the natural slopes are such as to prevent them being so constructed. All of said crossings shall be constructed and maintained within the limits of said railroad location, by said railroad company, so that the same shall be safe and convenient for travelers on said streets and ways with horses, teams and carriages, and shall also make suitable provisions for the passage of surface drainage water.

Signed by the Board.

E. C. FARRINGTON, *Clerk.*

Decision of the Board, on petition of the Lime Rock Railroad Company, to determine the manner and conditions of crossing certain highways. Decision June 14 1889.

STATE OF MAINE.

To the Supreme Judicial Court, next to be held at Rockland, within and for the county of Knox, on the third Tuesday of September, A. D. 1889.

We, the undersigned Board of Railroad Commissioners of the State of Maine, hereby certify, that in accordance with the foregoing application and order of notice, we met at the time and place designated in said order, and it then and there appearing that notice had been given as ordered, we viewed the location of said several crossings, and gave a hearing to all persons and parties, who appeared and desired to be heard relative to the same. And it then and there appearing by evidence adduced that the petitioner's railroad, and branch track mentioned in said application, are to be wholly used for the transportation of lime-rock and other freights; that trains thereon will be run infrequently and at as low rate of speed, and that said several crossings could not be made otherwise than at grade, without subjecting the petitioners to great expense, and the public to much inconvenience, we, therefore, are convinced that said railroad may properly cross each and all of the ways mentioned in said application, at grade, and do hereby adjudge and determine, that said railroad shall be permitted to cross the streets and ways mentioned in said application at grade therewith, and that the manner and conditions of said crossings shall be as follows:

1. The crossing on Winter street shall be at grade, after said street shall have been raised, at point of crossing, four feet above the present level, said railroad to be constructed as near at right angles with said street as the same can reasonably be located, and the surface of the approaches on either side of said railroad track, is to be made and maintained by said railroad company as wide as said street now is, and not to be steeper than one foot elevation, to every twenty feet out from said railroad track.

2. The crossing on Pink street, shall be at grade, after said street shall have been raised, at point of crossing, two feet above the present level. The surface of the approaches on either side of said railroad track, is to be made and maintained by said railroad company, within its location, as wide as said street is now constructed, and not to be steeper than

one foot elevation, to every twenty feet out from said railroad track.

3. The crossing at Pearl street, to be at grade, after said street shall have been raised at point of crossing, two feet above its present level. The surface of the approaches on either side of said railroad track, to be made and maintained by said railroad company, as wide as said street is now constructed, and not to be steeper than one foot elevation to every twenty feet out from said railroad track.

4. The crossing on Sea street, shall be exactly at grade with the street as now constructed, when said railroad track shall be at full grade, and the surface of the approaches, on either side of said railroad track, shall be made and maintained by said railroad company, within its location, as wide as the same is now constructed.

5. The crossing, on or near, terminus of Lime street, to be at grade after said street shall have been raised above present level, three feet. Permission is hereby granted the railroad company to raise the street as aforesaid. The slopes and approaches on either side of said railroad track, to be made not steeper than one foot elevation, to every twenty feet out from said track. The same to be made and maintained within the location by said company.

6. The crossing on Main street, near the N. A. Burpee engine house shall be at grade after said street, at point of crossing, shall have been raised, at least two feet above the present grade or level. The approaches on either side of said railroad track, shall be made and maintained, within the railroad location by said company, as wide as the street is now, or may hereafter be constructed, and shall not be steeper than one foot elevation to every twenty feet out from said railroad track.

7. The crossing at North Main street, near the old school-house lot shall be made and maintained exactly at grade with the street as now made, when said railroad shall be at full grade, and the approaches on either side of the railroad track,

within the railroad location, to be made and maintained, as wide as they are now, or shall hereafter be made by the city authorities.

8. The crossing at Broadway, near the land of Jeremiah Hooper, to be at grade, after said street or way shall have been raised two and one-half feet above present grade or level, at point of crossing. Said way or street northerly of said crossing, shall be raised by said railroad company, so that the approach or grade from the highway culvert, to said railroad track shall not be steeper than one foot elevation to every twenty feet out from said track, and the approaches on either side shall be made and maintained within said railroad location as wide as the same are now constructed.

9. The crossing at the junction of the county road and Middle street shall be at grade after said road and street shall have been raised one foot above the present grade or level, at point of crossing, and the surface of the approaches on either side of said railroad track, shall be made as wide as the same is now, and not steeper than one foot elevation, to every twenty feet out from said railroad track.

Said railroad company shall make and maintain each and all of said crossings within the railroad location, safe and convenient for travelers on said streets and ways, with horses, teams and carriages, and shall also make and maintain suitable provision for the passage of surface drainage water.

Signed by the Board.

E. C. FARRINGTON, *Clerk.*

Decision of the Board, on petition of the Maine Central Railroad Company, for approval of location of branch railroad track, and to determine the manner and condition of crossing a certain highway in Brewer, Me. Decision June 18 1889.

STATE OF MAINE.

To the Supreme Judicial Court, next to be held at Bangor in and for the county of Penobscot, on the first Tuesday of October A. D. 1889.

We, the undersigned Board of Railroad Commissioners of the State of Maine, hereby certify, that in accordance with the foregoing application, and order of notice, we met at the time and place designated in said order, and it then and there appearing that notice had been given as ordered, we viewed the location and route of said Branch Track, and said proposed crossing, and gave a hearing to all persons and parties who appeared and desired to be heard relative to same. It then and there appearing that the matters and things set forth in said application, relative to said Branch Track, were true. We do hereby approve the same and direct that said Branch Track be located and constructed as per plan this day approved by us, (Numbered 1). It further appearing that said Branch Track is to be used wholly for transportation of freight to and from the manufacturing establishment mentioned in said application; and that trains thereon will be run infrequently and at a slow rate of speed; and that the crossing mentioned in said application, cannot be made otherwise than at grade, without subjecting the petitioners to great, and, as we deem, unnecessary expense, and the public to much inconvenience. Therefore, we hereby determine that said Branch Railroad Track shall be permitted to cross the highway mentioned in said application, at grade therewith, and that the manner and conditions of crossing the same shall be as follows:

Said highway shall be crossed at grade, after said way shall have been raised, at point of crossing, one foot above the

present grade or level of said way. Said Railroad to be constructed as near at right angles with said way, as the line of location of said railroad track will permit. The surface of the approaches on either side of said railroad track, on said way, is to be made and maintained by said Railroad Company, as wide as the same is now constructed, and not to be steeper than one foot elevation to every twenty feet out from said railroad track, and said Railroad Company, shall make and maintain the same, within the railroad location, so that said crossing shall be safe and convenient for travelers on said way, with horses, teams and carriages, and shall also make suitable provisions for the passage of surface drainage water.

Signed by the Board.

E. C. FARRINGTON, *Clerk.*

Decision of the Board, on petition of the Maine Central Railroad Company, for approval of location of branch railroad track in the town of Veazie, Maine. Decision June 18 1889.

STATE OF MAINE.

We, the undersigned, Board of Railroad Commissioners of the State of Maine, hereby certify, that in accordance with the foregoing application and order of notice, we met at the time and place designated in said order, and it then and there appearing that notice had been published as ordered, we viewed the location and route of said Branch Track and carefully examined the map and plan thereof presented, and gave a hearing to all persons and parties who appeared and desired to be heard relative to the same, and it then and there appearing from the evidence presented to us, that all matters set forth in said application relating to such Branch Track were true. We therefore do hereby approve the location thereof, and direct that said branch track be constructed as per plan this day approved by us, (Numbered 2).

Signed by the Board.

E. C. FARRINGTON, *Clerk.*

Decision of Board, on petition of Maine Central Railroad Company, for approval of location of branch railroad track in the town of Waterville, and to determine the manner and condition of crossing a highway. Decision June 18 1889.

STATE OF MAINE.

To the Supreme Judicial Court, next to be held at Augusta in the county of Kennebec, on the third Tuesday of October A. D. 1889.

We, the undersigned Board of Railroad Commissioners of the State of Maine hereby certify that in accordance with the foregoing application and order of notice, we met at the time and place designated in said order, and it then and there appearing that notice had been given as ordered, we viewed the route and location of said proposed Branch Track and carefully examined the map and plan thereof presented, and gave a hearing to all persons and parties who appeared and desired to be heard relative to the same, and it then and there appearing from the evidence presented to us, that all matters set forth in said application relative to said Branch Track were true. We therefore now approve said location and direct that said Branch Track be constructed as per plan (No. 3) this day approved by us. It further appearing that said Branch Track is to be wholly used for the transportation of freight to and from the manufacturing establishment mentioned in said application, and that trains thereon will be run infrequent and moved at a slow rate of speed. We are therefore convinced that a crossing at grade with the highway mentioned will not materially endanger public travel on said way, and we hereby determine and direct that said Branch Track shall be permitted to cross said highway at grade therewith, and that the manner and conditions of crossing the same shall be as follows:

Said railroad track shall be laid exactly on the present grade or level of said highway, when said railroad shall be at full grade, and the surface of the approaches on either side

of said railroad track, on said way shall be made and maintained by said Railroad Company, as wide as the same is now constructed, and said company shall construct and maintain the said crossing within said railroad location in such manner that the same shall be safe and convenient for travelers on said highway with horses, teams and carriages, and shall also make suitable provisions for the passage of surface drainage water.

Signed by the Board.

E. C. FARRINGTON, *Clerk.*

Decision of the Board on petition of the Mount Desert Railway, for revival of Charter. Decision June 18 1889.

STATE OF MAINE.

We, the undersigned Board of Railroad Commissioners of the State of Maine, hereby certify that in accordance with the foregoing application and order of notice, we met at our office in Augusta, on Tuesday the eighteenth day of June, A. D. 1889, at two o'clock in the afternoon, being the time and place designated in said order, and then and there gave a hearing to the petitioners and all other persons and parties, who appeared and desired to be heard relative to the subject matter stated in said application.

After carefully considering the prayer of the petitioners and the reasons urged for the revival of their charter, we do hereby determine and order that the corporate powers and charter of the "Mt. Desert Railway" be and is hereby revived, as provided by section 3, of chapter 96, of the Public Laws of 1887.

This revival, however, is not to be construed as renewing or including the approval of location heretofore made by this Board.

Signed by the Board.

E. C. FARRINGTON, *Clerk.*

Decision of the Board, on petition of the Dexter & Piscataquis Railroad Company, for approval of a change or variation in location. Decision July 8 1889.

STATE OF MAINE.

As appears by the foregoing petition, the Dexter & Piscataquis Railroad Company, after having located their line to a connection with the Bangor & Piscataquis Railroad, and having the same approved by this Board, now asks permission to change said location from a point on the approved and located line, commencing at the Piscataquis river, in the town of Foxcroft; thence, as appears by plan submitted, curving easterly to a point, of connection with the line of the Bangor & Piscataquis Railroad, something more than a mile easterly from the one first submitted and approved by this Board. To this contemplated change of location, the Bangor & Piscataquis Railroad Company, for reasons hereinafter stated, objects. It appeared by evidence submitted at the hearing, by the petitioners, that failing to agree with Bangor & Piscataquis Railroad Company, as to an Union Station for both companies, no suitable point on their located line could be found for depot purposes, without extending their line as above described; that for business purposes and to accommodate the people of Dover, and Foxcroft, it was necessary to reach some point nearer those villages; and that having been refused the privilege of laying a track along and within the location of the Bangor and Piscataquis railroad, they desire to locate a line southerly and adjoining said railroad, for a distance of about one mile, to a locality, known as the "Parsonage" lot in Foxcroft. The objection urged by the Bangor and Piscataquis Railroad Company to this contemplated change of location, by the petitioners company, is, if we understand it correctly, that it will be a parallel road, with theirs, for more than a mile, and between their road and the village of Foxcroft, and manufacturing establishments on that side of their line; that if petitioners are permitted to so ex-

tend their line, they (the B. & P.) will in part, be deprived of business that, on account of their prior location legitimately belongs to them, and that they will be inconvenienced and hindered in locating and operating side tracks to such manufacturing establishments, etc.

While, we think, we fully appreciate the importance of the objections above mentioned, we do not think they are of sufficient weight or importance to overcome the reasons, given by the petitioners, why their prayer for approval of change of location should be granted. The matter here to be determined, is not merely the prior rights of one company or the conveniences of another, the rights of the public, and the business of that community, must be considered, as well as the convenience and interests of either corporations. We do not think it would be reasonable or public policy, to deny to one railroad corporation, reasonable terminal facilities, simply because in reaching a desirable point or locality it would have to extend its road, for a short distance, parallel with one already established. But there are other reasons why we cannot at this time approve this contemplated change of location. It appears by the plan submitted, that to make the change proposed, the road would have to be constructed at grade, across at least six public streets or ways, now crossed, at grade, by the Bangor and Piscataquis Railroad track, and at a distance of fifty feet from said track. Such a violation of the spirit and intent of chapter 282, of Public Laws of 1889 relating to railroad crossings, we cannot sanction unless sufficient reasons are shown therefor. It may be said that to cross two tracks at grade, would be but little more dangerous than to cross one. This would be true if they were along side, or near to each other, but when placed at a distance of fifty feet apart, the danger to travelers on such ways would be very much increased. It is desirable that these two roads should have a union station at such a point as would convene both, and be also convenient to the inhabitants of the villages of Dover and Foxcroft, but if such an arrangement cannot amicably be made by these two

corporations, we think a sufficient remedy is provided by chapter 120, Public Laws of 1887. If not, the objections to approval of this proposed location, above mentioned, may be overcome.

By the Board.

E. C. FARRINGTON, *Clerk.*

Decision of the Board, on petition of the Dexter & Piscataquis Railroad Company, for approval of change of location, so as to avoid a highway crossing. Decision July 8 1889.

STATE OF MAINE.

To the honorable Supreme Judicial Court next to be held at Bangor, in the county of Penobscot, on the first Tuesday of October, A. D. 1889.

We, the undersigned Board of Railroad Commissioners for the State of Maine, hereby certify, that in accordance with the foregoing application and order of notice, we met at the time and place mentioned in said order, and it then and there appearing that notice thereof had been given as ordered, we gave a hearing to all persons and parties who appeared and desired to be heard relative to the same.

Col. J. B. Peaks appeared as counsel for the petitioners, and Hon. Josiah W. Crosby, as counsel for the town of Dexter. Prior to said hearing, on the same day, this Board viewed the premises described in said petition, and did not deem another examination necessary and refused to do so, although requested by the counsel for the town of Dexter.

At said hearing it appeared from the evidence offered by the petitioners, that said railroad was located across said highway, as described in said petition, in order to obtain a uniform grade, though as appears, a more direct and shorter line could have been made without crossing said highway, though at great expense, by means of excavations and fills. It appeared from said view and from the evidence adduced at said

hearing, that, one, at least, of said contemplated grade crossings would be exceedingly blind and dangerous to travelers on said highway, and that the other, being so near to the first named, would be more dangerous than if the first were at a greater distance from it.

It also appeared that the probable cost of changing said highway, as prayed for in said application, and constructing same alongside of said railroad in as good condition as same is now, would be about 800 dollars. And it further appeared that there was no opposition to the proposed change, on the part of the town, provided the railroad company should be required to bear all the expense thereof. After considering the prayer of the petitioners and all the evidence adduced at said hearing, we are convinced that the course of said highway should be altered or changed as prayed for. This petition is based upon an act amendatory and additional to section 28 of chapter 51 of the Revised Statutes, (see chapter 282 Public Laws of 1889,) a part of which is as follows :

“Highways and other ways may be raised or lowered for the purpose of permitting a railroad to pass over or under the same or the course of the same may be altered so as to facilitate such crossing, or to permit a railroad to pass at the side thereof, on application to the Railroad Commissioners and proceeding as provided by section 27 of chapter 18, as amended by this act, and for such purpose, land may be taken and damages awarded as provided for laying out highways and other ways.”

By the foregoing provisions of statute, we think power is given the Board to order the change prayed for. Whether or not the Board has power to apportion or require the railroad company to pay the whole expense of such change is more difficult to determine, the change being wholly outside the limits of the railroad location. The counsel for the petitioners claims that no such power is given. While we admit the meaning of the statute is somewhat obscure, we think such power is clearly given, when the language above quoted, is considered in connection with section 27 of chapter 18, as

amended. If the above quoted statute had been incorporated into and made a part of section 27 of chapter 18 instead of part of section 28 of chapter 51, its meaning would have been clear. Section 27 of chapter 18 as amended, provides that "Townways and highways may be laid out across, over or under any railroad track, and the expense of building and maintaining so much thereof as is within the limits of such railroad, shall be borne by such railroad or by the city or town in which such way is located, or shall be apportioned between such company and city or town as may be determined by said Railroad Commissioners." As we construe the law, section 28 of chapter 51 as amended gives to the Commissioners additional powers, and provides that the "proceeding" shall be "as provided by section 27 of chapter 18 as amended." We, therefore, hereby determine and order that the course of said highway shall be altered, constructed and maintained by the town of Dexter, as follows :

Commencing at a stake marked "O" driven on the northerly side of the said highway or Dover road, so called, on the line between said road and land owned by Lafayette Bridge, being 33 feet in a southerly direction from station 217 of the Dexter & Piscataquis location; thence running by the magnet of 1889, N. $66^{\circ} 30'$ E. 150 feet to a stake marked 1x50; thence N. 62° E. 250 feet to a stake marked "4"; thence N. 56° E. 200 feet to a stake marked "6"; thence N. 51° E. 200 feet to a stake marked "8"; thence N. 37° E. 500 feet to a stake marked "13" driven on the northerly side line of the said highway at or near its junction with the Owlsborough road, so called. The above describes the northerly side line of the said highway when altered as above provided. The southerly side line, of which is to be 66 feet or four rods distant from the above described line, and parallel with the same as shown on plan No. 5 herewith approved. Land may be taken for the above-named purpose and damages awarded as provided by law. The location of said railroad shall be changed so as to correspond with the above described line of the highway. In consideration of the advantages, which, we believe the

Dexter & Piscataquis Railroad Company will derive by reason of the foregoing described change or alteration of said highway, we hereby determine and award that said railroad company shall pay the expense of making the alteration or change aforesaid, a sum of money not exceeding eight hundred dollars; provided, however, that if said town of Dexter shall refuse or neglect to alter or change said highway, as above provided within thirty days from the date hereof, said railroad company is hereby authorized and empowered to do the same.

Signed by the Board.

E. C. FARRINGTON, *Clerk.*

Decision of the Board, on petition of the Dexter & Piscataquis Railroad Company, for approval of location, the same being in part upon the location of the Bangor & Piscataquis Railroad. Decision July 25 1889.

STATE OF MAINE.

In accordance with the foregoing petition, upon which notice, as appears had been given as ordered, the Board of Railroad Commissioners met at the time and place designated in said order, and it then and there appearing that the Board had jurisdiction, only in part, the same is hereby dismissed.

By the Board.

E. C. FARRINGTON, *Clerk.*

Decision of the Board, on petition of the Dexter & Piscataquis Railroad Company, for approval of and change of location and terminus. Decision July 25 1889.

STATE OF MAINE.

By the foregoing application, upon which, as appears, notice has been given as ordered, the petitioners again ask for an

approval of a change in the location of their railroad, from a point commencing at the Piscataquis river in Foxcroft, where their located line crosses said river, and changing the line from said point at said river, by running northerly and easterly until said line touches the located line of the Bangor & Piscataquis Railroad, east of the Dawes road, so called, and thence running easterly along the south side of the line of the Bangor & Piscataquis Railroad, parallel and adjoining the same, to a point in Foxcroft, known as the "Parsonage Lot," where the petitioners have located their depot grounds. This request is substantially the same as the one we have before refused to grant, for reasons stated in our decision relative thereto, dated June 8 1889.

While at the former hearing, this Board was strongly impressed with the belief that the route and depot grounds selected by the petitioners were the most available, we at the time refused to approve the location asked for, hoping thereby that such an amicable arrangement would be made between the petitioners and the Bangor & Piscataquis Railroad Company, as would permit the petitioners to place a track upon the location of said Bangor & Piscataquis, and thus avoid an additional railroad location in that vicinity. Failing to make such an arrangement, the petitioners again ask to have said location approved by this Board. It appeared by evidence offered on the part of the petitioners, at the hearing on the foregoing petition, that the point of connection of the petitioners' road with the Bangor & Piscataquis Railroad, as now located, is more than a mile from the business centers of the villages of Dover and Foxcroft; that no suitable ground for station purposes, approachable by the petitioners' road, other than the "Parsonage Lot" before mentioned can be found; that said lot for station purposes, would be more accessible and convenient for business purposes and accommodation of the two villages, than any other point on the line of the Bangor & Piscataquis Railroad; that by reason of natural barriers no suitable or feasible route of approach to said lot or ground can be found, except

by extending their line within the location of the Bangor & Piscataquis location, or along side thereof, for more than a mile, as prayed for in their petition, and as appears by plan submitted. It also appeared that a majority, at least, of the citizens of Dover and Foxcroft villages, favored the selection of the above mentioned lot, by the petitioners' company for depot purposes, and, so far as appears, this proposed change of location and extension is opposed only by the Bangor & Piscataquis Company. While admitting, or failing to deny the truth of the above allegations, as set forth by the petitioners, the Bangor & Piscataquis Railroad Company, by their counsel, say this Board has no authority, by statute, to approve such change; that if any such power is conferred by statute upon the Board, it should not be exercised in this case; that having made a location of their line and having had the same approved and established, they, the petitioners, should be confined to the same and not be allowed to establish new and additional lines, especially where the same will be near and parallel with the Bangor & Piscataquis Railroad, which has a prior right to the location and business established near the same. As we have before said, while we fully comprehend and appreciate the force of the objections, so urged, they do not seem to us to be sufficient to warrant us to refuse to approve the change and extension asked for by the petitioners. True the petitioners' road is a competing road and ought not to be allowed undue advantages, by way of location over the other road; but we have already determined, by a decision given November 27 1888, that public convenience required the construction of a railroad from Dexter to Foxcroft. If public convenience required that the road should be built, it certainly requires that it should be granted reasonable and proper terminal facilities, and not be shut out from the most available depot grounds, simply because some other persons or corporations had previously constructed a railroad near by. It does not appear that there are any other grounds available or suitable for station purposes, except the "Parsonage Lot" above mentioned. And, while for reasons stated

in our former decision in this matter, we have been and now are reluctant to approve this proposed change of location and extension, we are forced to do so, feeling that to compel the petitioners to locate the terminus of their road a mile or more away from the business centers of the villages of Dover and Foxcroft, would be unjust and unreasonable. It has been suggested that permission would be given the petitioners' company, by the Bangor & Piscataquis Company, to run their trains from the terminus as now located, over the tracks of the Bangor & Piscataquis Railroad to the depot of said company or to such station as said petitioners might establish. Such an arrangement, we could not approve believing as we do, that the occupation of one track by two companies operating trains for a distance of more than a mile, would be exceedingly dangerous and inconvenient. We believe it would have been better for both companies if permission had been given the petitioners' company, to lay its track or tracks within the location of the Bangor & Piscataquis, as above suggested; but this being a matter over which we have no jurisdiction or control, we hereby approve the change of location as prayed for and find that public convenience requires the same.

By the Board.

E. C. FARRINGTON, *Clerk.*

Decision of the Board, on petition of the Knox & Lincoln Railroad Company, to determine whether said corporation may take and hold certain lands needed for the business of said railroad. Decision August 15 1889.

STATE OF MAINE.

Hearing August 13 1889. Counsel appearing. For the petitioners, Henry Ingalls of Wiscasset; for land owners, George B. Sawyer of Wiscasset.

The petitioners, a railroad corporation as appears by the foregoing application, asks that certain parcels of land in the

village of Wiscasset may be condemned and taken for public use as provided by section 16 of chapter 51 of the Revised Statutes. It appeared by evidence adduced at the hearing on said application, that the lands described in said application, consisted of one narrow strip of land about a rod in width, situated next southerly of the freight depot, and adjoining the railroad location, not now used for any purpose except for the deposit of rubbish, etc.; that the railroad company desired said strip of land for the purpose of making an approach from Main street along a side track there situated, to said freight depot. The other described parcel of land is a strip fifteen feet wide, on the easterly or shore side of said railroad location and depot grounds, consisting of flats and a portion of an old wharf. The reasons assigned by the petitioners for the taking of this last mentioned strip of land were to enable them to place a retaining wall for the support of the railroad embankment, and to give them the right to remove a portion of an old and unoccupied building situated on said wharf, which obstructed a view of a switch near the passenger station to approaching trains. Counsel, claiming to represent all of the parties interested in said lands having waived proof and admitted notice to all, as the law requires, insisted that the reasons given by the petitioners for taking the several parcels of land before mentioned were not sufficient in law to empower the Board to order a condemnation of said land: because it did not appear that the object for such condemnation was embraced in those enumerated in the Statutes, for which land might be taken. While we admit that there is some force in the argument to sustain the position taken by counsel for the respondents, we think the Statute is sufficiently broad to give the Board jurisdiction. The object mentioned by Statutes, for which Railroad Corporations may take and hold land, are "Land for Burrow and gravel pits, necessary tracks, side tracks, stations, woodsheds, repair shops, and car, engine and freight houses." To limit the extent of the land which might be taken to strictly the land covered by those structures mentioned, would be absurd. Such structures

without means or right of approach to them, would be useless. Such lands, in connection and in addition to the lands for objects above mentioned, necessary "for the reasonable accommodation of the traffic and appropriate business of the corporation," may, we think, under the provisions of Statute be taken. We therefore find that the objects for which the petitioners seek to take and hold the parcels of land mentioned are included in the provisions of Statute above mentioned, and accordingly issue this our certificate. We, the undersigned Board of Railroad Commissioners, hereby certify that on the thirteenth day of August, A. D. 1889, we met at the time and place mentioned in our order of notice, which we hereby refer to and make part of this our certificate, and it then appearing and admitted by counsel, appearing for all of the persons and parties mentioned in said application, that notice had been given as ordered, and was sufficient, and then and there viewed the premises mentioned in said application and gave a hearing to all persons and parties interested, who appeared and desired to be heard relative to the same, and after a full hearing of all the allegations, statements and proofs of the petitioners and of the other persons and parties mentioned in said application, or interested, and all others who appeared as such, it appeared to us and we so find, determine and certify that so much of the premises mentioned in said application as is hereinafter definitely described, is necessary for the use of said Knox & Lincoln Railroad Company for necessary tracks, side tracks, stations, and for the reasonable accommodation of the traffic and appropriate business of said corporation, viz: beginning at the northeast corner of the land of Alden Bailey; thence southerly to an iron post or bolt in the northerly line of the land of the heirs of Barker Neal deceased; thence southerly to another iron post or bolt in the southerly line of land last above named; thence easterly by said last named line to the westerly line of said railroad company; thence northerly by the last named line to the northerly line projected of said Bailey; thence

westerly by said last named line to the first bound. One other piece or lot of land bounded as follows, viz: beginning at the outside of the wall on the easterly side of the track of said railroad, in the northerly line projected of said Bailey, at the southerly side or end of an old wharf; thence easterly by the line last named fifteen feet; thence southerly, keeping the distance of fifteen feet from the outside of said wall, to the southerly line of the heirs of said Neal deceased; thence westerly by said last named line, fifteen feet to the outside of said wall; thence northerly by the easterly side of said wall to the first bound. Also another lot or piece of land bounded as follows, viz: beginning at the northwesterly corner of the lot last above described, at the easterly side of said wall, in the northerly line projected of said Bailey; thence easterly by said last named line, fifteen feet; thence northerly, keeping the distance of fifteen feet from the easterly line of said railroad, to land or flats formerly of Wales Hubbard deceased, being the northerly line of James M. Blinn; thence westerly by said last named line and land or flats, fifteen feet to the easterly line of said railroad; thence southerly by said last named line to first bound. And we further find and determine that all the above described premises, not now owned by said Knox & Lincoln Railroad Company, is and was at the time of said hearing and on the day of the date of the application and order of notice, owned by the persons and parties named in said application, and that they are the persons and parties interested therein. And at said hearing it further appeared, and we so find and determine that said Knox and Lincoln Railroad Company and the persons mentioned in said application or either of them did not agree, and had not at any time agreed, as to the necessity therefor, or the area necessary to be taken, and that said persons named or either of them, did not consent and had not at any time consented thereto, before the making of said application, though as appears, they each and all had been requested so to do by said company, before the making of said application. We therefore adjudge and determine that the premises above

described, are necessary for the reasonable accommodation of the traffic and appropriate business of said railroad corporation, and that said premises may be taken and held for the above mentioned purposes, and hereby make this our determination, adjudication and certificate of adjudication.

By the Board.

E. C. FARRINGTON, *Clerk.*

Decision of the Board, on petition of the International Railway Company of Maine, to determine the manner and condition of crossing certain highways. Decision September 9 1889.

STATE OF MAINE.

To the Supreme Judicial Court next to be held in Dover, in the county of Piscataquis, on the fourth Tuesday of September, A. D. 1889.

We, the undersigned Board of Railroad Commissioners, hereby certify, that in accordance with the foregoing application and order of notice, we met at our office in Augusta, on the seventh day of September, A. D. 1889, that being the time and place designated in said order, and it then and there appearing that notice of said hearing had been given as ordered, we gave a hearing to all persons and parties who appeared and desired to be heard relative to the same. And it then and there appearing by the evidence submitted on the part of the petitioners and others, that the highways or roads mentioned in said application, where crossed by said railroad, were a long distance from the thickly settled portions of the towns mentioned, and that each of said ways were infrequently traveled, we, therefore, determine that said ways may properly be crossed by said railroad at grade therewith, and that the manner and condition of crossings shall be as follows :

1. The crossing in Brownville, on the way leading from the village of Brownville to Katahdin Iron Works, shall be

exactly at grade, and the surface of the approaches on either side of said railroad track, shall be made and maintained by said railroad company, within its location, as wide as said way is now constructed, and not steeper than one foot elevation to every twenty feet out from said railroad track.

2. The crossing in said town of Brownville, of the way on the east side of Pleasant River and about half a mile distant therefrom, leading northerly from the village of Brownville, shall be exactly at grade, and the surface of the approaches on either side of said railroad track, shall be made and maintained by said railroad company within its location, as wide as said road is now constructed, and not to be steeper than one foot elevation to every twenty feet out from said railroad track.

3. The crossings in the township of Elliottsville known as the Mønson road, shall be at grade, when said railroad is at full grade, and the surface on either side of said railroad track, shall be made and maintained by said railroad company, as wide as said way was formerly constructed, and the approach on the southerly and westerly side within the railroad location, to be not steeper than one foot elevation to every ten feet out from said railroad track, and the descent to said track on the northerly and easterly side, to be a uniform grade.

Said railroad company shall make and maintain each and all of the above mentioned crossings, within the railroad location, so that they shall be safe and convenient for travelers on said ways with horses, teams and carriages, and shall also make suitable provision for the passage of surface drainage water.

Signed by the Board.

E. C. FARRINGTON, *Clerk.*

Decision of the Board, on petition of the International Railway Company of Maine, for approval of a change in a certain highway crossing. Decision September 9 1889.

STATE OF MAINE.

To the honorable Supreme Judicial Court next to be held at Bangor in the county of Penobscot, on the first Tuesday of October, A. D. 1889.

We, the undersigned Board of Railroad Commissioners of the State of Maine, hereby certify, that in accordance with the foregoing application and order of notice, we met at our office in Augusta, on Saturday the seventh day of September, A. D. 1889, being the time and place designated in said order, and it then and there appearing that notice had been given as ordered, we gave a hearing to all persons and parties who appeared and desired to be heard relative to the same. And it then and there appearing, by evidence adduced, that the facts set forth in said application were true, we, therefore, hereby determine and order that the course of the highway mentioned in said application be altered and changed as per plan, numbered 8, hereunto annexed. And we further determine and award that the expense of said alteration and change, shall be wholly borne by said railroad company; and that the crossing of said way, by said railroad, by reason of the facts set forth in said application, shall be at grade with the same, and the surface of the approaches on said way, shall be constructed and maintained by said railroad company, so that the same shall not be steeper than one foot elevation to every twenty feet out from the track of said railroad, and shall be made and maintained within said railroad location, so that said crossing shall be safe and convenient for travelers on said way, with horses, teams and carriages, and shall make suitable provisions for the passage of surface drainage water.

Signed by the Board.

E. C. FARRINGTON, *Clerk.*

Decision of the Board, on petition of the Rockland, Rockport & Camden Railroad Company, for revival of Charter. Decision September 9 1889.

STATE OF MAINE.

We, the undersigned Board of Railroad Commissioners of the State of Maine, hereby certify, that in accordance with the foregoing application and order of notice, we met at our office in Augusta, on Saturday, the seventh day of September, A. D. 1889, at ten o'clock in the forenoon, being the time and place designated in our said order of notice, and then and there, it appearing that notice had been given as ordered, we gave a hearing to the petitioners and all other persons and parties who appeared and desired to be heard relative to the subject matter stated in said application.

After carefully considering the prayer of the petitioners, and the reasons urged for the revival of their charter, we do hereby determine and order that the corporate powers and charter of the Rockland, Rockport & Camden Railroad Company, be revived as provided by section 3, of chapter 96 of Public Laws of 1887.

Signed by the Board.

E. C. FARRINGTON, *Cleric.*

Decision of the Board, on petition of the Kennebec Central Railroad Company, for approval of articles of association. Decision September 12 1889.

STATE OF MAINE.

The foregoing petition and order of notice, having been presented, and it then and there appearing that notice had been given as ordered, we, the undersigned Board of Railroad Commissioners, after an examination and hearing, find and

determine that all the provisions of sections one and two of chapter 51 of the Revised Statutes, have been complied with and hereby certify and approve the same.

By the Board.

E. C. FARRINGTON, *Clerk.*

Decision of the Board, on petition of the Kennebec Central Railroad Company, for approval of location of their railroad from Randolph to Togus. Decision September 27 1889.

STATE OF MAINE.

The Kennebec Central Railroad, a corporation organized and established under the provisions of law, having, as appears, complied with all the provisions of law as to organization, and having made a survey of the route of its proposed road, now presents its petition for approval of location.

At a hearing on said petition which was held at Gardiner, on the twentieth day of September, A. D. 1889, it appeared that notice on said petition had been given as ordered, and from the evidence presented by the petitioners, and from a personal examination of the proposed route made by the Board, on said day, it also appeared that a very feasible route for a railroad, had been selected, starting from the Government wharf so called, in the village of Randolph; thence running northwesterly, through said town and the town of Chelsea, to the National Home for soldiers, situated in said town of Chelsea, a distance of about five miles.

It further appeared that nearly all the heavy supplies for said Home, such as coal, beef, etc., are now carted from the point mentioned in Randolph to said Home; that by reason of such teaming, the highways of said towns are, at certain seasons of the year, much cut up and almost impassable. Said town being thereby subjected to a burden of taxation in

keeping said highways in repair; that the yearly tonnage of coal and other freight, so transported, now amounts to more than four thousand, and is constantly increasing in amount. From these recited facts, and many others which were given in evidence, which we deem unnecessary to mention, and from our knowledge of the great amount of travel to and from said Home, we are convinced that public convenience and exigencies require the construction of a railroad to and from the points above mentioned, and we, therefore, hereby approve the location of same, as appears by map and plan of route submitted and herewith approved.

By the Board.

E. C. FARRINGTON, *Clerk.*

Decision of the Board, on petition of J. O. Robinson, Attorney, for approval of articles of association for the formation of a railroad company to build a railroad from Warren to Union. Decision October 4 1889.

STATE OF MAINE.

We, the undersigned Board of Railroad Commissioners, having considered the foregoing petition, and having found that all of the provisions of sections one and two, chapter 51 of the Revised Statutes have been complied with, do hereby approve and endorse the same.

Signed by the Board.

E. C. FARRINGTON, *Clerk.*

Decision of the Board, on petition of the Kennebec Central Railroad Company, to determine the manner and condition of crossing certain highways. Decision October 12 1889.

STATE OF MAINE.

To the Supreme Judicial Court next to be held in Augusta, in the county of Kennebec, on the third Tuesday of October, A. D. 1889.

We, the undersigned Board of Railroad Commissioners, hereby certify, that in accordance with the foregoing application and order of notice, we met at the time and place mentioned in said order, and it then and there appearing that notice of said hearing had been given, as ordered, we gave a hearing to all persons and parties who appeared and desired to be heard relative to the same, after having first viewed the location of the crossings mentioned in said application. At said hearing it appeared from the evidence submitted, on the part of the petitioners, and others, and also from the view above mentioned, that the ways described in said application, except the one first mentioned, called "Water street," in Randolph, were infrequently traveled; that the character of the country over which said railroad is to be constructed, is such that but one feasible route could be selected; that by following said route or location, it did not appear practicable to cross either of the ways mentioned, otherwise than at grade with same. We, therefore, determine that each and all of said ways may be crossed by said railroad, at grade, and that the manner and conditions of said crossings, shall be as follows:

1. The crossing of Water Street in Randolph, near the "Little Togus Stream," shall be exactly at grade, after said way or street shall have been raised at point of crossing, one foot above the present grade or level (permission being hereby granted to raise the same as aforesaid), and the surface of the approaches, on either side of said railroad track, shall be

made and maintained by said railroad company, within the railroad location, as wide as said way or street is now constructed, and not to be steeper than one foot elevation to every twenty feet out from said railroad track.

2. The crossing of "Windsor Street" in the town of Randolph, shall be at grade, after said street or way, at point of crossing, shall have been raised above its present level, two feet, and permission is hereby granted to said railroad company, to raise the said street or way as aforesaid. The surface of the approaches on either side of said railroad track, shall be made and maintained by said railroad company, within its location, as wide as said way is now constructed, and not to be steeper than one foot elevation to every twenty feet out from said railroad track.

3. The crossing of the "Birmingham Road," so called, in the town of Chelsea, shall be at grade, after said road or way shall have been raised at point of crossing, five feet, and permission is hereby granted said company to raise the same as aforesaid. The surface of the approaches on either side of said track, shall be made and maintained by said railroad company, as wide as the same now are, and not to be steeper than one foot elevation to every twenty feet out from said railroad track.

4. The crossing of the way leading by the house of William Hankerson, to Chelsea Post Office, shall be at grade, after said way shall have been raised four feet, at point of crossing, and permission is hereby granted to said company, to raise same as aforesaid. The surface of the approaches to be made and maintained, by said company, as provided in No. 3.

5. The Hallowell Road, in Chelsea, shall be crossed exactly at the present grade of said way, when said railroad shall be at full grade, and the approaches shall be made and maintained, by said company, as provided in No. 3.

Said railroad company shall make and maintain each and all of the above mentioned crossings, within the limits of the railroad location, so that they shall be safe and convenient for

travelers on said ways, with horses, teams and carriages, and shall also make suitable provision for the passage of surface drainage water.

Signed by the Board.

E. C. FARRINGTON, *Clerk.*

Decision of the Board, on petition of the Dexter & Piscataquis Railroad Company, to determine the manner and condition of crossing certain highways. Decision November 12 1889.

STATE OF MAINE.

To the Supreme Judicial Court next to be held at Dover, in the county of Piscataquis, on the last Tuesday of February, A. D., 1890.

We, the Board of Railroad Commissioners, hereby certify, that in accordance with the foregoing application and order of notice, we met at the time and place designated in said order, and after having viewed the location of the several proposed crossings mentioned in said application, we gave a hearing to all persons and parties who appeared and desired to be heard relative to same.

From the view above mentioned and the evidence submitted at said hearing, it appeared that, prior to the time of change of location of the Dexter & Piscataquis Railroad, which change, as appears, was approved by this Board, July 25 1889, said railroad had been permitted by this Board, to cross the two first mentioned ways at grade; also that the line of location, as changed, extends along the line of the Bangor & Piscataquis Railroad, within fifty feet of the same; that each of the five streets or ways last mentioned in said application, crosses said Bangor & Piscataquis Railroad, at grade. We, therefore by reason of the proximity of these two railroads, and because all of said ways cross the Bangor & Piscataquis Railroad at grade, find that it would be impracticable and unjust to

require the petitioner's railroad to be constructed over or under said ways ; nor do we think it would be practicable to change the grade of said streets or ways, so as to permit said railroad to pass over or under them, as each now crosses the Bangor & Piscataquis Railroad at grade, and both railroads being located within fifty feet of each other, must, from necessity, be constructed substantially upon the same grade.

For the above reasons, and others mentioned in former decisions, relating to approval of the change of location, although feeling that by so doing, we are permitting additional elements to those dangers already existing, we have gradually, yet reluctantly, been constrained to authorize a crossing of said ways, at grade, and do hereby authorize and permit each and all of the streets and ways mentioned in said application to be crossed, by said railroad, at grade, and determine and order that the manner and conditions of crossing the same shall be as follows :

1. The crossing of the "Guilford Road," so called, in Foxcroft, shall be at grade, after said way or road shall have been raised, at point of crossing, two and one-half feet, and permission is hereby granted to raise said road as aforesaid. The surface of the approaches, on either side of said railroad track, shall be made and maintained, by said railroad company, within the railroad location, as wide as said way or road is now constructed, and shall not be steeper than one foot elevation to every twenty feet out from said railroad track.

2. The "Dawes Road," so called, shall be crossed exactly at the grade of said road, when said railroad shall be at full grade.

3. "Forest Street," in said Foxcroft, shall be at grade, after said street, at point of crossing, shall have been raised three feet on the northerly side of said railroad track, and permission is hereby granted to said railroad company to raise said street as aforesaid. The surface of the approaches on either side of said railroad track, shall be made and maintained, by said company, within its location, as wide as said

street is now constructed, and shall not be steeper on said northerly side, than one foot elevation to every twenty feet out from said railroad track.

4. "Mechanic Street," in said Foxcroft, shall be at grade, after said street shall have been raised, at point of crossing, three feet, and permission is hereby granted to said company to raise the street as aforesaid. The surface of the approaches on either side of the railroad track, shall be made and maintained, by said railroad company, as is provided in No. 1.

5. "North Street" shall be crossed at grade, after said street shall have been raised one foot at point of crossing, and permission is hereby granted to said company to raise the grade of said street as aforesaid. The surface of the approaches shall be made and maintained as provided in No. 1.

6. "Spring Street" shall be crossed at grade after said street shall have been raised three and one-half feet, at point of crossing, and permission is hereby granted said railroad company to raise the grade of said street as aforesaid. The surface of the approaches shall be made and maintained as provided in No. 1.

7. "Summer Street" shall be at grade after said street shall have been raised two feet at point where the main line or track crosses, and three feet where said street shall be crossed by the southerly spur or side track, and permission is hereby granted to said railroad company to lay side tracks across said street, and to raise said street as aforesaid. The surface of the approaches, on either side of said track or tracks, shall be made and maintained, by said railroad company as wide as the same is now constructed and shall not be steeper than one foot elevation to every twenty feet out from said track or tracks. Said railroad company shall make and maintain each and all of the above mentioned crossings, within its location, safe and convenient for travelers on said ways, with horses, teams and carriages, and shall also make suitable provisions for the passage of surface drainage water.

Signed by the Board.

E. C. FARRINGTON, *Clerk.*

Decision of the Board, on petition of the Rockland, Rockport & Camden Railroad Company, for approval of railroad location. Decision November 30 1889.

STATE OF MAINE.

The above named corporation, by law established, having made a survey of the route of their contemplated railroad, and as appears, having complied with all the requirements of law relating to same, now asks the Board to find as a matter of fact, that public convenience requires its construction, and to approve the location thereof, as provided by section 6, of chapter 51 of the Revised Statutes.

At our hearing on the application for approval of location, which was held at the Court House in Rockland, on the twenty-second day of October, 1889, and from an inspection of the route by the Board, it appeared that the route of said contemplated railroad is as follows :

Commencing at a point near the center of the village of Camden, on land of the heirs of Sarah Eastern; thence extending in a southwesterly direction through the village of Rockport in said town of Camden; thence southerly and westerly along and near the shores of the harbor of Rockport and Penobscot Bay, to a point near Maverick street in the city of Rockland; thence curving westerly and southerly around the thickly portions of said city of Rockland, to a point of connection with the Knox & Lincoln Railroad in said city, near the point where the depot of that road was formerly located.

Since the survey of the proposed route was made, the Lime Rock Railroad Company, a corporation having a charter from the Legislature, has located and built a railroad over and along a portion of the route above named, viz: from the point above mentioned on Maverick street in Rockland, to a connection with the Knox & Lincoln Railroad at substantially the above named point, as shown by the plan of survey. That the portion of the Lime Rock Railroad above

described, may and will be used by the petitioners, as a part of their contemplated road, there can be but little doubt. In any event, it does not appear that public convenience demands that two lines of railroad should be built from and to the same points, over substantially the same territory; neither did it appear by evidence offered by the petitioners, at said hearing, that it is their intention to locate or build that portion of their railroad, even if approved by this Board. That public convenience will be subserved by the construction of a railroad from Rockland to Camden, as above described, and that the business interests of the two enterprising villages of Rockport and Camden will be greatly promoted thereby, we cannot and do not doubt; but we cannot bestow authority to one corporation to locate a railroad upon territory occupied by another; neither do we deem it wise to authorize parallel roads, when one will answer all needed purposes. From the inspection above mentioned, and from the plan and profile submitted, we are convinced that the route from the point named in Camden to Maverick street in Rockland, as located, is the most feasible of any that could be selected, and that the same can be constructed by a reasonable outlay per mile.

We, therefore, find that the public convenience requires the construction of a railroad to and from the points named in the petitioners' application, and hereby approve so much of the location thereof, as lies between the point above mentioned in Camden village and Maverick street in Rockland.

Signed by the Board.

E. C. FARRINGTON, *Clerk.*

Decision of the Board on petition of the Georges Valley Railroad Company, for approval of location. Decision November 30 1889.

STATE OF MAINE.

The Georges Valley Railroad Company, a corporation organized under the laws of the State, for the purpose of constructing and operating a railroad from Union common, so called, in the town of Union in the county of Knox, to a junction with the Knox & Lincoln Railroad, in the town of Warren in said county, having made a survey of the proposed route, as set forth in their petition, ask for an approval of same, as provided by section 6, Chapter 51 of the Revised Statutes. At a hearing given by the Board on said petition, due notice of which had been published as ordered, it appeared from the plan and profile submitted, that an exceedingly feasible route had been selected, starting from the point named, in said Union, and extending down along the Georges River Valley, through a portion of said town of Union and of the town of Warren, to a junction with the Knox & Lincoln Railroad near the station of said railroad in Warren, a distance of a little over eight miles. From the evidence submitted at said hearing on the part of the petitioners, it appeared by the construction of said proposed railroad, villages containing nearly one thousand inhabitants, would be given railroad accommodations, and many important manufactories, now existing on said proposed route, afforded railroad facilities, and that the cost of construction of said road, as appeared by the estimate of a competent and skilful engineer, would be much less per mile than the ordinary amount required in the construction of railroads in New England. The Board of Railroad Commissioners, therefore, finds that public convenience requires the construction of said proposed railroad, and approves the location thereof as shown on plan and profile submitted.

By the Board.

E. C. FARRINGTON, *Clerk.*

Report and Decision of the Board, on petition of the Selectmen of Strong, for a separation of grade of highway with Sandy River Railroad, and determination of manner and conditions of crossing same. Decision November 30 1889.

STATE OF MAINE.

To the honorable justices of the Supreme Judicial Court next to be held at Farmington, on the first Tuesday of March, A. D. 1890.

The petitioners, the selectmen of the town of Strong, in the county of Franklin, presented to the Board, on the fifth day of October, A. D. 1889, a petition setting forth that they had laid out a town way within the limits of that town, passing under the track of the Sandy River Railroad Company; that the same had been legally accepted by the inhabitants of said town; that said municipal officers and said Sandy River Railroad Company were unable to agree as to the manner and conditions of said town way crossing said company's right of way, and as to the expense of building and maintaining same, etc., and praying the Board, after notice and hearing, to determine the manner and condition in which the said town way should cross the right of way, under the track of the said railroad company, and whether the expense of building and maintaining the same should be borne by said railroad company or by said town, or that the same should be apportioned between them as provided by law.

On the reception of said petition by the Board, a hearing was appointed to be held at Porter's Hall, in the town of Strong, on the fifteenth day of October, A. D. 1889, at nine o'clock in the forenoon, and notice thereof was ordered to be published in the Farmington Chronicle, a newspaper published in Farmington in said county, five days before the day of said hearing. On said fifteenth day of October, the Board of Commissioners met at the time and place mentioned in said order, and it then and there appearing that notice of same had been

given as ordered, the Board viewed the location of said way and gave a hearing to all persons and parties who appeared for that purpose. W. Fred P. Fogg, Esq., of Strong, appeared as counsel for the petitioners, and P. A. Sawyer, Esq., of Phillips, for the Sandy River Railroad Company.

The application of the petitioners, is founded upon the provisions of section 27, of chapter 18 of the Revised Statutes, as amended by chapter 310, of Public Laws of 1885, and chapter 282, of Public Laws of 1889, which section as amended is as follows :

“SEC. 27. Town-ways and highways may be laid out across, over or under any railroad track, in the same manner as other town-ways and highways, except that before such way shall be constructed, the railroad commissioners, on application of the municipal officers of the city or town wherein such way is located, or of the parties owning or operating the railroad, shall upon notice and hearing, determine whether the way shall be permitted to cross such track at grade therewith or not, and the manner and condition of crossing the same, and the expense of building and maintaining so much thereof as is within the limits of such railroad shall be borne by such railroad company, or by the city or town in which such way is located, or shall be apportioned between such company and city or town, as may be determined by said railroad commissioners. Said commissioners shall make a report in writing of their decision thereupon to the supreme judicial court, at its next succeeding term to be held in the county wherein such crossing is situated, and also shall make a report of such rulings, proofs, and proceedings as either party desires, or as they deem necessary for a full understanding of the case.”

At said hearing it appeared from evidence introduced by the petitioners, and also by the view aforesaid, that at the point where petitioners desire to have said way pass under said railroad track, said track is now crossed at grade by the highway leading from Strong Village to Farmington; that said highway, at the time the railroad was built,

was raised at said point, from three to five feet, so as to permit a crossing of same at grade; that at said point, the new way mentioned in said application, intersects with the highway aforesaid, and also with the highway leading from Strong Village to New Vineyard, thus making a crossing for several ways at the point aforesaid. It also appeared that by reason of a deep cut through the hill, southerly of said crossing, on the line of said railroad, trains of cars cannot be seen by persons approaching said point, on either of said highways, and as appeared from the testimony of several witnesses who frequently traveled on said highways, said crossing was, by them, considered exceedingly dangerous; that the approaches to said railroad track, on either side as now constructed, are very steep and inconvenient for travelers with loaded teams or carriages to pass over. For the reasons above stated and many others given in evidence at said hearing, which we deem unnecessary to mention here, the Board are convinced that the public interests require that the prayer of the petitioners should be granted, and that the way mentioned in said application can and ought to be constructed, so as to pass under said railroad track at the point mentioned, not merely on account of the construction of the new street or way; but, more than that, for the purpose of doing away with what the Board considers a dangerous and inconvenient grade crossing now existing at that point.

At said hearing it did not appear that the Sandy River Railroad Company opposed the construction of said way under their railroad track, as prayed for, provided the expense of excavation, construction and maintenance of retaining walls and railroad bridge, etc., should be wholly borne by the town of Strong.

It is provided by the foregoing statute that in such cases "The expense of building and maintaining so much thereof as is within the limits of such railroad shall be borne by such railroad company, or by the city or town in which such way is located, or it shall be apportioned between such company, city or town, as may be determined by said railroad

commissioners." Having determined to grant the prayer of the petitioners in this case, and that the street or way shall be constructed under said railroad track, upon whom should the burden of expense rest? Surely, not upon either party alone. The change will be beneficial to both the public and the railroad corporation.

By the change, the highway that existed before the building of the railroad, and this new street intersecting with it, at this point, will both pass under the railroad track. The travelers on these ways will be relieved of the inconvenience and dangers of this blind grade crossing, and the railroad corporation will also be relieved of the liability now resting upon it, in case of accident at said crossing. The highway above mentioned existed for many years before the railroad was built, and to enable said railroad to cross said way at grade, as before stated, said way has been raised by said corporation, from three to five feet, thus relieving the corporation of the expense of locating and constructing their railroad, so as to pass over said way; but at the same time, subjecting the travelers on said way, to great inconvenience and danger. Having, therefore, carefully considered the rights and liabilities of all parties interested, it is our opinion and judgment that the expense of making the change aforesaid, should be equitably apportioned between said town of Strong and the Sandy River Railroad Company. And in accordance therewith, we direct and order as follows:

Said Sandy River Railroad Company shall raise the grade of said railroad three feet at the point where the same crosses said street or way, and shall excavate and remove the embankment under said railroad track, within the location of said railroad track, to a depth of, at least, ten feet below the present grade of same and of sufficient width to give a road way for travel under said track, when fully completed, of at least twenty feet in width. Said company shall also erect and maintain suitable abutments and retaining walls on each side of the space for travel above mentioned, upon such lines and angles as will most nearly

convene the travel on each and all of the streets and ways intersecting at said point, and shall also erect and maintain a suitable and safe stringer or other bridge for said railroad, over the way aforesaid, and at such height above the same that there shall be a space of, at least, twelve feet from said roadway or street, to the lower part of said railroad bridge superstructure; all of which shall be performed by said railroad company, in such a manner as to receive the approval in writing of this Board.

Said town of Strong, upon the completion of the work above specified and immediately after the same shall have been approved, as aforesaid, shall pay to said corporation the sum of five hundred dollars, which sum this Board determines and awards as the just proportion of said expense to be borne by said town.

By the Board.

E. C. FARRINGTON, *Clerk.*



APPENDIX.

PUBLIC LAWS OF 1889

RELATING TO

RAILROADS.

RAILROAD LAWS, 1889.

Chapter 216.

An Act relating to the Protection of Railroad employes at frogs and guard rails.

Be it enacted by the Senate and House of Representatives in Legislature assembled, as follows:

SEC. 1. Every railroad corporation operating a railroad or part of a railroad in this state, shall, before the first day of January, in the year eighteen hundred and ninety, adjust, fill or block the frogs and guard rails on its track, with the exception of guard rails on bridges, so as to prevent the feet of the employes from being caught therein. This work shall be done to the satisfaction of the railroad commissioners.

Frogs and guard rails to be blocked for protection of employes.

SEC. 2. Any railroad corporation failing to comply with the provisions of this act, shall be punished by a fine of not less than one hundred dollars, nor more than five hundred dollars.

Penalty for failure to comply with act.

Approved February 23, 1889.

Chapter 261.

An Act to amend sections seventy-three and seventy-four of chapter fifty-one of the Revised Statutes, relating to disorderly conduct on Railroad Trains.

Be it enacted by the Senate and House of Representatives in Legislature assembled, as follows:

SEC. 1. Section seventy-three of chapter fifty-one of the Revised Statutes, is hereby amended by adding after the word "cars," in the second line of said section the words "or street

railroad car,' so that said section as amended, shall read as follows :

Sec. 73, c. 61,
R. S., amended. 'SEC. 73. Whoever behaves in a disorderly or riotous manner while on any train of railroad cars or street railroad car, or uses indecent or profane language in such car, is guilty of a breach of the peace, and shall be fined not less than five nor more than five hundred dollars, or imprisoned in jail not less than thirty days nor more than one year, in addition to any other penalty provided by law.'

Penalty for disorderly conduct on railroad or street cars.

SEC. 2. Section seventy-four of chapter fifty-one of the Revised Statutes, is hereby amended by adding after the word "railroad," in the first line the words 'or street railroad car,' so that said section as amended, shall read as follows :

Sec. 74, amended. 'SEC. 74. The conductor of a train of cars on any railroad or street railroad car, may arrest and temporarily hold any person guilty of such breach of the peace, until a warrant can be obtained, or he can be placed in custody of the proper officers of the law.'

Conductor may arrest and hold such offender.

Approved March 6, 1889.

Chapter 267.

An Act to create a lien on Railroad Ties and Ship Knees.

Be it enacted by the Senate and House of Representatives in Legislature assembled, as follows :

Lien on railroad ties and ship knees created, in favor of persons hauling same. SEC. 1. Whoever labors in the manufacturing of railroad ties and ship knees, or is engaged in cooking for persons engaged in such labor, or furnishes a team for the hauling of said railroad ties and ship knees, has a lien on said railroad ties and ship knees for the amount due him for his personal labor thereon, or that of his team, which takes precedence of all other claims, except liens reserved to the state. Said lien shall continue for thirty days after said railroad ties are on the line of a railroad, or after said ship knees are delivered in a ship yard.

Shall continue thirty days.

SEC. 2. Section forty-two of chapter ninety-one of the Revised Statutes, is hereby made applicable to suit brought to enforce the foregoing lien.

Sec. 42, c. 91,
R. S., made
applicable.

Approved March 7, 1889.

Chapter 275.

An Act relating to heating and lighting passenger cars on railroads.

Be it enacted by the Senate and House of Representatives in Legislature assembled, as follows :

SEC. 1. No passenger, mail or baggage car on any railroad in this state shall be heated by any method of heating or by any furnace or heater, unless such methods or the use of such furnace or heater shall first have been approved in writing by the board of railroad commissioners; provided, however, that in no event shall a common stove be allowed in any such car, and provided also, that any railroad corporation may, with the permission of said board, make such experiments in heating their passenger cars as said board may deem proper.

Method of
heating cars
shall be
approved by
R. R. commis-
sioners.

Common stove
shall not be
used.

Experiments
may be per-
mitted.

SEC. 2. 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.

Lighting by
naphtha
prohibited.

SEC. 3. Any railroad corporation violating any of the provisions of this act, shall forfeit a sum not exceeding five hundred dollars.

Penalty for
violation.

Approved March 8, 1889.

Chapter 282.

AN Act additional to and amendatory of chapter three hundred and ten and three hundred and twelve of Laws of eighteen hundred and eighty-five, relating to Railroad Crossings.

Be it enacted by the Senate and House of Representatives in Legislature assembled, as follows:

Sec. 27, c. 18, R. S., as amended by c. 310, laws of 1885, further amended. SEC. 1. Section twenty-seven of chapter eighteen as amended by chapter three hundred and ten of laws of eighteen hundred and eighty-five, is hereby amended, so as to read as follows :

Ways crossing railroad tracks, how laid out. SEC. 27. Town ways and highways may be laid out across, over, or under any railroad track, in the same manner as other town ways and highways, except that before such way shall be constructed, the railroad commissioners, on application of the municipal officers of the city or town wherein such way is located, or of the parties owning or operating the railroad, shall upon notice and hearing, determine whether the way shall be permitted to cross such track at grade therewith or not, and the manner and condition of crossing the same, and the expense of building and maintaining so much thereof as is within the limits of such railroad shall be borne by such railroad company, or by the city or town in which such way is located, or shall be apportioned between such company and city or town, as may be determined by said railroad commissioners. Said commissioners shall make a report in writing of their decision thereupon to the supreme judicial court at its next succeeding term to be held in the county wherein such crossing is situated, and shall also make a report of such rulings, proofs, and proceedings as either party desires, or as they deem necessary for a full understanding of the case.

Presiding justice may accept, reject or recommit report or send case to a new commission, etc. The presiding justice at such term of court may accept, reject, or recommit said report, or send the case to a new commission, or make such other order or decree as law or justice may require, and to his ruling or order, either party may file exceptions. The

final adjudication in such cases shall be recorded as provided in section thirty of this chapter. Costs may be taxed and allowed to either party at the discretion of the court.'

SEC. 2. Section twenty-eight of chapter fifty-one of the Revised Statutes, as amended by chapter three hundred and twelve of laws of eighteen hundred and eighty-five, is hereby amended, so as to read as follows:

'SEC. 28. Railroads may cross highways or townways in the line of the railroad, but cannot pass along them without leave of the town, but when a railroad is hereafter laid out across a highway or other public way, it shall be so constructed so as to pass either over or under such way, unless the railroad commissioners after notice and hearing authorize a crossing at grade. Before entering upon the construction of any railroad, the manner and conditions of crossing shall be determined as provided by section twenty-seven of chapter eighteen as amended. But no crossing of a street in a city, not a highway, shall be made without the written consent of the mayor and aldermen. Crossings not so made are nuisances, and may be so treated, and the directors of railroad corporation making them, are personally liable.'

SEC. 3. Highways and other ways may be raised or lowered for the purpose of permitting a railroad to pass over or under same, or the course of the same may be altered so as to facilitate such crossing, or to permit a railroad to pass at the side thereof, on application to the railroad commissioners, and proceeding as provided by section twenty-seven of chapter eighteen as amended by this act, and for such purpose, land may be taken and damages awarded as provided for laying out highways and other ways.

Chapter 313.

An Act amendatory of section one hundred and thirteen, chapter fifty-one of the Revised Statutes, and additional to said chapter, relating to Railroad Commissioners.

Be it enacted by the Senate and House of Representatives in Legislature assembled, as follows:

SEC. 1. Section one hundred and thirteen of chapter fifty-one of the Revised Statutes, is amended, so as to read as follows:

SEC. 113. The governor with the advice and consent of the council, shall appoint three railroad commissioners who shall act as a board and hold their offices for three years; one of them shall be learned in the law and appointed and commissioned as chairman; one of them shall be a civil engineer who shall have had experience in the construction of railroads; and the third shall have had experience in the management and operation of railroads. Said board shall be provided with an office and suitable rooms for hearing in —expenditures. which its record shall be kept; the board may expend a sum not exceeding two thousand dollars annually in procuring necessary books, maps, stationery and statistics, and in defraying expenses incidental and necessary to the discharge of its duties and procuring the assistance of a mechanical expert in the examination of iron bridges. A statement of such expenses shall accompany its annual report.

Said board shall also have a clerk to be appointed by the governor on the recommendation of the board, who shall keep a full and minute record of its proceedings. The compensation of said commissioners and clerk, which shall be in full for services to be performed by them, shall be two thousand dollars per annum for each commissioner, and twelve hundred dollars per annum for the clerk, payable quarterly from the state treasury.'

Sec. 113, c. 51, amended.

Railroad Commissioners, their appointment and tenure.

—qualification.

—shall keep record.

Clerk, appointment of.

Compensation of commissioners and clerk.

May employ experienced engineer to examine bridges.

SEC. 2. Every railroad corporation shall, when requested by the railroad commissioners, have an examination made of any iron bridge or other

structure, by a competent and experienced mechanical engineer, who shall report to the board of commissioners forthwith the results of his examinations, his conclusion and recommendations, and transmit a copy of the same to the corporation. The report shall furnish such information in detail, and with such drawings and prints as may be in writing, requested by the board of railroad commissioners.

SEC. 3. Any railroad corporation within this state shall furnish all reasonable facilities to the board of commissioners for the prompt and faithful discharge of the duties prescribed under this act. Railroad corporations shall furnish reasonable facilities.

SEC. 4. Every railroad company operating any railroad in this state, shall pay to the treasurer of the state a tax in addition to all taxes now provided by law, such a sum as shall be its pro rata part of the amount of the salary and salary of clerks and expenses of the said railroad commissioners, as provided in section one, to be determined by the governor and council on or before April first of each year, according to the gross transportation receipts of any such railroad company in this state, as returned to the railroad commissioners for the year ending September thirtieth, preceding the levying of such tax. The governor and council shall report the same to the treasurer of the state, who shall forthwith give notice thereof to every railroad company operating any railroad in this state, and said tax shall be payable on the first day of July next after the levy is made. Additional tax shall be paid by railroads. —and shall be determined by governor and council.

SEC. 5. All parts of chapter fifty-one of the Revised Statutes, and any amendments thereto, so far as they are inconsistent with the provisions of this act, are hereby repealed. Inconsistent acts repealed.

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