

# MAINE STATE LEGISLATURE

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Public Documents of Maine:

BEING THE

ANNUAL REPORTS

OF THE VARIOUS

Public Officers  Institutions

FOR THE YEAR

1893.

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VOLUME II.

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AUGUSTA :

BURLEIGH & FLYNT, PRINTERS TO THE STATE

1893.

THIRTY-FOURTH ANNUAL REPORT

OF THE

Railroad Commissioners

OF THE

STATE OF MAINE,

WITH ANNUAL CERTIFICATES TO RAILROAD CORPORATIONS AND WITH  
STATISTICAL TABLES COMPILED FROM THE ANNUAL RETURNS  
OF THE RAILROAD COMPANIES OPERATING RAILROADS  
IN THE STATE, FOR THE YEAR ENDING  
JUNE 30, 1892, TO WHICH ARE  
ADDED THE RULES,  
PETITIONS AND

DECISIONS OF THE BOARD

MADE DURING THE YEAR

1892.

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AUGUSTA:

BURLEIGH & FLYNT, PRINTERS TO THE STATE.

1892.



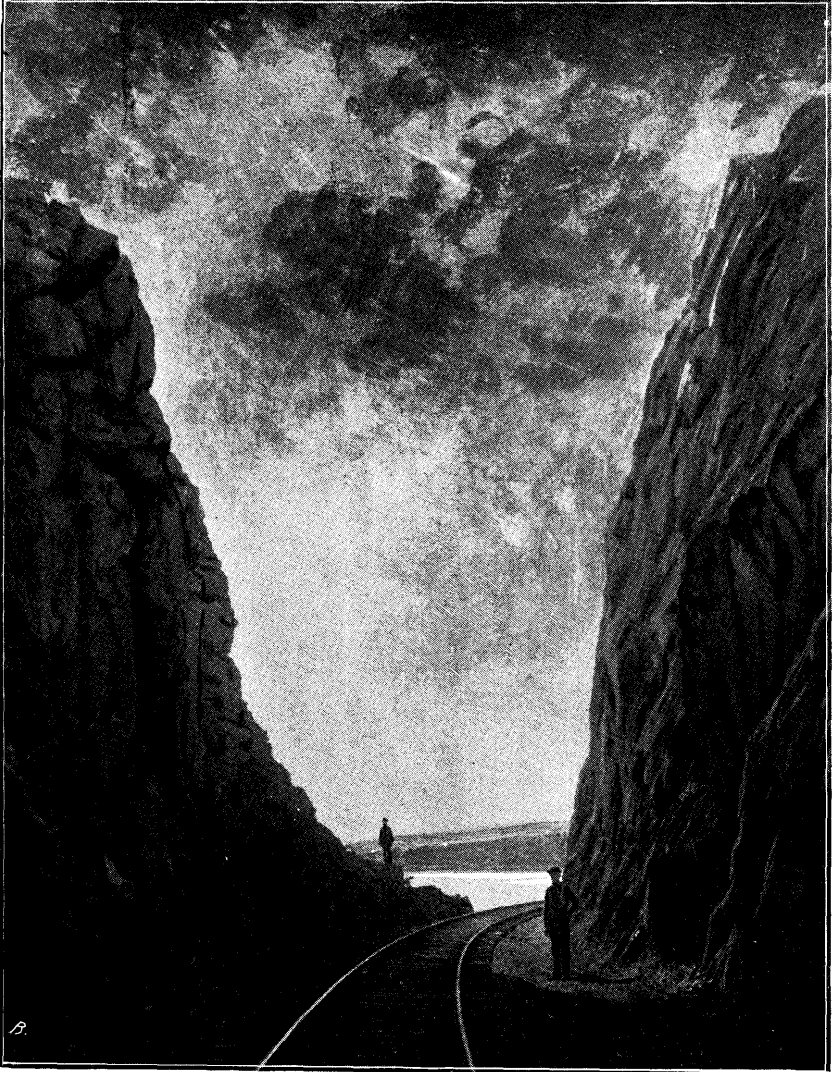
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Ship Pond Cut, Near Moosehead Lake.—Canadian Pacific Railway.



## STATE OF MAINE.

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*To His Excellency, the Governor of Maine:*

The Board of Railroad Commissioners respectfully submits its Thirty-Fourth Annual Report for the year ending November 30, 1892:

### RAILROADS IN MAINE.

As will be seen by the tables hereinafter published, but little change has been made in the steam-railroad mileage of the State, for the year ending June 30, 1892. As compared with the year ending June 30, 1891, there is but 2.08 miles additional; the mileage of 1891 being 1,382.92 and that of 1892, 1,385 miles.

However the gross transportation earnings of such railroads in Maine, during the year, show a marked and gratifying increase,—it being \$118,703.53 over that of 1891.

The number of passengers carried in 1891 was 5,502,646. In 1892 the whole number carried was 6,178,076, being an increase during the year of 675,430.

The freight traffic shows a corresponding increase. The total number of tons of freight carried in 1891 was 3,294,000. The total number of tons carried in 1892 was 3,694,934, an increase of 397,943 tons over the previous year.

The total passenger-train mileage for the year ending June 30, 1892, was 2,650,062 miles. The number of passengers carried one mile was 126,267,845, and the number of tons of freight carried one mile was 271,319,359.

## STREET RAILROADS.

The street-railroad mileage during the railroad year was increased 6.62 miles. This increase has been made as follows:—The Portland Railroad has been extended from Deering to Westbrook, a distance of 5.62 miles, and Waterville & Fairfield Railroad has been extended to the Plains (so called) in Waterville, a distance of one mile. On the last named road, the motive power has been changed from animal to electricity, so also electricity is the motive power in use on the extension of the Portland Railroad above mentioned.

The returns from street railroads show a marked increase of travel over that of 1891. During the past railroad year, the number of passengers carried was 5,871,539, an increase of travel over 1891 of 758,180.

The gross earnings of these railroad corporations were \$298,147.49, a gain over 1891 of \$32,039.74.

## ACCIDENTS.

It gives us much pleasure to be permitted to state that no serious accident has occurred to any train on any of the railroads in this State, during the past year, and also to call attention to the almost entire freedom from accidents to passenger travel on the railroads in this State during the past two years.

Appended to this report will be found a table showing the number of accidents and the causes thereof, on both steam and street railroads. In 1891 only one passenger was killed and five injured. During the past year only one passenger was killed and six injured, and all of these accidents, as appears, were caused by the carelessness of those injured. The fact that out of 6,178,076 persons carried by rail, during the year, only one was killed and only six injured, is cause for congratulation, and praise to those who have had the care and management of such railroads.

## CONDITION OF RAILROADS.

In obedience to the requirements of law, the Board during the past year, has made careful examinations of "tracks, bridges, viaducts and culverts" of all railroads within the limits of the State, and is pleased to state that all these have been diligently looked after by those in charge of them, and but little has been found, on the entire railroad system of the State, so defective or out of repair as to require special mention or orders from the Board in respect to them.

On all of the principal lines of railroads throughout the State, wooden superstructures are being removed and substantial iron and steel superstructures of modern and approved design and workmanship are taking their places. The removal of such wooden structures have in a measure been stimulated by the action of the Board.

The attention of railroad managers has, from time to time, been specially called to the increase in weight of rolling stock in use over that in use when such wooden structures were erected, and also to the fact that, while no apparent defect could be discovered, such bridges were old and were, when constructed, intended to carry loads of much lighter weight. All such suggestions from the Board have generally met with a willing response on the part of railroad managers and officials.

During the past year more than a million dollars have been expended in repairs and renewals on tracks and bridge structures, on the several railroads in the State.

The certificates, hereinafter published, issued by the Board to the several railroad companies operating railroads in this State, particularly describe the nature and kind of expenditures made.

Section two of the Public Laws of 1889 is as follows: "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, 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."

The Board being somewhat apprehensive, on account of the increase of weight of rolling stock in use, as to the capacity and strength of several iron bridge superstructures, which have been erected and in use for more than twenty years, has recently issued and sent to the several companies operating railroads on which these structures are erected, circulars asking for information in respect to each as follows :

STATE OF MAINE.

DEPARTMENT OF RAILROADS.

AUGUSTA, 1892.

To the General Manager of the

Railroad.

The Board of Railroad Commissioners desire to be informed as to the condition and capacity of the Bridge at or near on the Railroad, and you are hereby requested to cause an examination and report to be made to the Board by your engineer as per blank herewith enclosed.

Per order of the Board,

E. C. FARRINGTON, Clerk.

To the Railroad Commissioners of the State of Maine.

Report of bridge..... railroad bridge.

1. Name and location.  
.....  
.....
2. Character of crossing, height, number and length of spans.  
.....  
.....
3. When built, and by whom.  
.....  
.....

- 4. General description.
  - .....
  - .....
  - .....
- 5. Floor system.
  - .....
  - .....
  - .....
- 6. Loads for which the bridge was designed.
  - .....
  - .....
  - .....
- 7. Actual heaviest loads to which bridge is now subjected.
  - .....
  - .....
  - .....
- 8. Strength of structure, calculated with loads under No. 7 together with dead weight of structure.
  - .....
  - Maximum compressive stress in main truss members...
    - “ tensile “ “ “ “ “ ..
    - “ compressive “ flanges of stringers or floor beams .....
    - “ tensile “ flanges of stringers or floor beams.....
    - “ compressive “ flanges main plate girder..
    - “ tensile “ “ “ “ “ ..
    - “ shearing “ web of “ “ ..
    - “ stress in rivets shearing.....
    - “ “ “ bearing.....
    - “ “ pins shearing.....
    - “ “ “ bending.....
- 9. Condition of bridge (substructure and superstructure).
  - .....
  - .....
  - .....
  - .....

10. Is the bridge safe or suitable for present traffic?

.....  
.....  
.....  
.....  
.....  
.....

Signed.....

Dated.....1892.

Chief Engineer.....R. R.

NOTE.

In answer to question No. 1, state the name, and distance from the nearest station

No. 2. State over what street or stream, giving the height of rail above the ground or the ordinary water level. Length of spans in clear, and angle of crossing.

No. 3. Piers and abutments, when built and by whom; same for superstructure.

No. 4. Material; number of tracts; number of trusses or girders, and distance, centre to centre; style of bridge, and whether deck or through; number and length of panels, and height of bridge out to out.

No. 5. Give brief description of floor system, including dimensions and spacing of ties, and arrangement of guard rails and timbers.

No. 7. In answer to this question give diagrams showing weight on each axle, and wheel spacing for heaviest engines of each class in use (on separate blue prints if desired).

No. 8. In answer to this question give maximum stresses in pounds per square inch, and state number in which they occur.

No. 9. Condition of bridge (substructure and superstructure); if defective, specify defects.

No. 10. If not suitable for present traffic, state reasons why not. State here any recommendations that you have to make regarding the structure.

But few returns have yet been made to the Board, though we are assured by several railroad corporations that such are being prepared.

## AUTOMATIC CAR COUPLINGS AND SAFETY BRAKES.

The Legislature of 1891 passed the following Resolve :

“ *Resolved*, That the Railroad Commissioners of the State of Maine are hereby instructed to make an investigation of the various methods in use and proposed, of automatic couplers for the coupling of cars, and safety brakes, with a view to the better protection of the lives and limbs of employes of the railroads of Maine, and also to consider the matter of grade crossings of steam, electric and horse railroads, and report to the next Legislature the result of their investigation, and such recommendations as they may deem wise and best.”

In compliance with the provisions of the foregoing resolve, the Board, having from time to time within the past two years made investigations and gathered statistical information, is now enabled to present the following facts relative thereto.

In our report for the year 1890, we stated “ that during the year ending June 30, 1889, out of 138,323 trainmen in the United States, 300 were killed and 6,757 injured in coupling and uncoupling cars.”

Statistics furnished by the Interstate Commerce Commission for the year ending June 30, 1890, show that 369 employes were killed and 7,842 injured in the same manner.

The number employed as trainmen, switchmen, yardmen, engineers, firemen and conductors in 1890, was 153,235, and of this number 1,459 were killed and 13,172 injured in different ways. It will therefore be seen that the number injured in coupling and uncoupling cars, compared with those injured from other sources, stands in the ratio of nearly two to one.

Again, by computation, the above figures reveal the fact that the ratio between the number killed and the whole number employed is 1 to 105, and the number injured to the whole number employed is 1 to 12.

In this State, from as careful an estimate as can be made, there was one killed to every three hundred and eighty-eight employed, and one injured to every sixty-two employed.

The number of employes in Maine killed and injured during the past year, as shown by the appended table, was trainmen, three killed and twenty-two injured; switchmen, one killed and three injured. Of this number, one trainman was killed while coupling or uncoupling cars and nineteen were injured, and one switchman was killed and one injured while so employed.

Though these figures indicate the gratifying result that the ratio of killed and injured in our State is much less than in the country as a whole, it also shows that the number of injured in coupling and uncoupling cars compared with the number injured in all other ways, stands in the ratio of 4 to 1.

It is doubtless true that many of the casualties, above enumerated might have been avoided by the universal adoption of the appliances in question. The subject and the importance of some action in regard to the equipment of freight cars with uniform automatic couplers and train brakes, have been recognized and agitated largely throughout the whole country, during the past few years. The publication of statistics showing the number of accidents occurring in the railway service, has led to a demand that something be done to save the lives and limbs of the army of young and active men so employed. These casualties, as appears by the foregoing statistics, are mainly caused by the use of the old method of coupling cars by the link and pin, which compels the operative to go between moving cars, and by the use of the old hand-brake, which must be operated from the top of the cars. To avoid these dangers, inventive genius and skill have been taxed to invent automatic couplers, so that the necessity of going between cars in motion would be avoided, and also to perfect a system of train brakes.

Thousands of such couplers have been invented, few of which, however have been deemed practical, or such as the wants of the service required. And but few of the several types of couplers have been given even a trial. Though the number of trainmen yearly killed and maimed is startling and appalling, we regret to say little progress has yet been



made throughout the country, in the equipment of locomotives and cars with safety devices. Practically all passenger locomotives and cars now in use, are equipped with train brakes; but this is not true of freight locomotives. Statistics show that but little more than one-half the number in use are so equipped. Freight cars are still mostly run by the use of the old methods. On June 30, 1890, the total number of freight cars in the country, was 913,580; of these only 78,475 were fitted with train brakes. In the freight service no great use is yet made of automatic couplers. At the above date only 75,485 cars out of a total of 913,580 were equipped with such couplers, and even all of that number could not reasonably be deemed automatic, though in a sense, such may be deemed safety couplers.

There are in this State, not counting those of the Boston & Maine and Grand Trunk, 279 passenger cars. Of this number, the Maine Central Railroad Company has 198, all of which are equipped with the "Westinghouse" brake and "Miller" coupler. Of the remaining 81, 33 are equipped as follows: 15 with "Westinghouse" brake, 12 with the "Standard Empire," 4 with "Air brake," and 2 with the "West" brake, and 26 with the "Miller" coupler. Those in use on the Boston & Maine Railroad are all equipped with the "Westinghouse" brake. We have no knowledge of the equipment of the Grand Trunk, in respect to train brakes, as no return of such has been made to the Board.

There are 3,972 cars in the freight service in this State, not counting those in use upon the Boston & Maine and Grand Trunk Railroads, none of which are equipped with automatic couplers or train brakes.

Of the 5,627 freight cars in use upon the Boston and Maine Railroad 907 are equipped with what they call safety couplers, but in fact, none of them in use can be deemed automatic.

That the universal adoption of some one kind of coupler has not been reached by the railroad companies of this country, undoubtedly arises from the fact that many couplers of different types have been used and proved to be merito-

rious, and that a diversity of opinion still exists as to the best type.

In 1888, the Master Car Builders Association, by vote, adopted the "Janney" or vertical plane type of coupler as a standard, and have since established the contour lines and drawings, which definitely determines the standard of that association. Since the adoption of that type of coupler many railroad companies, especially in the West, have equipped cars with several kinds of vertical plane couplers, though, as will be seen by the foregoing statistics, slight progress has been made in the adoption and use of such automatic couplings.

Several states have enacted laws requiring the adoption and use of some kind of automatic couplers on freight cars; but these laws have proved to be ineffectual by reason of the fact, that the Interstate Commerce of the country compels each railroad company to use the cars of nearly every other railroad company in the country and to exchange cars with them.

Believing that little could be accomplished by state legislation, a resolution was unanimously adopted at a convention of Railroad Commissioners held at Washington in 1888, urging the Interstate Commerce Commission to "consider what could be done to prevent the loss of life and limb in coupling and uncoupling freight cars and in handling the brakes on such cars." Following the action of the Railroad Commissioners, the Order of Brotherhood of railroad brakemen, sent to the Interstate Commerce Commission, a petition signed by 9,682 members, in which they asked the Commission to take such steps as they might think proper to bring about the adoption of automatic couplers and brakes on freight cars, and earnestly appealed to the Commission to urge upon Congress the necessity of national legislation.

Many other associations of trainmen, switchmen, yardmen, engineers and conductors, either by resolution or petition, have from time to time asked Congress for the enactment of

a law requiring the use of automatic couplers and train brakes on such cars.

President Harrison, in his message to Congress, December 3, 1889, said :

It is competent, I think, for Congress to require uniformity in the construction of cars used in interstate commerce, and the use of improved safety appliances upon such trains. Time will be necessary to make the needed changes, but an earnest and intelligent beginning should be made at once. It is a reproach to our civilization that any class of American workmen should, in the pursuit of a necessary and useful vocation, be subjected to a peril of life and limb as great as that of a soldier in time of war.

At a convention of Railroad Commissioners held subsequent to the one above mentioned, a committee was appointed to present the matter to the proper committee. On the twenty-seventh day of June last, Hon. J. O'Neil from the committee on Interstate and Foreign Commerce, submitted a report with the following bill, which was referred to the calendar and ordered printed. Fifty-second Congress, 1st Session, H. R. 9350.

#### A BILL.

To promote the safety of employes and travelers upon railroads by compelling common carriers engaged in interstate commerce to equip their cars with automatic couplers and continuous brakes, and their locomotives with driving wheel brakes, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled :

That on and after the first day of July, eighteen hundred and ninety-three, it shall be unlawful for any common carrier, engaged in interstate commerce by railroad, to put into use on its line, any new locomotives to be used in moving interstate traffic, that is not equipped with power driving-wheel brakes.

Secr. 2. That from and after the first day of July eighteen hundred and ninety-five, it shall be unlawful for any such common carrier to use on its line any locomotive engine in moving interstate

traffic that is not equipped with a power driving-wheel brake so arranged as to be operated in connection with the train-brake system.

SECT. 3. That on and after the first day of July eighteen hundred and ninety-five, it shall be unlawful for any common carrier to use on its line, for the purpose of moving interstate traffic, any new car or any old car that has been to the shops for general repairs to one or both of its draw-bars that is not equipped with automatic couplers of the standard designated under and in accordance with the provisions of this act.

SECT. 4. That on and after the first day of July, eighteen hundred and ninety-eight, it shall be unlawful for any such common carrier to haul or permit to be hauled or used on its line, any car used in moving interstate traffic, unless such car is equipped with automatic couplers of the standard designated under and in accordance with the provisions of this act.

SECT. 5. That on and after the first day of July, eighteen hundred and ninety-five, no such common carrier shall put into use, or haul or permit to be hauled on its line for the transportation of interstate freight traffic any new car belonging or leased to it, or any old car belonging or leased to it, which subsequently to the passage of this act has been sent to its shops for general repairs, unless such car is equipped with brakes for each wheel, and with train brake apparatus of such a nature that the brakes can be set and released from the locomotive.

SECT. 6. That on and after the first day of July, eighteen hundred ninety-eight, no such common carrier shall haul or permit to be hauled on its line for the transportation of interstate freight traffic, any car which is not equipped with brakes for each wheel and with a train brake apparatus of such a nature that the brakes can be set and released from the locomotive.

SECT. 7. That on and before the first day of July, anno Domini eighteen hundred and ninety-three, every such common carrier shall file with the Interstate Commerce Commission in Washington, a statement, certified to under oath by the president and clerk of the corporation as the action of said corporation, through its board of directors, setting forth such details with reference to the height, form, size, and mechanism of freight car couplers as it deems essential in order to insure requisite uniformity, requisite automatic action, and requisite safety in service, and also stating the number of freight cars owned by it, and also the number of other cars under

its control by lease on the thirtieth of June, eighteen hundred and ninety-two, exclusive of those used solely for State traffic. Such statements shall be made upon blanks to be provided by the Interstate Commerce Commission, and the determination of such commission in relation to the validity of the several statements received, shall be final, said Interstate Commerce Commission is of opinion that companies owning at least seventy-five per centum of the freight cars owned and controlled as aforesaid by companies which shall have duly filed statements as aforesaid, have agreed upon such details of freight car couplers as will insure requisite uniformity, requisite automatic action, and requisite safety in service, said commission shall thereupon declare and publish that couplers complying with such details so agreed upon, shall thereafter, until otherwise ordered according to law, be the standard couplers for use in the freight car interstate service. If the common carriers shall fail to establish a standard coupler as herein provided, then the standard automatic coupler shall be such coupler as shall be selected by the Interstate Commerce Commission; and it is hereby made the duty of said commission, within six months after the first day of July, eighteen hundred and ninety-three, to select and designate some automatic coupler as a "standard type" under the provisions of this act, and to promulgate notice of such selection.

SECT. 8. That after July first, eighteen hundred and ninety-three, any such common carrier may refuse to accept or receive any car used in interstate commerce that is not properly equipped as required by this act, and the carrier loading or starting such car shall be liable for the damages, if any result therefrom.

SECT. 9. That from and after the first of July, eighteen hundred and ninety-three, until otherwise ordered by the Interstate Commerce Commission, it shall be unlawful for any railroad company to use any car in interstate commerce that is not provided with secure handholds in the ends and sides of each car.

SECT. 10. That within ninety days from the passage of this act the American Railway Association is authorized hereby to designate to the Interstate Commerce Commission the standard height of drawbars for freight cars, measured perpendicular from the level of the tops of the rails to the centers of the drawbars, and shall fix a maximum variation to be allowed between the drawbars of empty and loaded cars. Upon their determination being certified to the Interstate Commerce Commission, the Commission shall give notice

of the standard fixed upon, at once to all common carriers, owners, or lessees engaged in interstate commerce in the United States, by such means as the Commission may deem proper, and thereafter all cars built or repaired shall be of that standard. But should said association fail to determine a standard as above provided, it shall be the duty of the Interstate Commerce Commission to do so. And after July first, eighteen hundred and ninety-three, no cars shall be used in the interstate traffic which do not comply with the standard above provided for, either loaded or unloaded.

SECT. 11. That any employe of any such common carrier who may be injured by any locomotive, car, or train in use contrary to the provisions of this act shall not be deemed guilty of contributory negligence, although continuing in the employ of such carrier after habitual unlawful use of such locomotive, car, or train had been brought to his knowledge.

SECT. 12. That any such common carrier violating any of the provisions of this act shall be liable to a penalty of \$100 for each and every such violation, to be recovered in a suit or suits to be brought in the district court of the United States having jurisdiction in the locality where such violation shall have been committed, by the United States district attorney of such district, and it shall be the duty of such district attorney to bring such suits upon duly verified information being lodged with him of such violation having occurred. And it shall also be the duty of the Interstate Commerce Commission to lodge with the proper district attorneys information of any such violations as may come to its knowledge.

In order that all interested in the subject matter of the Resolution, may fully understand the situation, we have at considerable length given an outline, historical statement of the same.

In view of the casualties daily occurring to those engaged in railroad traffic it is not surprising that this subject is receiving the attention of the National Government, or that national legislation is being invoked as a means of remedying the evil. As we have stated, if any legislation be needed to bring about reforms in methods in use, state legislation seems to be inadequate. We doubt, however, if much good can be accomplished by national legislation, on the lines indicated by the foregoing bill, even if the same or a similar

bill should be enacted. We doubt if any legislation upon the subject will be beneficial; but if any be necessary, we think the extent to which it should go, should be to provide that automatic couplers and train brakes of some kind or type should be used on all freight cars and trains after a certain date. Uniformity of type and coupler would necessarily follow, as railroad companies would be obliged to adopt and use the best devices; and that which has been accomplished with respect to passenger cars, without legislation, would be accomplished in respect to freight cars. Surely there can be no justification for legislation upon the subject at all, unless it can clearly be shown that the railroad companies will not voluntarily use safety devices which have been proved to be practical.

We doubt whether the action of the Master Car Builders Association in the adoption of the "Janney" type of coupler has tended to promote the adoption and use of automatic couplers. Many practical railroad men contend, that while a vertical plane or hook coupler may be the best for use on passenger cars, it is not adapted to the freight service, especially in yards where there are sharp curves. Whether this be so or not, the adoption of that type of coupler has not been rapid. In any event, we do not favor any legislation, state or national, that would tend to force upon the railroads of the country, some imperfect and unsatisfactory device.

While we deem the bill reported from the committee on Interstate and Foreign Commerce, above quoted, better than any that were referred to that committee, we cannot for reasons above stated, favor the provisions of section seven of that bill.

It is not probable that "every common carrier" or any considerable portion of them could or would avail themselves of the requisite information, in respect to style or type of coupler best to be used, or deem it worth while to file any statement or certificate relating thereto. And we should consider the Interstate Commerce Commission far from being competent to determine such an important and practical

matter. We think all attempts to interfere, by legislation, in matters of detail in the mechanical operations of railroads, tend to paralyze rather than promote progress, and the effects of such must be detrimental rather than beneficial.

#### LEGISLATION.

The concluding portion of the foregoing resolve, requires the Railroad Commissioners "also to consider the matter of grade crossings of steam, electric and horse railroads," and report to the next Legislature, the result of their investigation and such recommendations as they deem wise and best.

Obedience to this last requirement compels us, and we also feel it to be our duty to again call attention to the provisions of the Constitution of the State.

Section 14 of Article IV, Part Third, is as follows :

"Corporations shall be formed under general laws, and shall not be created by special acts of the Legislature, except for municipal purposes, and in cases where the objects of the corporation cannot otherwise be obtained ; *and, however formed, they shall forever be subject to the general laws of the State.*"

In our report for the year 1886, special attention was called to these provisions. Notwithstanding these provisions and the fact that ample provisions are made by general statutes for the creation and organization of such corporations, the Legislature has continued from time to time to create railroad corporations by special acts, few of which, however, have constructed railroads, except those denominated horse or electric railroads. All of these, which have been built, obtained their corporate rights, if any they have, under special acts of the Legislature. Whether or not such corporations are legally created is a question not for us to answer or determine ; but that railroads so built are railroads or railways within the meaning of the term, there can be no doubt. According to Webster, a railroad or railway is "A road or way on which iron rails are laid for wheels to run on for the conveyance of heavy loads in vehicles." Bouvier's Law Dic-



tionary defines the word railway as "A road with iron rails or other suitable materials." It matters not what motive power may be used to propel cars thereon.

Sections 1, 2, 3, 4, 5 and 6 of Chapter 51 R. S., provide how railroad corporations may be organized, and railroads built by such corporations.

Undoubtedly those who procured from the Legislature these special charters to build horse and electric railroads, did so on the assumption that the statute provisions, above mentioned, were not sufficiently broad to enable such corporation to attain the objects, powers and privileges desired. Such an assumption, however, does not seem to have been well founded. Such companies, under the provisions of the statute, could have been legally organized and incorporated under those general provisions, and whatever special powers and privileges they desired, not inconsistent with the provisions of the constitution, could have been conferred upon them by special acts of the Legislature.

And it will be noticed that the concluding portion of the section of the constitution above quoted, reads that such corporations "However formed, shall be forever subject to the general laws of the State."

Now what are some of the general laws of the State relating to railroads?

Section 28 of Chapter 51, R. S., provides that "Railroads may cross highways in the line of the railroad, *but* cannot pass along them without leave of the town "

From an examination of the special charters granted, on which horse and electric railroads have been built, it appears that direct authority was conferred, by such charters, upon such companies to construct, maintain and use such railroads "Upon and over such streets" of cities and towns "As shall be fixed and determined," not by the leave or consent of the towns and cities where such railroads were to be built, but upon such streets as shall be fixed and determined by the "Municipal Officers" of such towns and cities. It does not

appear that any city or town, in which such railroads have been constructed, was asked, or in their corporate capacity gave leave or consented that any such railroads might be constructed on or along any streets or ways therein.

Said Section 28 of Chapter 51 R. S., as amended by Chapter 282 of the Public Laws of 1889, further provides "But when a railroad is hereafter laid out across a highway or other public way, it shall be 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 27 of Chapter 18 as amended."

As every one knows these horse and electric railroads cross many streets in cities and towns where they are located and constructed, and a determination of the manner and conditions of such crossings has in no instance been asked or made by the Board of Railroad Commissioners.

Another provision of statute is that "Boards, with the words Railroad Crossing, distinctly painted thereon, on each side, in letters plainly legible, shall be placed on the side of a way where it is crossed by a railroad, in such position as to be easily seen by persons passing upon such way." R. S. Chapter 51, Sect. 33.

Still another provision of statute to which we desire to call attention, is as follows:—

"When one railroad crosses another on the same grade, every engineman on both, when approaching the point of intersection, with an engine with or without a train, shall stop his engine within five hundred feet of such point and before reaching it, and shall pass it at a rate not exceeding eight miles an hour," etc. R. S. Chapter 51, Section 76.

None of these provisions, if applicable to horse and electric railroads, have been observed or obeyed. Undoubtedly all these provisions of law, to which we have called attention, were intended to apply to steam railroads; but as we have before said, whatever is in fact, a railroad must be so treated, no matter what the motive power in use on such may be. Therefore, if these electric and horse railroads, are to be

deemed railroads, are they legally created corporations? And if so, are such railroads lawfully located and constructed? If they be not legally located on the face of the earth, legislation, as to crossing of any such roads now existing, by steam or other railroads, would be useless.

In our report for 1890, we called attention to such railroads, and among other things said "By the construction of these railroads across the tracks of steam railroads at grade, such crossings have become doubly dangerous to public travel. The Board of Railroad Commissioners having limited jurisdiction, has no power to make or enforce any regulations respecting such dangerous crossings. As many of these railroads are now being constructed in our cities and large villages, some statutory regulations should be enacted for the better protection of the public."

The above quoted recommendations were made and printed before the session of the Legislature, which passed the foregoing resolve; but for some reason, they were not heeded. We now can but repeat what we said at that time, and perhaps add to it, the statement that the complications, to which we then called attention, are yearly increasing, and these dangerous crossings of such railroads over steam railroads at grade, are being multiplied, and that this Board has no jurisdiction or control over them. We think the public interests and the future welfare of the State demand that no more special acts creating railroad corporations be granted; and whereas it is at least doubtful whether those that have been built under special acts, have obtained a legal location, some general provisions of statute should be enacted by which the rights and obligations of all railroad corporations should be specifically defined, especially in respect to the occupancy of public streets or highways. We, too, believe that general jurisdiction in all matters respecting the construction, operation and management of railroads, so far as relates to the safety, comfort and convenience of the traveling public, should be conferred upon the Board of Railroad Commission-

ers, as is now given in many other states, to be subject, however, to control by the courts, so that the rights of all concerned should be guaranteed and protected.

#### GRADE CROSSINGS.

Notwithstanding the fact that scores of people are annually killed and their bodies torn and mangled at grade crossings, public sentiment in this State, apparently favors such crossings, rather than condemns them. In the early days of railroad building in this State, with a scattered population, the danger of such crossings was not so great or apparent as now. By the increase of our population, the growth of our cities and villages, and the frequency and speed of trains that are now run over these railroads, the danger to travelers on highways and other ways, over which railroads cross at grade, is becoming more and more imminent and apparent.

The laws of the State relating to such crossings are inadequate to prevent their increase, or to in any way amend or do away with those that exist. Where new railroads are built, engineers are apparently employed and instructed to locate such roads, so as to cross, so far as possible, all highways and other ways at grade. Also when streets or ways are laid out by towns and cities across railroads, in order to save expense, they are generally located in such places, that a crossing cannot be made other than at grade. So too are private and farm crossings, at grade, by arrangement between private parties and railroad corporations, being opened to public travel and ripened into public streets and ways. We are aware that it would add much to the cost of construction of railroads to require that all should be constructed so as to pass over or under public streets. Such a policy, if adopted, would in a degree prevent the building of railroads, and the development of our resources. Such construction in the sparsely settled portions of the State is not called for; but in our cities and villages where travel on streets and ways will apparently soon be largely by rail, the construction of

grade crossings should, so far as possible, be prevented, and where dangerous grade crossings now exist, some steps should be taken to provide for a separation of grades. At many points throughout the State, the danger at crossings could be much lessened, if some provision were made to compel the clearing away of trees, bushes and other obstructions outside of the railroad location, which prevent a view of the track from highways and streets in the vicinity of such crossings.

#### CHANGE OF LOCATION.

It frequently becomes necessary to change the location of the main line of railroads at points where the original location was faulty, or where other causes and conditions combined make such change necessary. There is now no provision of law to enable railroad companies to make such changes, where public rights are or may be affected. We would suggest that a statute providing that such changes in locations may be made under suitable restrictions and limitations.

#### NEW RAILROADS AND EXTENSIONS.

##### PORTLAND & RUMFORD FALLS RAILWAY.

During the past year the extension of the Portland & Rumford Falls Railway, from the village of Gilbertville in Canton to Rumford Falls, mentioned in our last report, has been completed, and is now being operated, though the same was not completed in season to be included in the returns for 1892. The extension of this railroad to Rumford Falls will undoubtedly largely facilitate the development of that magnificent water power, and be the means of adding much to the travel and traffic on that railroad in the near future.

##### BANGOR & AROOSTOOK RAILROAD.

The location of 209 miles of the Bangor & Aroostook Railroad was approved by the Board, May 3, 1892, and the manner and conditions of crossing the several highways and

other ways along the line was, after inspection, notice and hearing, fixed and determined October third and fifth, 1892. Since which time the entire line has been put under contract.

Work was commenced on different portions of the line early in the season and has been continued to the present time. The greater portion of the location or right of way has been cleared, and the grading from Stacyville to about three miles north of Houlton, a distance of about forty miles, is nearly completed, also the grading from Brownville village to Millbrook, a distance of five and one-half miles, is fully completed. At Millbrook, and at the point where the road is to cross over the Canadian Pacific Railway, stone abutments of first-class masonry have been erected and are ready for the iron or steel superstructures. As we are informed, from 600 to 700 men are still at work on different portions of the line.

#### ROCKLAND, THOMASTON & CAMDEN STREET RAILWAY.

This railway company derived its corporate powers from several special acts of the Legislature passed in 1889.

During the past year the company has been organized and nearly ten miles of its road has been constructed and put in operation, though not in season for it to make a return within the railroad year ending June 30, 1892. The track of this railroad, as completed, extends from the railroad wharf in the city of Rockland, along Mechanic street to Main; thence on Main street through the city and along and within the location of the county road through the town and village of Rockport, to and into the village of Camden.

The track throughout is laid with fifty pound steel rails, on good, sound hackmatack cross-ties, well embedded in gravel. The overhead trolley wires are well secured, and through the business portion of the city of Rockland are amply protected by a system of guard wires.

The cars in use are of the most modern design and finish, and are well adapted to the business of the road and wants of the traveling public.

## PORTLAND RAILROAD EXTENSION.

This street railroad company, under provisions of its charter and rights authorized and acquired, has during the past year extended its line of railroad from a point in the city of Deering to and into the city of Westbrook, a distance, as herein-before mentioned, of five and sixty-two hundredths miles. The road-bed, though within the location of the highway is mainly built outside of the portion wrought for travel, and in a thorough and substantial manner. The track is laid with heavy steel rails and is well ballasted, and in good line and surface. Cars are run over this extension and over the old line into Portland to Congress street by electricity.

## GEORGES VALLEY RAILROAD.

The Georges' Valley Railroad Corporation was organized and incorporated in 1889, under the provisions of law, for the purpose of constructing a narrow gauge railroad from a connection with the Knox & Lincoln Branch of the Maine Central Railroad, in the town of Warren, to Union, a distance of about eight miles, and the location of the same was approved by the Board, November 30, 1889. During the past season, under the provision of law, the capital stock of the corporation has been increased and the gauge changed to conform to the standard. A contract to build and equip this railroad has been entered into by responsible parties, and a considerable portion of the grading has been done during the past few months, and probably will be completed during the coming summer.

In closing this report, the Board records the death of Hon. Roscoe L. Bowers, late a member of this Board, which suddenly occurred at his home in Saco, on the sixth day of July last. At a subsequent meeting of the surviving members of the Board the following resolution, as an expression of the sentiments of his associates, was adopted :

STATE OF MAINE.

RAILROAD COMMISSIONERS' OFFICE.

AUGUSTA, August 2, 1892.

WHEREAS it has pleased Divine Providence to remove by death, our associate, Hon. Roscoe L. Bowers, while in the full activity of manhood and prime of life, which sad event occurred at his home in Saco, on the sixth day of July, 1892 :

*Resolved*, That we, his associates on the Board of Railroad Commissioners, after a long and intimate acquaintance with him in the discharge of official duties and responsibilities, bear testimony to his nobleness of character, his genial disposition and his worth as a true friend and companion ;

*Resolved*, That in the death of Mr. Bowers, the State has lost a competent and faithful public servant, and the surviving members, an associate and companion whom they had learned to love and respect ;

*Resolved*, That we tender to his bereaved family, in their affliction, our deepest and tenderest sympathy ;

*Resolved*, That these resolutions be entered upon our journal and made a part of the record of this Board, and that a copy of same be sent to his family.

Respectfully submitted,

D. N. MORTLAND,  
A. W. WILDES.  
BENJ. F. CHADBOURNE. }

*Railroad  
Commissioners  
of Maine.*

AUGUSTA, November 30, 1892.



## PART II.

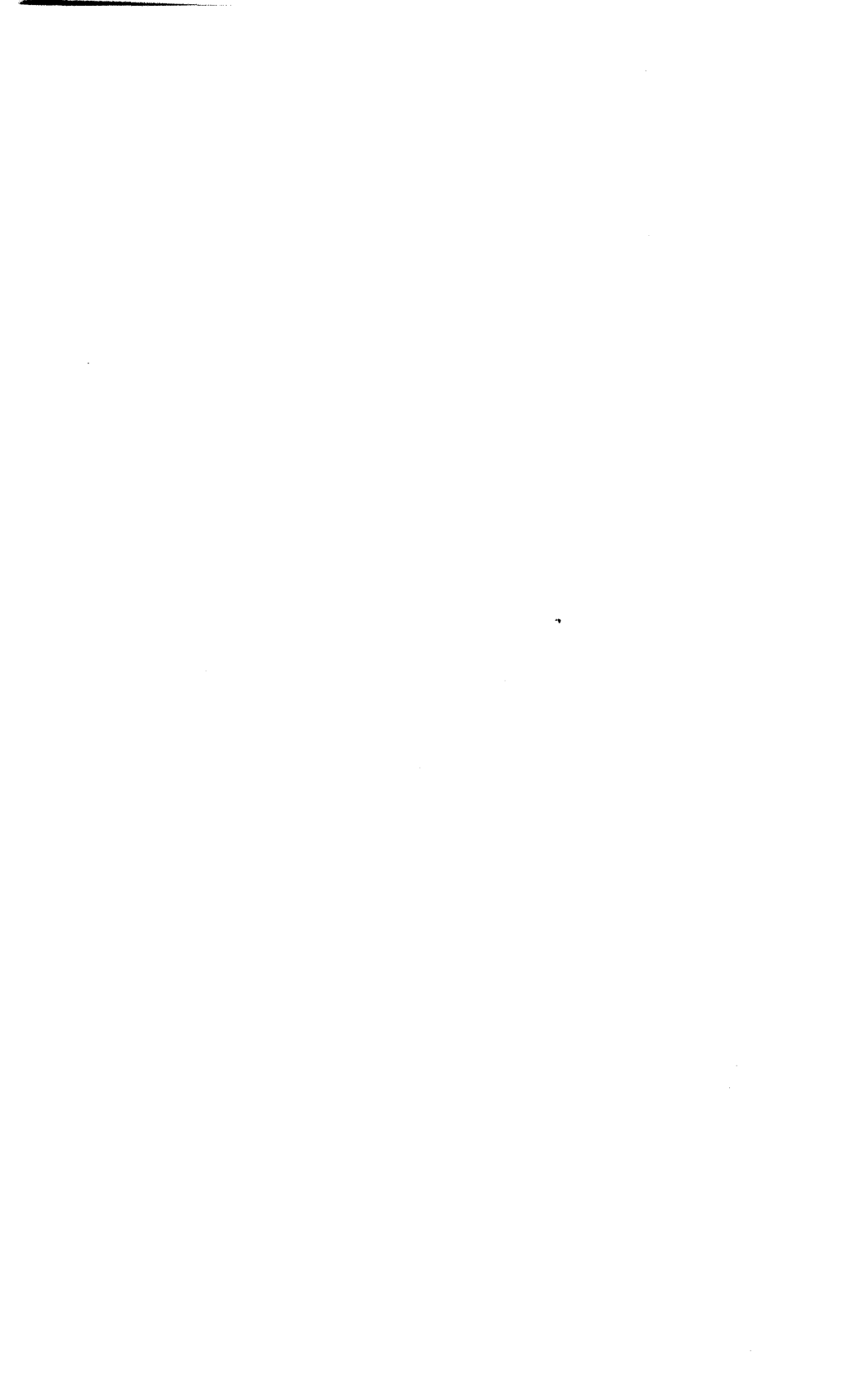
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Copies of certificates sent to Railroad Corporations  
doing business in Maine, Showing the con-  
dition of the roads and rolling stock,  
for the year 1892.

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## STATE OF MAINE.

## RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners,*

AUGUSTA, November 10, 1892.

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the AUGUSTA, HALLOWELL AND GARDINER RAILROAD, as required by law, and find the condition of said road and rolling stock to be as follows :

*Road-Bed, Track, etc.*

The road-bed and track of this road are in only fair condition. The track should be lined and surfaced in all its parts outside of the cities. The line and grade on Rines' Hill has been put in first-class condition during the past year, also a modern crossing frog, of the best pattern, laid at the crossing of the Maine Central Railroad in Augusta and the line at the point of crossing is greatly improved.

*Bridges, Viaducts and Culverts.*

While the bridges are safe for the traffic of this road, they require constant watchfulness, especially in the spring of the year when the frost is coming out of the ground. Some of the swingers of bridges in the highway built by the cities will require strengthening. Those over the lock in the canal at Gardiner requiring attention first.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is in fair condition.

In Witness Whereof, we have set our hands this tenth day of November, A. D. 1892.

D. N. MORTLAND,	} Railroad Commissioners of Maine.
A. W. WILDES,	
BENJ. F. CHADBOURNE.	

## STATE OF MAINE.

## RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners,*

AUGUSTA, November 10, 1892.

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the BANGOR & PISCATAQUIS RAILROAD, as required by law, and find the condition of said road and rolling stock to be as follows :

*Road-Bed, Track, etc.*

The road-bed, from Old Town to Milo Junction is in good condition, though little has been done upon any portion of the entire line during the past year.

The track is now mostly laid with steel rails and is fairly well aligned and surfaced, much ballast and many new ties are needed on a large portion of the road.

## KATAHDIN IRON WORKS BRANCH.

The road-bed and track of this branch has been considerably improved during the past year by way of widening, ditching and ballasting. Many new ties have been laid, and though the rails are of iron and much worn, the track is safe and rides fairly well.

*Bridges, Viaducts and Culverts.*

The bridge superstructures throughout the entire line and branch are of wood. All needed repairs and renewals have been made on them during the past year.

*Rolling Stock, Station Buildings, etc.*

The rolling stock in use is in good order and suitable for the traffic and travel on that road. The station buildings, while not new or modern in style, are fairly good.

In Witness Whereof, we have set our hands this tenth day of November, A. D. 1892.

D. N. MORTLAND,	}	Railroad
A. W. WILDES,		Commissioners
BENJ. F. CHADBOURNE.		of Maine.

## STATE OF MAINE.

## RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners,*

AUGUSTA, November 10, 1892.

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the BANGOR STREET (Electric) RAILWAY, as required by law, and find the condition of said road and rolling stock to be as follows :

*Road-Bed, Track, etc.*

The track of this railway in the city of Bangor is laid mostly in the center of the streets and ways on which it is located, though in the city of Brewer it is located on the side of one of the main thoroughfares. The grade of same generally conforms to that of the streets or ways in which it is laid, and is maintained in fairly good line and surface, though during the past year it apparently has not received sufficient attention.

*Bridges, Viaducts and Culverts.*

The bridges and culverts over which the track passes are those which have been erected by the two municipalities mentioned, some of which will soon need to be strengthened or rebuilt. The trestle and cross timber structure erected by the company in the city of Brewer is fairly well built and is in good condition.

*Rolling Stock, Station Buildings, etc.*

The rolling stock, while not of the most modern in style and finish, is in good condition.

In Witness Whereof, we have set our hands this tenth day of November, A. D. 1892.

D. N. MORTLAND,	}	Railroad
A. W. WILDES,		Commissioners
BENJ. F. CHADBOURNE.		of Maine.

## STATE OF MAINE.

## RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners,*

AUGUSTA, November 10, 1892.

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the BIDDEFORD AND SACO RAILROAD, as required by law, and find the condition of said road and rolling stock to be as follows :

*Road-Bed, Track, etc.*

The road-bed is in the highways of Biddeford, Saco and Old Orchard and is in fair condition. The track is of steel in good condition except that there is need of more ties in some places. Many, however, have been put in since the line was changed from a horse to an electric road. The overhead work of this line is especially to be commended, the trolley wire being suspended on silicon bronze wire and well guarded.

*Bridges, Viaducts and Culverts.*

The bridges are in fair condition, safe for the uses to which they are put.

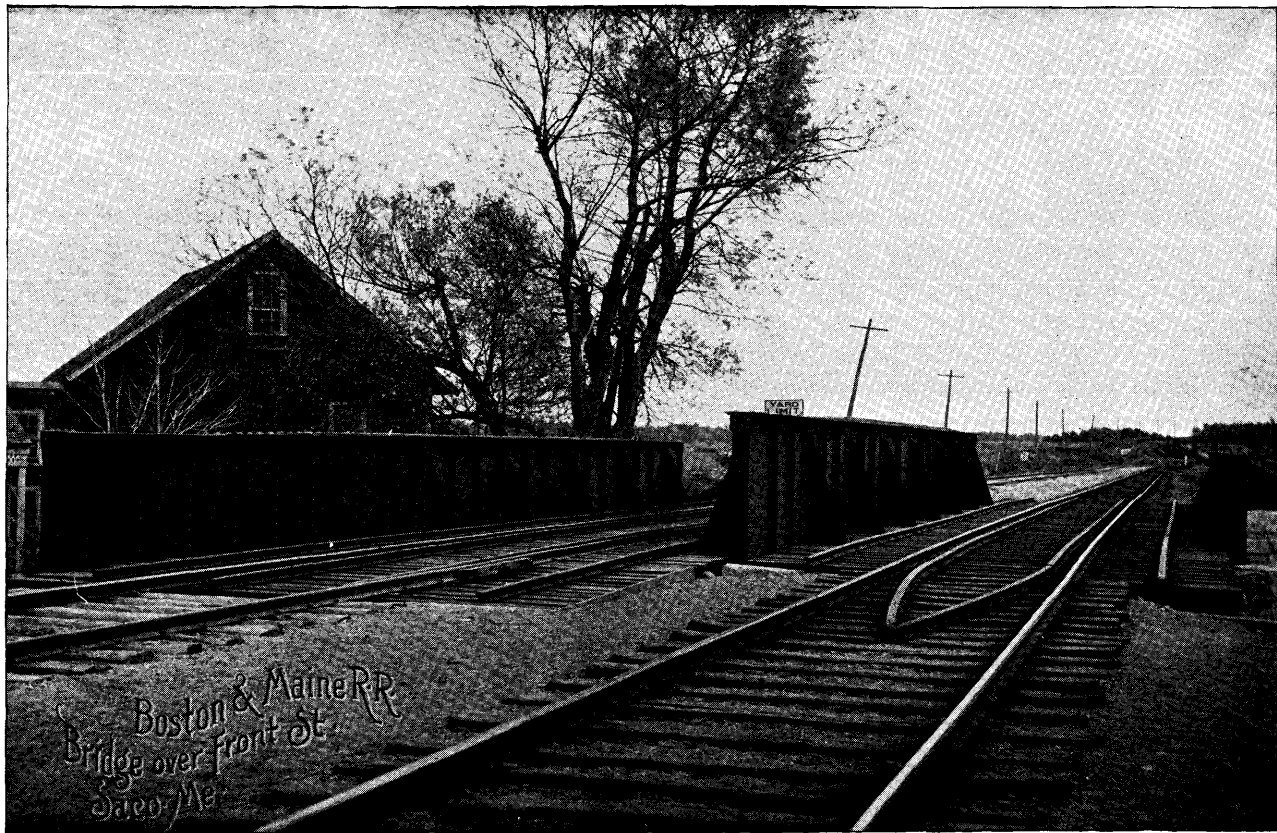
*Rolling Stock, Station Buildings, etc.*

The rolling stock is good, well kept and comparatively new.

In Witness Whereof, we have set our hands this tenth day of November, A. D. 1892.

D. N. MORTLAND,	}	Railroad Commissioners of Maine.
A. W. WILDES,		
BENJ. F. CHADBOURNE.		





Boston & Maine RR  
Bridge over front St  
Saco Me



## STATE OF MAINE.

## RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners,*

AUGUSTA, November 10, 1892.

We, the undersigned, Board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the BOSTON & MAINE RAILROAD, as required by law, and find the condition of said road and rolling stock to be as follows:

## WESTERN DIVISION.

*Road-Bed, Track, etc.*

The road-bed is in good condition, well ditched, and well ballasted though there is not the appearance of as much done in ballasting as has been done heretofore in a season. The track is well kept up and the lighter weight rail is being replaced with heavier. This replacing should be continued over the inward track to Portland across the Scarboro marshes, immediately. At the point named the track being light for the service required and considerably worn.

## EASTERN DIVISION.

The road-bed is in good order in all respects. Track is in good condition, well lined and surfaced.

## NORTHERN DIVISION.

The road-bed is in good condition, well ditched and ballasted. The track is in good line and surface. The steel is light but in good condition.

## KENNEBUNK AND KENNEBUNKPORT BRANCH.

The road-bed and track are in good condition, well ditched, ballasted, lined and surfaced. Steel and ties good.

## WESTERN DIVISION.

*Bridges, Viaducts and Culverts.*

The bridges are for the most part iron of modern design and in all respects first-class. Those of wood are pile bridges well maintained.

## EASTERN DIVISION.

The bridges on this division are of stone, iron and wood. Those of stone are arches in first-class condition. Those of iron are for the most part up to the modern standard for such structures. Those of wood are in the main good but those over the Great Works river are not up to the standard maintained by this road.

## NORTHERN DIVISION.

The bridges on this division are for the greater number iron and first-class. The wooden one at Salmon Falls river is safe and strong but will soon have to be replaced with one of different design.

## KENNEBUNK AND KENNEBUNKPORT BRANCH.

The only bridge on this line is a pile bridge now very nearly filled. The culverts have been very generally rebuilt and are now in good condition.

## WESTERN DIVISION.

*Rolling Stock, Station Buildings, etc.*

Rolling stock is good and well cared for, well up to the standard of first-class roads. The same is true of the station buildings.

## EASTERN DIVISION.

The rolling stock is fully up to the standard of first-class roads in design, comfort and convenience. The station buildings in good condition, comfortable, convenient and well kept.

## NORTHERN DIVISION.

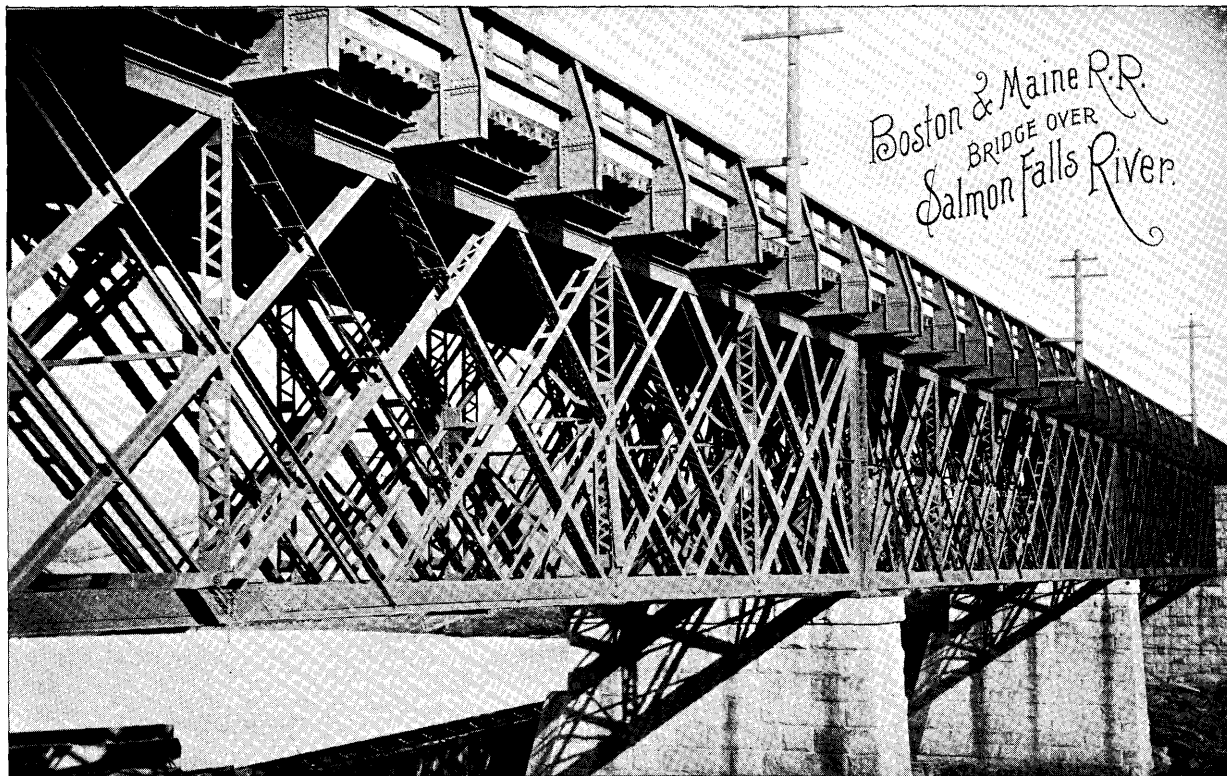
What is said of the rolling stock of other divisions of this road is true of this division. Stations the same.

## KENNEBUNK AND KENNEBUNKPORT BRANCH.

The rolling stock of this branch is of the Boston and Maine standard. The station buildings neat, tasty, comfortable and convenient. Few roads have stations of prettier design or architecture.

In Witness Whereof, we have set our hands this tenth day of November, A. D. 1892.

D. N. MORTLAND,	}	Railroad Commissioners of Maine.
A. W. WILDES,		
BENJ. F. CHADBOURNE,		





## STATE OF MAINE.

## RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners,*

AUGUSTA, November 10, 1892.

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the BRIDGTON & SACO RIVER RAILROAD, as required by law, and find the condition of said road and rolling stock to be as follows:

*Road-Bed, Track, etc.*

The road-bed is wide, well ditched and drained.

The track is in good line and surface, well ballasted and rides well.

*Bridges, Viaducts and Culverts.*

Several of the culverts and water-ways have been rebuilt, others repaired, and all are in good condition.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is first-class and maintained in good order. Station buildings are fairly good.

In Witness Whereof, we have set our hands this tenth day of November, A. D. 1892.

D. N. MORTLAND,	}	Railroad
A. W. WILDES,		Commissioners
BENJ. F. CHADBOURNE.		of Maine.

## STATE OF MAINE.

## RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners,*

AUGUSTA, November 10, 1892.

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the CANADIAN PACIFIC RAILWAY, as required by law, and find the condition of said road and rolling stock to be as follows :

*Road-Bed, Track, etc.*

This road was originally remarkably well located and constructed. The road-bed is of good width throughout the entire line, and is well ditched and drained. Several depressions on the line have been raised and widened during the past season. Much ballasting has also been done and the track alignment and surface is near perfect.

*Bridges, Viaducts and Culverts.*

The bridge structures are yet mostly wooden trestles, but they are substantially constructed bridges, and until they become old are perfectly safe. Across the more important streams and valleys substantial steel and iron superstructures have been erected on good stone piers and abutments.

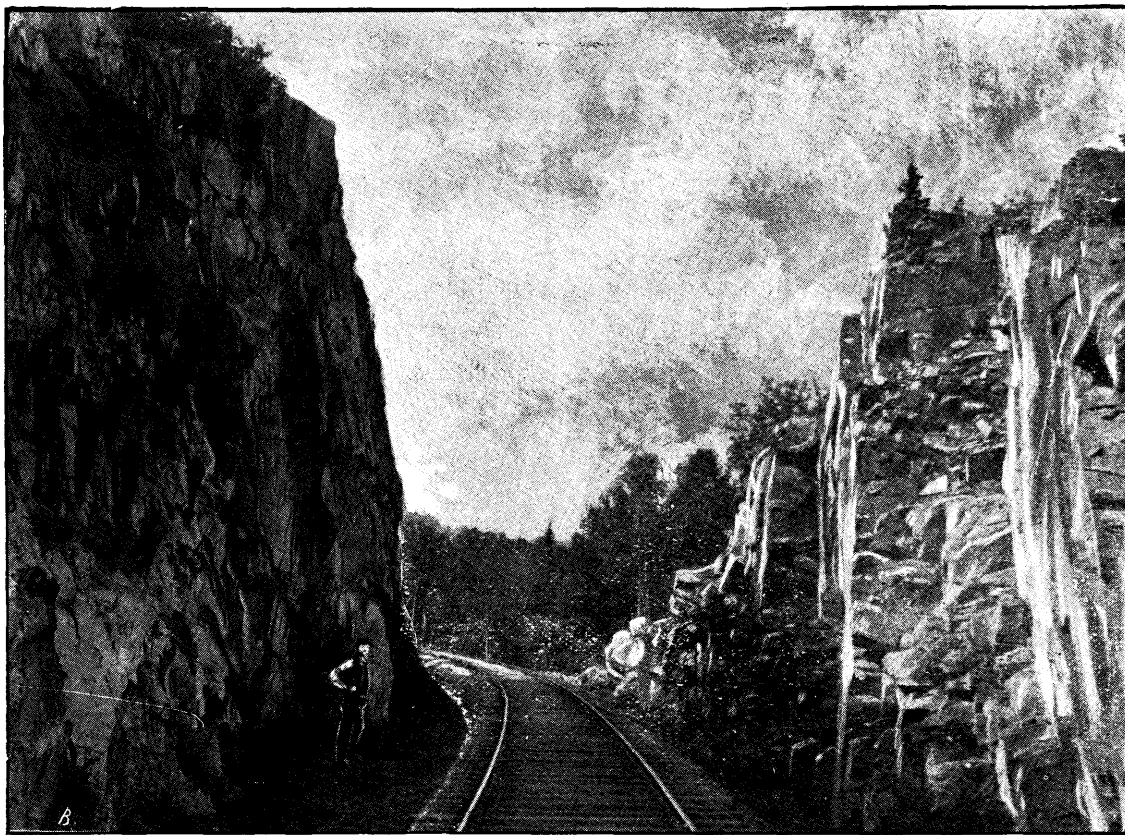
## AROOSTOOK RIVER BRANCH.

*Road-Bed, Track, etc.*

As we have before stated, this line of railroad was originally constructed for a narrow grade track, and for that reason many changes in curves and grades have been required. Though the road-bed at many points is yet narrow, much has been done within the past few years by way of widening the cuts and embankments. The track is laid with good steel rails, and though of light weight, they are sufficiently heavy for the service required. The alignment and surface of the track is well maintained.

*Bridges, Viaducts and Culverts.*

The bridge and open culvert superstructures are all constructed of wood, and the abutments are mostly crib structures of cedar



Rock Cut, Near Lake View.—Canadian Pacific Railway.





timber, all of which, however, are apparently sound and in good condition.

#### HOULTON BRANCH.

##### *Road-Bed, Track, etc.*

This branch railroad is well located and constructed, and is now well ditched, drained and ballasted. The track is laid with heavy steel rails and is maintained in good line and surface.

##### *Bridges, Viaducts and Culverts.*

On this branch there are no bridges, and there is only one culvert or open water way, which is in good condition.

##### *Rolling Stock, Station Buildings, etc.*

The rolling stock used on the main line is in good order. The station buildings are uniform in style and design, and kept clean and neat. The rolling stock in use on the Houlton and Aroostook River Branches is in good condition, though some of the passenger coaches used on these branches are not of the most modern design or finish. The station buildings are mostly new, tasty and convenient.

In Witness Whereof, we have set our hands this tenth day of November, A. D. 1892.

D. N. MORTLAND,	}	Railroad Commissioners of Maine.
A. W. WILDES,		
BENJ. F. CHADBOURNE.		

## STATE OF MAINE.

## RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners,*

AUGUSTA, November 10, 1892.

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the FRANKLIN & MEGANTIC (Narrow Gauge) RAILROAD, as required by law, and find the condition of said road and rolling stock to be as follows :

*Road-Bed, Track, etc.*

The road-bed is of good width and fairly well ditched and drained. Some sections, however, need much ballast and many new ties.

The track throughout is fairly lined and surfaced.

*Bridges, Viaducts and Culverts.*

All of the bridges and open culverts are of wood and are not of the best material or workmanship. These, however, have been partially renewed and strengthened from time to time, and are in safe condition at present, though they will require constant care and oversight. The "Lander trestle," so called, has been filled, and some other trestle bridges have been partially filled during the past year. At "Ledge Hill," so called, new stone abutments on each side of the highway have been erected with a view to changing the line of the railroad at that point, and the erection of a new superstructure.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is in good condition and adapted to the business of the road. The station buildings, though not of modern design or finish, are convenient and comfortable.

In Witness Whereof, we have set our hands this tenth day of November, A. D. 1892.

D. N. MORTLAND,	}	Railroad Commissioners of Maine.
A. W. WILDES,		
BENJ. F. CHADBOURNE.		

## STATE OF MAINE.

## RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners,*

AUGUSTA, November 10, 1892.

We, the undersigned, board of Railroad Commissioners, hereby certify that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the FRYEBURG HORSE RAILROAD, as required by law, and find the condition of said road and rolling stock to be as follows :

*Road-Bed, Track, etc.*

The road-bed is wide, and it is sufficiently ditched, drained and ballasted. During the past year the line has been straightened near the railroad station and greatly improved.

*Bridges, Viaducts and Culverts.*

There are no bridges on this road.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is very good for the business required, but could be made more attractive by painting. No station buildings required.

In Witness Whereof, we have set our hands this tenth day of November, A. D. 1892.

D. N. MORTLAND,	} Railroad	
A. W. WILDES,		} Commissioners
BENJ. F. CHADBOURNE.		

## STATE OF MAINE.

## RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners,*

AUGUSTA, November 10, 1892.

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the GRAND TRUNK RAILWAY, as required by law, and find the condition of said road and rolling stock to be as follows :

*Road-Bed, Track, etc.*

The road-bed is wide, well ditched and drained. Track is laid with heavy steel rails, on good, sound ties, and fully ballasted. The location between the fences is cleared of trees and bushes, affording a clear view of the road for a long distance.

What has been said above in regard to the main line applies also to the track, road-bed and location of the Lewiston and Auburn, and Norway branches.

*Bridges, Viaducts and Culverts.*

A very large proportion of the important bridges over the rivers and streams are iron superstructures, supported for the most part upon abutments and piers of first-class masonry. The pile bridge and draw at Back Cove, near Portland, is being rebuilt in a very substantial manner and is nearly completed.

The above statement in regard to the main line applies also to the Lewiston and Auburn, and Norway branches.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is first-class and maintained in good condition. As stated in our report of last year, some of the station buildings along the line are new, convenient and comfortable. But others should be replaced by more modern, comfortable and convenient structures.

In Witness Whereof, we have set our hands this tenth day of November, A. D. 1892.

D. N. MORTLAND,	} Railroad Commissioners of Maine.
A. W. WILDES,	
BENJ. F. CHADBOURNE.	

## STATE OF MAINE.

## RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners,*

AUGUSTA, November 10, 1892.

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the KENNEBEC CENTRAL RAILROAD, as required by law, and find the condition of said road and rolling stock to be as follows :

*Road-Bed, Track, etc.*

Road-bed is well built, well ditched and ballasted. The track is of steel rails in good line and surface.

*Bridges, Viaducts and Culverts.*

The bridges are of wood, comparatively new, kept in good repair and the masonry strong and well kept up.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is of the first class, and the station buildings a credit to the management of the road.

In Witness Whereof, we have set our hands this tenth day of November, A. D. 1892.

D. N. MORTLAND,	}	Railroad Commissioners of Maine.
A. W. WILDES,		
BENJ. F. CHADBOURNE.		

## STATE OF MAINE.

## RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners,*

AUGUSTA, November 10, 1892.

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the LEWISTON HORSE RAILROAD, as required by law, and find the condition of said road and rolling stock to be as follows :

*Road-Bed, Track, etc.*

The track is laid through the main streets of Lewiston and Auburn and is for the most part in good condition, with the exception of some points where it needs raising and surfacing. The track along the highway from Auburn to Lake Auburn is in poor condition and needs extensive repairs, though it is not operated at the present time.

*Bridges, Viaducts and Culverts.*

The bridges along the line are maintained by the cities of Lewiston and Auburn and are all in good condition.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is in fair condition.

In Witness Whereof, we have set our hands this tenth day of November, A. D. 1892.

D. N. MORTLAND,	}	Railroad Commissioners of Maine.
A. W. WILDES,		
BENJ. F. CHADBOURNE.		

## STATE OF MAINE.

## RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners,*

AUGUSTA, November 10, 1892.

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the LIME ROCK RAILROAD, as required by law, and find the condition of said road and rolling stock to be as follows :

*Road-Bed, Track, etc.*

This railroad, though constructed mainly for the transportation of lime-stone from the quarries to the kilns in the city of Rockland, is well located and constructed. The excavations and embankments are of good width, and the road-bed throughout is well ditched and drained. The track is standard gauge, and mostly laid with heavy steel rails, though a portion of the track near the quarries, was laid with old steel and iron rails which now are much worn and laminated. The track is in good alignment and surface.

*Bridges, Viaducts and Culverts.*

A very large portion of the line near the kilns consists of high, wooden trestles. These are constructed of good southern pine timber and are well designed and thoroughly built, and are in good condition.

*Rolling Stock, Station Buildings, etc.*

The rolling stock consists only of locomotives and cars used for the transportation of lime-stone. Station buildings are not needed.

In Witness Whereof, we have set our hands this tenth day of November, A. D. 1892.

D. N. MORTLAND,	} Railroad	
A. W. WILDES,		} Commissioners
BENJ. F. CHADBOURNE.		

## STATE OF MAINE.

## RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners,*

AUGUSTA, November 10, 1892.

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the MAINE CENTRAL RAILROAD, as required by law, and find the condition of said road and rolling stock to be as follows :

## PORTLAND TO BANGOR.

*Road-Bed, Track, etc.*

The road-bed and track of this line is in the best of condition. New steel rails of heavy weight and pattern have been laid within a few years from Portland to Pittsfield and ties replaced where needed.

The double track from Augusta to Gardiner has been completed.

*Bridges, Viaducts and Culverts.*

The bridges are of iron except a wooden trestle at Gardiner recently rebuilt in a substantial manner, and a pile bridge at Atna Bog, soon to be abandoned for a new line around the bog, now nearly completed. The iron bridges are model structures, built according to the best plans now in use.

## BANGOR TO VANCEBORO.

*Road-Bed, Track, etc.*

Road-bed in good condition, well drained and ditched. Track is good; new steel laid during the year in several places and all in fairly good line and surface. Ballast is needed in several places so that the shoulders may be widened.

*Bridges, Viaducts and Culverts.*

The bridges are nearly all of iron of modern type. Those at Old Town and Milford have been rebuilt of iron during the year. Those of wood are in good repair. Several, formerly of wood, have been replaced with iron girders.



## CUMBERLAND JUNCTION TO WATERTVILLE.

*Road-Bed, Track, etc.*

The road-bed on this line is in good condition. The track is laid with steel, a heavy pattern has been put in from Cumberland Junction to Belgrade in the past few years. The ditching and draining is good and ballasting abundant and well placed. Lining and surfacing good.

*Bridges, Viaducts and Culverts.*

The bridges are mostly of iron and all bridge structures are well up to the standard adopted by the Maine Central Railroad Company.

## BANGOR AND MOUNT DESERT FERRY

*Road-Bed, Track, etc.*

The road-bed is in all respects up to the standard of the Maine Central. The track is maintained in good line surface and general repair.

*Bridges, Viaducts and Culverts.*

The bridges are mostly of iron, some having been erected during the year to replace wooden structures. The masonry is substantial and good of its class. Culverts are all in good condition.

## BATH TO LEWISTON AND FARMINGTON.

*Road-Bed, Track, etc.*

The road-bed throughout is now in good condition. Much has been done in the year past in the way of riprapping the banks bordering on ponds, and a new line connecting this line with the line from Cumberland Junction to Waterville, at Leeds Junction has been built. The track rides well and is well ballasted, drained, lined and surfaced.

*Bridges, Viaducts and Culverts.*

These structures are in fairly good condition. Needed repairs have been made on all. Several culverts between Crowley's Junction and Leeds Junction have been built.

## BREWER TO BUCKSPORT.

*Road-Bed, Track, etc.*

Considerable improvement has been made in road-bed and track. The rails, partly of iron, remainder of steel, might be termed old,

but they are kept in fairly good line and surface. A great many new ties have been put in.

*Bridges, Viaducts and Culverts.*

The bridges are in good condition. The wooden bridge at Brewer is the principal one and is in good repair and well preserved. The culverts, open and covered, are well kept and substantial structures.

WATERVILLE TO SKOWHEGAN.

*Road-Bed, Track, etc.*

The road-bed and track of this line are in good condition, well up to the standard.

*Bridges, Viaducts and Culverts.*

The bridges are of iron and are first-class structures. Culverts are substantial and in good repair.

BURNHAM JUNCTION TO BELFAST.

*Road-Bed, Track, etc.*

The road-bed is in fair condition. Some ballasting has been done this year and much more is needed. The track has been improved in the laying of quite an amount of steel so that about two-thirds of the line is steel. Some trestles have been filled.

*Bridges, Viaducts and Culverts.*

The bridges as a whole are good. Some new iron structures have been erected; masonry of good quality, built and filling done as above stated. Quite a number of culverts have been built of stone.

NEWPORT TO FOXCROFT.

*Road-Bed, Track, etc.*

The road-bed is in good condition, well ditched and drained. The track is in good line and surface and well ballasted.

*Bridges, Viaducts and Culverts.*

The bridges are in good repair, each being a good structure of its class. Several are modern iron structures and those of wood are comparatively new.

MOUNTAIN DIVISION.

*Road-Bed, Track, etc.*

The road-bed of this division is in good condition in all respects. The track is of steel, in good line and surface and on good ties, many of which have been renewed this year.

*Bridges, Viaducts and Culverts.*

The bridges are mostly of iron of modern type, substantial structures in every part. Those of wood are kept in good repair.

## KNOX AND LINCOLN BRANCH.

*Road-Bed, Track, etc.*

The improvements commenced in the years past have been continued during this year so that the line is in good condition. The track is laid with steel rails in good line and surface, well ditched and fairly well ballasted.

*Bridges, Viaducts and Culverts.*

The bridges are all of wood except the five draw spans of iron erected this year. The piers of Sheepscot river bridge have been strengthened and made secure by riprapping, and general repairs have been made on other structures where needed. The pile bridge known as Hobson's, at Wiscasset has been filled with earth and open waterways of first-class masonry, and iron girders have been built. Preparations are also made to fill a large part of the long bridge east of Wiscasset. Wooden structures at "Wright's" have been taken out, filling done, new abutments built and a Queen truss bridge over the highway has been put on.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is fully up to modern standards in all respects. The station buildings on the main lines are of the best models in design, neatness, comfort and convenience. The same is true of those on leased lines and branches with few exceptions.

In Witness Whereof, we have set our hands this tenth day of November, A. D. 1892.

D. N. MORTLAND,	}	Railroad Commissioners of Maine.
A. W. WILDES,		
BENJ. F. CHADBOURNE.		

## STATE OF MAINE.

RAILROAD COMMISSIONERS' OFFICE,

AUGUSTA, August 2, 1892.

We, the undersigned, Board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the MONSON RAILROAD, as required by law, and find the condition of said road and rolling stock to be as follows:

*Road-Bed, Track, etc.*

Road-bed is wide, well ditched and drained and has been improved during the past season. The track is laid with steel rails upon fairly good ties, and is in good line and surface and is fairly ballasted.

*Bridges, Viaducts and Culverts.*

Two small streams and brooks are crossed on wooden stringers supported upon wooden walls, most of which were found to be in good order, and we were assured that needed repairs would be made on others.

*Rolling Stock, Station Buildings, etc.*

Rolling stock in good order. Station buildings at Monson fairly good.

In Witness Whereof, we have set our hands this tenth day of November, A. D. 1892.

D. N. MORTLAND,	} Railroad	
A. W. WILDES,		} Commissioners
BENJ. F. CHADBOURNE.		

## STATE OF MAINE.

## RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners,*

AUGUSTA, November 10, 1892.

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the ORCHARD BEACH RAILROAD, as required by law, and find the condition of said road and rolling stock to be as follows :

*Road-Bed, Track, etc.*

The track of this road is laid upon the sand along the beach between the station of the Boston & Maine Railroad at Old Orchard and the mouth of Saco river. The track is in fair alignment and surface. That portion of the road exposed to the action of the sea has been thoroughly protected by piling and ripraps.

*Bridges, Viaducts and Culverts.*

There is but one bridge upon the line and that is in good condition.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is first-class and well adapted to the service required of it.

In Witness Whereof, we have set our hands this tenth day of November, A. D. 1892.

D. N. MORTLAND,	} Railroad	
A. W. WILDES,		} Commissioners
BENJ. F. CHADBOURNE.		

## STATE OF MAINE.

## RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners,*

AUGUSTA, November 10, 1892.

We, the undersigned, Board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the PHILLIPS AND RANGELEY RAILROAD, as required by law, and find the condition of said road and rolling stock to be as follows :

*Road-Bed, Track, etc.*

The road-bed and track of this line is narrow guage, in good order. Great improvements have been made during the past year in lining, surfacing and ballasting. It is now a good riding road, a credit to those in charge.

*Bridges, Viaducts and Culverts.*

The bridges are wooden, comparatively new and kept in good repair. Culverts are in fair condition and well looked after.

*Rolling Stock, Station Buildings, etc.*

Rolling stock is all good of its kind and kept in good repair, neat and comfortable.

In Witness Whereof, we have set our hands this tenth day of November, A. D. 1892.

D. N. MORTLAND,	}	Railroad Commissioners of Maine.
A. W. WILDES,		
BENJ. F. CHADBOURNE.		

## STATE OF MAINE.

## RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners,*

AUGUSTA, November 10, 1892.

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the PORTLAND (Electric and Horse) RAILROAD, as required by law, and find the condition of said road and rolling stock to be as follows :

*Road-Bed, Track, etc.*

The tracks of the railroad are in the principal streets of the cities of Portland, Deering and Westbrook, and throughout the line are well constructed and maintained.

*Bridges, Viaducts and Culverts.*

The bridges and water-ways over which the tracks are laid are constructed and maintained by the several municipalities named.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is such as is used on all first-class electric and horse railroads.

In Witness Whereof, we have set our hands this tenth day of November, A. D. 1892.

D. N. MORTLAND,	}	Railroad Commissioners of Maine.
A. W. WILDES,		
BENJ. F. CHADBOURNE.		

## STATE OF MAINE.

## RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners,*

AUGUSTA, November 10, 1892.

We, the undersigned, board of Railroad Commissioners, hereby certify that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the PORTLAND & ROCHESTER RAILROAD, as required by law, and find the condition of said road and rolling stock to be as follows :

*Road-Bed, Track, etc.*

The road-bed is in good condition though it would be improved if considerable additions in ballasting were made to that already done. The track is laid with steel rails on good sound ties well lined and surfaced.

*Bridges, Viaducts and Culverts.*

The bridges whether of wood or iron are models of their class taken as a whole. Many of the iron girders over the shorter openings are worthy of special mention. Wooden structures are well kept in repair and the culverts are good.

*Rolling Stock and Station Buildings, etc.*

The rolling stock is kept up to a high standard of usefulness, neatness and general repair.

The station buildings have been greatly improved in the few years past so that they are now as good as could with reason be desired, and a credit to the managers and those in charge.

In Witness Whereof, we have set our hands this tenth day of November, A. D. 1892.

D. N. MORTLAND,	}	Railroad Commissioners of Maine.
A. W. WILDES,		
BENJ. F. CHADBOURNE.		



## STATE OF MAINE.

## RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners.*

AUGUSTA, November 10, 1892.

We, the undersigend, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the PORTLAND AND RUMFORD FALLS RAILWAY, as required by law, and find the condition of said road and rolling stock to be as follows :

*Road-Bed, Track, etc.*

From Mechanic Falls to Canton the road-bed is of good width and the greater portion of the same is well ditched, drained and ballasted. The extension from Gilbertville in Canton to Rumford Falls is well located and constructed. Considerable ditching and ballasting will yet be required on that portion of the line. The track is laid with steel rails throughout, except a short section near Canton village, and is well aligned and surfaced.

*Bridges, Viaducts and Culverts.*

The bridge and open superstructures on the old portion of the line are of wood, but are substantially constructed and in good condition. On the extension substantial iron girders and eye-beams span the highways and open waterways.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is in good condition.

In Witness Whereof, we have set our hands this tenth day of November, A. D. 1892.

D. N. MORTLAND,	} Railroad	
A. W. WILDES,		} Commissioners
BENJ. F. CHADBOURNE.		

## STATE OF MAINE.

## RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners,*

AUGUSTA, November 10, 1892.

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the ROCKLAND, THOMASTON & CAMDEN RAILWAY as required by law, and find the condition of said road and rolling stock to be as follows :

*Road-Bed, Track, etc.*

The track as now located and constructed extends from the railroad wharf in Rockland, through and along the principal streets of that city and the highway leading to Rockport and Camden, to and into the village of Camden. The track is laid with heavy steel T-rails, upon good, sound juniper ties, substantially secured and mostly well imbedded in gravel.

*Bridges, Viaducts and Culverts.*

The track of this road being wholly within the limits of streets and highway, the bridges and open culverts over which the track is laid, are constructed and maintained by city and towns above mentioned. The iron highway bridge across the stream in Rockport over which the track is laid, has been materially strengthened.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is new and of modern design and well adapted to the wants of the traveling public.

In Witness Whereof, we have set our hands this tenth day of November, A. D. 1892.

D. N. MORTLAND,	} Railroad	
A. W. WILDES.		} Commissioners
BENJ. F. CHADBOURNE.		

## STATE OF MAINE.

## RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners,*

AUGUSTA, November 10, 1892.

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the ROCKPORT RAILROAD, as required by law, and find the condition of said road and rolling stock to be as follows :

*Road-Bed, Track, etc.*

The road-bed is three feet gauge, and in fair condition. The rails are light steel, considerably worn and fairly kept in line and surface. As a whole it is in good condition to do the service required, namely, the carrying of lime-stone exclusively.

*Bridges, Viaducts and Culverts.*

The bridges and culverts are in fair condition and safe for the trains run over them.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is good enough for the service it is in, and is kept in fair repair.

In Witness Whereof, we have set our hands this tenth day of November, A. D. 1892.

D. N. MORTLAND,	} Railroad	
A. W. WILDES,		} Commissioners
BENJ. F. CHADBOURNE.		

RAILROAD COMMISSIONERS' REPORT.

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners,*

AUGUSTA, November 10, 1892.

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the SANDY RIVER RAILROAD, as required by law, and find the condition of said road and rolling stock to be as follows :

*Road-Bed, Track, etc.*

The road-bed is in good condition and improved in change of line in some places, notably taking out some of the curves in which this road abounds. The track is laid with steel rails of heavy pattern for a narrow gauge railroad, well tied, lined, surfaced and ditched.

*Bridges, Viaducts and Culverts.*

Bridges are mostly of wood, in good repair, much improved during the year. The iron bridge across the Sandy river at Phillips is a model structure.

*Rolling Stock, Station Buildings, etc*

Rolling stock is first-class, well maintained. Station buildings are fairly good.

In Witness Whereof, we have set our hands this tenth day of November, A. D. 1892.

D. N. MORTLAND,	} Railroad	
A. W. WILDES,		} Commissioners
BENJ. F. CHADBOURNE.		

## STATE OF MAINE.

## RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners,*

AUGUSTA, November 10, 1892.

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the SEBASTICOOK AND MOOSEHEAD RAILROAD, as required by law, and find the condition of said road and rolling stock to be as follows :

*Road-Bed, Track, etc.*

The road-bed is in fair condition and being improved The rails are steel considerably worn.

*Bridges, Viaducts and Culverts.*

The principal bridge is a trestle that has been strengthened and improved quite recently. Bridges and culverts are safe for the trains as they are run.

*Rolling Stock, Station Buildings, etc.*

A new locomotive has been added to the rolling stock during the year. Other rolling stock is in fair condition. Station buildings are under process of improvement.

In Witness Whereof, we have set our hands this tenth day of November, A. D. 1892.

D. N. MORTLAND,	}	Railroad Commissioners of Maine.
A. W. WILDES,		
BENJ. F. CHADBOURNE.		

## STATE OF MAINE.

## RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners,*

AUGUSTA, November 10, 1892.

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the SOMERSET RAILWAY, as required by law, and find the condition of said road and rolling stock to be as follows :

*Road-Bed, Track, etc.*

The road-bed is in good condition in every respect. The track is well aligned and surfaced, laid mostly upon good ties, and rides well, though a portion of the track is laid with old iron rails.

*Bridges, Viaducts and Culverts.*

The wooden lattice bridges across the Kennebec river at Norridgewock, Madison and the Carrabasset stream at North Anson, are in good condition and the same may be said of the minor structures along the line. The iron bridge across the Kennebec river at Solon, both superstructure and masonry, is first-class in every respect.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is old style and the increasing business of the road demands more modern passenger cars.

In Witness Whereof, we have set our hands this tenth day of November, A. D. 1892.

D. N. MORTLAND,	}	Railroad Commissioners of Maine.
A. W. WILDES,		
BENJ. F. CHADBOURNE.		

## STATE OF MAINE.

## RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners,*

AUGUSTA, November 10, 1892.

We, the undersigned, board of Railroad Commissioners, hereby certify that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the ST. CROIX AND PENOBSCOT RAILROAD, as required by law, and find the condition of said road and rolling stock to be as follows :

*Road-Bed, Track, etc.*

The road-bed is in fair condition, rails old and worn, but while both might be improved, they are safe for the uses to which they are put.

*Bridges, Viaducts and Culverts.*

The bridges are of wood, kept in good repair. Trestles are in the main good and are carefully looked after. Safe for the traffic of the road and the speed of trains maintained thereon.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is quite old, but kept in good repair, neat and comfortable. Station buildings are kept clean and are comfortable and convenient.

In Witness Whereof, we have set our hands this tenth day of November, A. D. 1892.

D. N. MORTLAND,	}	Railroad Commissioners of Maine.
A. W. WILDES,		
BENJ. F. CHADBOURNE.		

## STATE OF MAINE.

## RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners,*

AUGUSTA, November 10, 1892.

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the WATERVILLE & FAIRFIELD HORSE RAILROAD, as required by law, and find the condition of said road and rolling stock to be as follows:

*Road-Bed, Track, etc.*

This railroad is built through the principal street of the city of Waterville, and along the highway between Waterville and Fairfield. The track is in fair condition, but needs to be aligned and surfaced. During the past year the road has been extended to the plains in the lower part of Waterville, and the entire road is now operated by electricity instead of horses.

*Bridges, Viaducts and Culverts.*

The bridges along the line are maintained by the city of Waterville and the town of Fairfield and are in safe condition.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is in good condition.

In Witness Whereof, we have set our hands this tenth day of November, A. D. 1892.

D. N. MORTLAND,	}	Railroad Commissioners of Maine.
A. W. WILDES,		
BENJ. F. CHADBOURNE.		



## STATE OF MAINE.

## RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners,*

AUGUSTA, November 10, 1892.

We, the undersigned, board of Railroad Commissioners, hereby certify, that during the past year, we have made careful examinations of the track, bridges, viaducts, culverts and rolling stock of the YORK HARBOR & BEACH RAILROAD, as required by law, and find the condition of said road and rolling stock to be as follows :

*Road-Bed, Track, etc.*

The road-bed is in good condition, well ditched and drained. The rails are steel, laid on good ties and well ballasted.

*Bridges, Viaducts and Culverts.*

They are all of wood, mostly piling, and in good condition except that two of them are settled and somewhat out of line. Five of them at or near York Beach station, are filled to quite an extent, that work being now in progress.

*Rolling Stock, Station Buildings, etc.*

The rolling stock is furnished by the Boston & Maine Railroad, and is up to the standard of that road. Station buildings are neat, comfortable and convenient.

In Witness Whereof, we have set our hands this tenth day of November, A. D. 1892.

D. N. MORTLAND,	} Railroad	
A. W. WILDES,		Commissioners
BENJ. F. CHADBOURNE.		of Maine.



## PART III.

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Petitions, Orders of Notice, Decisions, Certificates of the Board,

AND

Rules of the Board of Commissioners.

1892.

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## PETITIONS AND DECISIONS OF THE BOARD.

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*Petition, order of notice and decision of the Board relating to the maintenance of a passenger and freight depot by the Somerset Railway in the town of Embden. Decision March 26, 1892.*

To the Honorable Board of Railroad Commissioners of the State of Maine :

The subscribers, inhabitants of the town of Embden, in the County of Somerset, respectfully represent that public convenience and necessity requires the maintenance of a depot for freight and passengers on the line of the Somerset Railroad at the station called Embden, in said town of Embden.

Wherefore your petitioners pray that after due notice to said Somerset Railroad and to all persons interested, your Honorable Board will make such arrangements as to public convenience and necessity may require.

George C. Patten, selectman, C. F. Lane, Nathan Thompson, Jotham Stevens, W. W. Moulton, C. S. Caswell, Melzer Eames, E. W. Bowen, L. E. Ward, R. F. Durrell, Austin Eames, T. H. Hilton, Ansel Stevens, selectman, R. W. Ellis, H. B. Ellis, I. H. Ellis.

On the foregoing Petition,

*Ordered*, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, two weeks successively in the Somerset Reporter, a newspaper published at Skowhegan, in the County of Somerset, the last publication in said paper to be at least seven days before the eighteenth day of March, A. D. 1892, also by delivering to said corporation a true and attested copy of the foregoing petition, and this order thereon, fourteen days before said date, on which day the Board of Railroad Commissioners

will be in session at their office in Augusta, at ten o'clock in the forenoon, for the purposes indicated in said petition.

D. N. MORTLAND, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this first day of March, A. D. 1892.

#### REPORT AND DECISION AND ORDER OF THE BOARD.

Section 122 of Chapter 51 of the Revised Statutes is as follows:—

“The Railroad Commissioners, upon petition of responsible parties representing that public convenience and necessity require the erection and maintenance of a depot for freight and passengers, or a passenger station, on the line of any railroad, after fourteen days notice by copy of said petition upon said corporation, and by publishing said petition with the order of said commissioners thereon, in such public newspaper as is designated in said order, two weeks successively, the last publication to be prior to the time fixed for said hearing, shall hear the parties and determine whether the prayer of the petitioners shall be granted; and if such prayer is granted, they shall determine at what place or places a depot or station shall be erected, or maintained if erected, and whether for passengers or for passengers and freight.”

On the foregoing petition, a hearing was given by the Board at the time and place designated in their order of notice, to the petitioners and all others interested in the subject matter. At said hearing, it appeared from the evidence adduced that, though a station building for the accommodation of freight and passengers had been erected by the Somerset Railroad Company, at the point named, during a certain portion of the past year, especially during the winter months, the same had not been kept open, neither was any station agent employed or in charge of the station; that though the trains regularly stopped at the station in Embden, all passengers leaving or taking the train at that point were obliged to remain in the open air; that whatever freight is shipped or received at the station must remain exposed until a regular conductor of a train arrives to take charge of it and accept or deliver the same as the case may be.

The petitioners further claim that though the town, in its corporate capacity has contributed thirty-eight thousand dollars toward the construction of said railroad, no station, other than the one mentioned, has been erected or maintained within the limits of the

town, and that the distance from the station building now existing to the station at North Anson, is five miles, and to the station at Solon, which is on the other side of the Kennebec river, is three and one-half miles. These facts are not controverted or denied by the officers of the railroad company; but as an excuse for not regularly maintaining the station mentioned in Embden, say that the amount of business the railroad receives from passenger or freight traffic, at that point, does not warrant the expenditure of the amount of money necessary to maintain a station, other than a flag station; that in fact there are only 152 male adults in the entire population of the town; that the average receipts from that station for sixteen months were only eighty-six cents per day etc.

In view of these facts, does public convenience require that the station there erected should be maintained? The mere fact that the income a railroad company may receive from a certain locality is not sufficient to pay the expense of the erection and maintenance of a depot or station, is not of itself, a valid excuse for not erecting or maintaining same. Railroads are not chartered and constructed merely for private purposes or for private gain. They are public ways, or ways in which the public have rights which ought and must be subserved.

To enable them to be constructed and operated, extraordinary powers have been conferred upon railroad corporations by their charters, and as a return for such powers, they must respond to reasonable public demands. The inhabitants of the town of Embden are entitled to reasonable railroad facilities. They have contributed largely to secure the same. Station buildings have been erected on the line of the railroad within the limits of their town. Such stations should, in our opinion, be maintained in a reasonable manner. We do not consider a station reasonably maintained where there is no station agent, nor shelter provided for passengers or freight. We therefore determine that the prayer of petitioners shall be granted and direct and order that the Somerset Railroad Company shall keep open the station now erected in Embden for the accommodation and comfort of passengers and for the reception and delivery of freight, at all reasonable times before the arrival and departure of trains at that station, and for the purposes aforesaid, shall immediately employ or provide such servants or agents as may be necessary to maintain said station as above provided.

In witness whereof we have hereunto set our hands this twenty-sixth day of March, A. D. 1892.

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

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*Petition, Order of Notice, and Decision of the Board, relating to the approval of location of the Bangor and Aroostook Railroad Company. Decision, May 3, 1892.*

To the Honorable Railroad Commissioners of the State of Maine :

The Bangor & Aroostook Railroad Company, a corporation duly organized under the laws of Maine, respectfully represents that in accordance with the laws of said State it has located the line of its railroad from a point of connection with the Bangor & Katahdin Iron Works Railway in the town of Brownsville to Presque Isle via Houlton, with a branch to Ashland.

Said company before commencing the construction of its road herewith presents to your Honorable Board a map of the proposed route on an appropriate scale and profile of the line on the relative scales of profile paper in common use with the report and estimate prepared from actual survey by a skillful engineer and prays your Honorable Board to approve its proposed location as herewith submitted.

Said company also respectfully represents that it has made a survey and location of an extension of its main line from Presque Isle to Caribou, and of a branch line from said Presque Isle to Fort Fairfield in said county, and prays that the extension and branch line aforesaid may be allowed and the location of same approved.

Bangor & Aroostook Railroad Company,

By F. APPLETON, Clerk.

On the foregoing petition, ordered, that the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the *Daily Commercial*, a newspaper published at Bangor in the County of Penobscot and in the *Star-Herald* and *Aroostook Pioneer*, newspapers published at Presque Isle and Houlton in the County of Aroostook, the first publication in each paper to be at least seven days before the twentieth



day of April, A. D. 1892, on which day the Board of Railroad Commissioners will be in session at the office of the chief engineer of the Bangor & Aroostook Railroad Company in Fogg's block in Houlton at three o'clock in the afternoon for the purposes indicated in said petition.

D. N. MORTLAND, *Chairman,*

For the Board of Railroad Commissioners of Maine.

Dated this fifth day of April, 1892.

#### DECISION OF THE BOARD.

The Bangor & Aroostook Railroad Company, a corporation organized and incorporated under the laws of Maine, as appears by the foregoing petition, represents that it has located a line of railroad from a point of connection with the Bangor & Katahdin Iron Works Railway in the town of Brownville, to Presque Isle via Houlton in the County of Aroostook, with a branch line starting from a point on the main line in the plantation of Oakfield, thence to Ashland in said county, and also that it has made a survey and location of an extension of its main line, above mentioned, from Presque Isle to Caribou, and of a branch line from Presque Isle to Fort Fairfield, and prays that each and all of these several locations be approved by this Board.

On the reception of said petition, this Board, as appears by the foregoing order, appointed Wednesday the twentieth day of April, at three o'clock in the afternoon and the office of the chief engineer of said corporation, in Houlton, as the time and place for a hearing thereon, and ordered the petitioners to give notice of same by publishing a copy of said petition and order of notice in several newspapers in the counties of Penobscot and Aroostook, at least seven days before the day appointed for said hearing.

On said day the Board met at the time and place appointed, and it then and there appearing that notice of said hearing had been published as ordered, gave a hearing to all parties interested who appeared and desired to be heard relative to same; but to enable said corporation to submit a more definite plan of location in the town of Brownville, said hearing was adjourned to Tuesday, the third day of May, at the office of the Board at Augusta, when a further hearing was then given in respect to the location aforesaid.

As appears by the evidence submitted to the Board, the articles of association under which this corporation was incorporated, pro-

vided for a line of railroad to extend from a point of connection with the Bangor & Katahdin Iron Works Railway in Brownville to Presque Isle via Houlton, with a branch line to Ashland. But, as appears by an act of the legislature of 1891, Chapter 166, this corporation was specially empowered to extend its railroad beyond the limits mentioned in its articles of association, as follows: "From Presque Isle in Aroostook county, by the most practical route through the village of Caribou to the St. John river, in or near the town of Van Buren, or from some point of connection with the line which it is now authorized to build by the most practical route through the villages of Fort Fairfield and Caribou to the St. John river in or near said town of Van Buren."

Said act further provided that, "If said company shall conclude to build by way of the first mentioned line, then said company is also empowered to locate, construct, own, maintain and operate a branch line from some point of connection with its main line, to and into the town of Fort Fairfield in Aroostook county."

It appears from the evidence submitted to the Board that in addition to the line or lines of railroad mentioned in the articles of association, a line of railroad extending from Presque Isle to Caribou, and another line or branch line from Presque Isle to Fort Fairfield have been in fact located under the provisions of the act aforesaid, and these, together with the original line mentioned in the articles of association, the Board of Railroad is now asked to approve. This presents a somewhat new and novel question as to the powers and duties of the Board.

The Bangor & Aroostook Railroad Company was created a corporation under the provisions of Section 1, 2 and 3 of Chapter 51 of the Revised Statutes. Section one of said chapter provides as follows:

"Any number of persons not less than ten, a majority of whom shall be citizens of the State, may form a company for the purpose of constructing, maintaining and operating a railroad for public use in the conveyance of persons and property within the State, and for that purpose may make and sign articles of association in which shall be stated the name of the company, the gauge of the road, the places from which and to which the road is to be constructed, maintained and operated, the length of such road, as nearly as may be, and the name of each town and county in the state through which or into which it is to be made; the amount of capital stock, which

shall not be less than six thousand dollars for every mile of road proposed to be constructed of the gauge of four feet eight and one half inches."

Section 6 of said chapter provides that "Every corporation organized under the foregoing provisions, before commencing the construction of its road, shall present to the Board of Railroad Commissioners a petition for approval of location, accompanied with a map of the proposed route on an appropriate scale, and with a profile of the line on the relative scales of profile paper in common use, and with a report and estimate prepared by a skillful engineer from actual survey. The Board of Railroad Commissioners shall, on presentation of such petition, appoint a day for a hearing thereon and the petitioners shall give such notice thereof as said Board deems reasonable and proper, in order that all persons interested may have an opportunity to appear and object thereto. If the Railroad Commissioners, after hearing the petition, approves the proposed location, and finds that public convenience requires the construction of such road, the corporation may proceed with the construction thereof."

As before stated, this corporation was organized and incorporated for a definite and specific purpose, viz., to construct, maintain and operate a railroad from and to certain specific points named in the articles of association. Though the organization as a railroad corporation is complete, under the provisions of the last above quoted statute, it cannot enter upon the construction of its road named in the articles of association until, after notice and hearing, the Board of Railroad Commissioners has approved the location of same, and have also found as a matter of fact "that public convenience requires the construction of such road."

That public convenience requires a more direct and convenient route and outlet for the people and the immense products of the territory named in the articles of association, other than what is now provided, there can be but little doubt. But by this petition we are asked to do more. In said petition, the corporation also represents that it has made a survey and location of and an extension of its main line from its former terminus at Presque Isle to Caribou, and of a branch line from Presque Isle to Fort Fairfield, and prays that the extension and branch line aforesaid may be allowed and the location of same approved.

Here is presented an entirely new and, under the circumstances, a novel request. The corporation was organized for the purpose of constructing a railroad from Brownville to Presque Isle via Houlton with a branch line to Ashland. This much and this only was named in the articles of association, as the territory to be occupied by the corporation. No portion of the railroad has yet been constructed; neither has the right to do so been conferred.

Here arises a question of jurisdiction on the part of the Board of Railroad Commissioners.

Has the Board the power to confer upon a corporation a right to extend, or to increase the mileage of a contemplated railroad?

Section 2 of Chapter 96 Laws of 1887, provides that "Any corporation formed under the general railroad laws of this State may be allowed to extend its road to other points or places, on application to the Board of Railroad Commissioners, as provided in section one of this act, and by conforming to the general railroad laws of the State so far as the same may be applicable."

Section one of said act provides that, "Any railroad corporation formed under the foregoing sections, desiring to change the gauge of its road shall by vote increase its capital stock to the amount required" (viz. six thousand dollars per mile).

It will be noticed that under the provisions of Section 2, above quoted, an increase of the capital stock is required before any extension of the railroad can be allowed. However, to provide for these contingences, the Legislature, as appears by private and special laws of 1891, above quoted, Section 3, empowered said corporation "To make and issue preferred stock to an amount not exceeding five hundred thousand dollars to said Aroostook county," to which said county was authorized by said act to subscribe.

It appears that the amount of preferred stock provided for in this special act has, in fact, been subscribed by the County of Aroostook.

Therefore, so far as appears, the requisite increase of the capital stock to authorize the extension has, in the above described manner, been provided for.

In view of the above facts, can the Board, by any authority conferred upon it by law, empower said corporation to extend its contemplated main line beyond the limits mentioned in its articles of association, or to construct said branch line?

We think the provisions above quoted relates wholly to existing lines of railroad and we think that our jurisdiction extends no

further, and we do not deem it necessary for us to assume it, in the present matter, for the Legislature, by the act above mentioned, has conferred upon said corporation the right "to locate, construct, own, maintain and operate a railroad from Presque Isle in Aroostook county by the most practical route through the village of Caribou to St. John river, and also empowered said corporation "To locate, construct, own, maintain and operate a branch line from some point of connection with its main line to and into the town of Fort Fairfield."

Now if the act aforesaid is valid, jurisdiction, in respect to the location and the question whether or not public convenience requires the construction of said extension and branch line, has been taken away from the Board of Railroad Commissioners and they now have no power or authority to act in respect to same.

Therefore, in accordance with the views above expressed, we hereby make and issue the following certificate :

### STATE OF MAINE.

OFFICE OF RAILROAD COMMISSIONERS,

AUGUSTA, May 3, 1892.

On the foregoing petition of the Bangor and Aroostook Railroad Company for approval of location, the Board of Railroad Commissioners hereby certify that, after a hearing thereon as required by law, they find and determine that public convenience requires the construction of the proposed railroad from a connection with the Bangor and Katahdin Iron Works Railway in the town of Brownville, to Presque Isle via Houlton, and also the branch line to Ashland as prayed for in said petition, and we also hereby approve the location of same, as shown on map or plan filed with the Board.

In witness whereof we have hereunto set our hands this third day of May, A. D. 1892.

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

*Petition, Order of Notice and Decision of the Board relating to the construction of a branch railroad track by the Maine Central Railroad Company in the town of Winthrop and the crossing a certain highway. Decision, May 15, 1892.*

To the Railroad Commissioners of the State of Maine.

The Maine Central Railroad Company, a corporation established under the laws of the State of Maine, respectfully represents that it is desirous of constructing and maintaining a branch railroad track extending from its present main line in the town of Winthrop, Kennebec county, State of Maine, to a condensed milk factory owned by the "Aroostook Condensed Milk Company" in said Winthrop, and that it has made a location of said branch railroad track desired, which location is described as follows:

Commencing at a point marked "O" in the centre line of the main track of said railroad company, in said town of Winthrop, which point is about one hundred and fifteen (115) feet southerly from the line between the lands of Daniel Maxim and Benson Heirs; thence on a curve to the right or easterly, of four hundred and seventy-eight and three-tenths (478.3) feet radius, a distance of five hundred and thirty-seven and five-tenths (537.5) feet to station (537.5); thence on a curve to the left or northeasterly, of three hundred and eighty-three and one-tenth (383.1) feet radius a distance of two hundred and eighty-seven and five-tenths (287.5) feet to station (8.25).

This location is to cover a width of two rods, being one rod on either side of above described line. Said location crosses highway known as Central street, all of which is shown on plan attached hereto.

Said Maine Central Railroad Company hereby desires your approval of said location that it may be constructed and maintained under your direction as provided in Section 18 of Chapter 51 of the Revised Statutes, as amended by Chapter 129 of the Public Laws of 1891, and a determination of the manner and condition upon which said railroad track may cross the aforesaid highway.

PAYSON TUCKER,

Vice President and General Manager.

Portland, Maine, May 3rd, 1892.

On the foregoing petition,

*Ordered*, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, in the *Daily Kennebec Journal*, a newspaper published at Augusta, in the County of Kennebec three days successively. The first publication in said paper to be at least four days before Friday the fifteenth day of May, A. D. 1892, on which day the Board of Railroad Commissioners will be in session at the station of the Maine Central Railroad in Winthrop at nine o'clock in the forenoon for the purposes indicated in said petition.

D. N. MORTLAND,

For the Board of Railroad Commissioners of Maine.

Dated this seventh day of May, A. D. 1892.

REPORT AND DECISION OF THE BOARD.

To the Supreme Judicial Court next to be held at Augusta, in the County of Kennebec, on the third Tuesday of October, A. D. 1892.

Pursuant to the foregoing application and order of notice, the Board of Railroad Commissioners met at the time and place indicated in said order, and it then and there appearing that notice of said hearing had been published as ordered, after viewing the location of said contemplated spur railroad and the crossing named in said application, gave a hearing to the petitioners and all other persons and parties who appeared and desired to be heard relative to same.

From the view aforesaid and the facts elicited at the hearing, it appeared that a manufacturing establishment, such as is set forth in said application, had, in fact, been erected, and it further appeared that public convenience required a spur railroad track from the main line of said railroad corporation thereto, and we hereby so find, determine and certify.

It also appeared that said spur track, as located, crosses Central street in the village of Winthrop, but a few rods distant from the point where said street is now crossed, at grade, by the main line of the Maine Central Railroad, and substantially on a level therewith. We therefore find that a crossing of said street cannot reasonably be made otherwise than at grade. Accordingly we hereby certify our approval of the location of said spur track, as described in the foregoing application and permit and direct that the same may be constructed so as to cross said street at grade therewith, and that

the manner and conditions of constructing and maintaining same shall be as follows :

The approaches on said street, on each side of the railroad track, within the location of said railroad, shall be made and maintained by the railroad company operating same and shall not be steeper than one foot elevation to every twenty feet out from the railroad track, and shall be so made and maintained that the same shall be safe and convenient for travelers on said street with horses, teams and carriages, and shall also make suitable provisions for the passage of surface drainage.

In witness whereof we have hereunto set our hands this fifteenth day of May, A. D. 1892.

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

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*Petition, Order of Notice and Decision of the Board, relating to a branch railroad track and the crossing of certain highway by the Maine Central Railroad Company in the city of Ellsworth. Decision. May 23, 1892.*

To the Railroad Commissioners of the State of Maine :

The Maine Central Railroad Company, a corporation established under the laws of the State of Maine, respectfully represents that it is desirous of constructing and maintaining a branch railroad track extending from the main line of its present Mt. Desert branch near the boundary line between the city of Ellsworth and the town of Hancock in the County of Hancock, in the said State of Maine, to the gravel pit owned by said company, situated partly in said city of Ellsworth and partly in said town of Hancock, and that it has made a location of said branch railroad track desired, which location is described as follows :

Commencing at a stake marked "O" in the centre line of the main track of said railroad company, in said city of Ellsworth, near the boundary line before mentioned ; thence on a curve to the left or northerly, of 478 3-10 feet radius, a distance of 700 feet to the gravel pit.



This location is to cover a width of three rods, being one and one-half rods on either side of above described line.

Said location crosses the county roads of highways at or near their junction known as the "Old County Road" and the New County Road in said town of Hancock, all of which is shown on plan attached hereto.

Said Maine Central Railroad Company hereby desires your approval of said location that it may be constructed and maintained under your direction as provided in Section 18 of Chapter 51 of the Revised Statutes, as amended by Chapter 129 of the Public Laws of 1891, and a determination of the manner and conditions upon which said railroad track may cross the aforesaid highways.

PAYSON TUCKER,

Vice President and General Manager.

Portland, Me., May 10, 1892.

On the foregoing petition,

*Ordered*, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, in the *Daily Whig and Courier*, a newspaper published at Bangor, in the County of Penobscot, three days successively, the first publication in said paper to be at least five days before Monday, the twenty-third day of May, A. D. 1892, on which day the Board of Railroad Commissioners will be in session at the depot of the Maine Central Railroad in Ellsworth, at three o'clock in the afternoon, for the purposes indicated in said petition.

D. N. MORTLAND, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this sixteenth day of May, A. D. 1892.

#### REPORT AND DECISION OF THE BOARD.

To the Supreme Judicial Court next to be held at Ellsworth, on the second Tuesday of October, A. D. 1892.

The foregoing application is based on the provisions of Section 18 of Chapter 51 of the Revised Statutes as amended by Chapter 129 of the Public Laws of 1891, which reads as follows :

"Section 18. Any railroad corporation, under the direction of the Railroad Commissioners may locate, construct and maintain branch railroad tracks to any mills, mines, quarries, gravel pits or

manufacturing establishments erected in any town or township, but not within any city through which the main line of said railroad is constructed, without the consent of the city council, and for that purpose said corporation shall have all the powers and rights granted, and be subject to all duties imposed upon it by its charter."

Pursuant to said application and order of notice, the Board of Railroad Commissioners met at the time and place mentioned in said order, and, it appearing that notice had been published as ordered, after viewing the location of said way and crossing, gave a hearing to all who appeared and desired to be heard relative to the same.

From the view aforesaid, it did not appear that a more suitable location for said branch track could be selected. It further appeared that the highways mentioned in said application could not reasonably be crossed by said branch track otherwise than at grade.

We therefore hereby approve the location of said branch track and adjudge and determine that the highways aforesaid may be crossed by said branch track at grade therewith, and that the manner and conditions of the crossings shall be as follows:

The New County Road, so called, shall be crossed by said railroad track exactly at grade therewith, when said track is at full grade, and the Old County Road, so called, shall be crossed at grade, after said road or way shall be raised one foot at point of crossing above its present grade, and permission is hereby granted to said railroad company to raise the grade of said way as above provided.

The approaches on each side of the railroad track, shall be made and maintained within the railroad location, by the railroad corporation, and shall not be steeper than one foot elevation to every twenty feet out from said railroad track. Said railroad corporation shall construct and maintain said crossings in such manner that the same shall be safe and convenient for travelers over same with horses, teams and carriages, and shall also make suitable provisions for the passage of surface drainage.

In witness whereof we have hereunto set our hands this twenty-third day of May, A. D. 1892.

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

*Petition, Order of Notice and Decision of the Board relating to a certain highway crossing over the Norway Branch of the Grand Trunk Railway in the town of Paris. Decision, June 10, 1892.*

To the Honorable Railroad Commissioners of the State of Maine :

The undersigned selectmen of the town of Paris, in the County of Oxtord, respectfully represent that a town way has been laid out in said town as follows :—

Beginning at the north line of Pleasant street, near Norway line in Paris, on the southeast corner of land owned by Mrs. Lombard, running a northerly course to land owned by Thomas J. Whitman near said Thomas J. Whitman's dwelling house, which said way runs across the land, location and right of way of the Norway Branch Railroad Company. They therefore request you to give notice and hearing and adjudge whether public convenience and necessity require the laying out of said way, and to determine further whether said way shall be permitted to cross the track of the Norway Branch Railroad Company at grade therewith or not ; and the manner and condition of crossing the same, and how the expense of building so much of said way as is within the limits of said railroad shall be borne.

DAVID SWIFT,	}	Selectmen
H. D. HAMMOND,		of
W. S. STARBIRD.		Paris.

PARIS, MAINE, May 9th, 1892.

On the foregoing petition,

*Ordered,* That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, four days successively in the *Lewiston Evening Journal*, a newspaper published in Lewiston, in the County of Androscoggin, the first publication in said paper to be at least four days before the nineteenth day of May, A. D. 1892, on which day the Board of Railroad Commissioners will be in session at the station of the Grand Trunk Railway in South Paris at eleven o'clock in the forenoon for the purposes indicated in said petition.

D. N. MORTLAND, *Chairman.*

For the Railroad Commissioners of Maine.

Dated this eleventh day of May, A. D. 1892.

## DECISION OF THE BOARD.

To the Supreme Judicial Court next to be held at Paris within and for the County of Oxford, on the second Tuesday of October, A. D. 1892.

This petition is based upon the provisions of Section 27 of Chapter 18 of the Revised Statutes, as amended by Chapter 310 of the Public Laws of 1885, and by Chapter 282 of Public Laws of 1889, which as amended reads as follows :

“Section 27. Town ways and highways may be laid across, over or under any railroad track, in the same manner as other town ways and highways, except that before such ways 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 conditions of crossing the same,” etc.

On the reception of said petition the Board, as appears by the foregoing order, appointed the nineteenth day of May, A. D. 1892, at eleven o'clock in the forenoon, and the station of the Grand Trunk Railroad in South Paris as the time and place for a hearing thereon, and ordered the petitioners to give notice thereof as appears by the order aforesaid. On the said day, the Board met at the time and place designated, and it then and there appearing that said notice of said hearing had been published as ordered, but that, from some cause, the Grand Trunk Railroad Company had not received actual notice until the day appointed for the hearing and, at this request, said hearing was adjourned to the seventh day of June, A. D. 1892 at the office of the Board in Augusta, at which time, a hearing was given to the petitioners and all other persons and parties who appeared and desired to be heard relative to same.

From the view of the location and facts elicited at the hearing, it appeared that the street or way described in the petition, as having been laid out, extends from a point on the highway leading from the village of South Paris to the village of Norway, and about the same distance from each, thence northerly across the Norway Branch railroad track, to near the dwelling of Mrs. Lombards, a distance of about nine hundred feet. It also appeared that a way is now laid out and constructed, running parallel with this contem-

plated street and within six hundred feet of same; that the distance between the two villages is about one mile; that there are no houses on the line of this contemplated street, except the one above mentioned. It also appeared that the crossing of the railroad could not reasonably be made otherwise than at grade. Whether or not public convenience required the laying out of the street is not a matter for this Board to determine. The selectmen of the town of Paris have so found and determined, and they are by law given entire jurisdiction of that question; but the question whether or not a crossing of this railroad at grade shall or shall not be permitted is a matter to be determined by this Board, as appears by the statute above quoted.

As above stated the two villages above named are but a mile apart.

Twenty-four trains now pass daily over this branch railroad from one village to the other. There are now two grade crossings on the line of this railroad between those two villages and only about sixteen rods apart.

Does public necessity or even convenience require that another be permitted or created between the two above mentioned?

We think not. Therefore we determine that the way described in said petition shall not be permitted to cross at grade with said railroad track, and whereas the petitioners, as stated at the hearing, do not desire a determination of the manner and conditions said way may cross other than at grade, we, at this time, make no further order relative thereto.

In witness whereof, we have hereunto set our hands this tenth day of June, A. D. 1892.

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

*Petition, Order of Notice and Decision of the Board relating to a change of location of the Bangor and Aroostook Railroad between New Limerick and Houlton. Decision, June 22, 1892.*

To the Honorable Railroad Commissioners of the State of Maine.

The Bangor and Aroostook Railroad respectfully represents that to better the public convenience and to avoid expense of construction it desires to vary the location of its road as approved by your Honorable Board, between the following points as laid down on said approved location, viz. station 2547 02 near the dividing line between New Limerick and Houlton and station 2757-65 near the village of Houlton.

The variations desired is shown on a map drawn on an appropriate scale, which accompanies this petition together with a profile of said variation on the relative scales of profile paper in common use.

Your petitioner prays your Honorable Board to approve said variation, as is provided in Section 6 of Chapter 51 of the Revised Statutes.

Bangor and Aroostook Railroad Company.

By FREDERICK APPLETON, Clerk.

On the foregoing petition,

*Ordered,* That the petitioners cause to be published a true copy of said petition, and this order of notice thereon, in the Aroostook Pioneer, a newspaper published at Houlton, in the County of Aroostook in one weekly issue. The publication in said paper to be at least two days before Wednesday the twenty-second day of June, A. D. 1892, on which day the Board of Railroad Commissioners will view the location of the proposed change mentioned in the foregoing application and be in session at the office of the Chief Engineer of the Bangor and Aroostook Railroad Company in Houlton at nine o'clock in the forenoon for the purposes indicated in said petition.

D. N. MORTLAND, *Chairman.*

For the Board of Railroad Commissioners of Maine.

Dated this fifteenth day of June, A. D. 1892.

#### DECISION OF THE BOARD.

As appears by the foregoing petition, the Bangor & Aroostook Railroad Company, having filed an approved location of its line of railroad, for reasons set forth in its petition, now desires to vary the

same between certain points in the towns of New Limerick and Houlton in the County of Aroostook.

On the reception of the foregoing application the Board appointed Wednesday the twenty-second day of June, A. D. 1892, at nine o'clock in the forenoon, and the office of the chief engineer of said company in Houlton, as the time and place for a hearing thereon, and ordered the petitioners to give notice of same as appears by the foregoing order. On said day the Board viewed the location of the proposed change, and met at the time and place mentioned in said order, and it then and there appearing that notice of same had been published as ordered, gave a hearing to the representatives of said corporation and all others who appeared and desired to be heard relative to same.

From the inspection of the proposed location aforesaid, and from facts elicited at said hearing, it appeared to the Board that public convenience would be better subserved by permitting the variation in the location asked for. We, therefore, hereby approve the same, and direct that the change of location be made as prayed for, as shown on plan this day approved by us.

In witness whereof we have hereunto set our hands this twenty-second day of June, A. D. 1892.

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

*Certificate of the Board, relating to the extension of the Portland Railroad, from Deering to the city of Westbrook.*

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners.*

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the Portland Railroad electric extension from Deering to Westbrook, hereby certify that we have found the same so constructed as to be safe for public travel, and for the passage of passenger trains thereon.

Given under our hands this twenty-sixth day of July, A. D. 1892.

D. N. MORTLAND,	} Railroad Commis- sioners of Maine.
A. W. WILDES.	

*Certificate of the Board relating to the extension of the Portland and Rumford Falls Railway to Rumford Falls.*

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners.*

We, the undersigned, board of Railroad Commissioners, having made a careful inspection of the Extension of the Portland and Rumford Falls Railway from Gilbertville (Canton) to Rumford Falls, hereby certify that we have found the same so constructed as to be safe for public travel, and for the passage of passenger trains thereon.

Given under our hands this first day of August, A. D. 1892.

D. N. MORTLAND, } Railroad Commis-  
A. W. WILDES. } sioners of Maine.

*Certificate of the Board relating to the construction of the Rockland, Thomaston and Camden Railway, from Rockland to Rockport village.*

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners.*

We, the undersigned, Board of Railroad Commissioners, having made a careful inspection of the Rockland, Thomaston and Camden Street Railway, a new electric railway extending from the city of Rockland to Rockport village, hereby certify that we have found the same so constructed as to be safe for public travel, and for the passage of passenger trains thereon.

Given under our hands this first day of August, A. D. 1892.

D. N. MORTLAND, } Railroad Commis-  
A. W. WILDES. } sioners of Maine.



*Petition, Order of Notice, and Decision of the Board, relating to the crossing of certain highways by the Bangor and Aroostook Railroad.*

To the Honorable Railroad Commissioners of the State of Maine.

The Bangor and Aroostook Railroad Company respectfully represents that its line of railroad, the location of which has been approved by your Honorable Board, is laid out across the highways and other public ways and at the points thereon hereinafter described; and your petitioner further represents that it is impossible to so construct said railroad as to pass either over or under such ways; wherefore your petitioner requests that your Honorable Board after notice and hearing will authorize a crossing of said ways at grade; and further that your Honorable Board will determine the manner and conditions said railroad may cross said ways and how the expense of building and maintaining so much thereof as is within the limits of said railroad shall be borne, between said railroad company, and the respective towns and plantations in which said crossings are located.

Bangor and Aroostook Railroad Company,

by F. H. APPLETON, Clerk.

Township.	No. of Crossing.	At or near what Place.
Brownville.	1.	The road leading from Brownville village up the West side of Pleasant river, at a point near its junction with the road to Merrill's Slate Quarry.
Brownville.	2.	The road leading up East side of Pleasant river from Brownville village at a point near D. C. Billing's.
T. 1, R. 7.	3.	The "Medway" road on East side of the East Branch of Penobscot river from the village of Medway to Stacyville at a point about one-half mile north of a point known as Grindstone Falls.
T. 2, R. 6.	4.	The same road at a point about four miles north of aforesaid crossing.
T. 2, R. 6.	5.	The same road at a point about half a mile South of the junction of aforesaid road and the road known as the Stacyville and Sherman road.

Township.	No. of Crossing.	At or near what Place.
Stacyville.	6.	The Stacyville and Sherman road at a point about three-fourths of a mile East of aforesaid junction of roads.
Stacyville.	7.	The road running from the Sherman road to New Siberia settlement at a point near James Mullen's place.
Stacyville.	8.	The Aroostook road near Bragg's brick yard, Aroostook county.
Crystal Pl.	9.	The Cow-team road, between Patten and the Golden Ridge road near the Coburn place so called.
Crystal Pl.	10.	The Belvidere road at a point near B. B. Potter's.
Crystal Pl.	11.	The road running from the Patten road near the Randall place to the Belvidere road near B. B. Potter's at a point near its junction with the Belvidere road.
Island Falls.	12.	The same road at a point near Hugh Wings.
Island Falls.	13.	The same road at a point near the Randall place.
Island Falls.	14.	The Patten road at a point near the same Randall place, so called.
Dyer Brook.	15.	The Patten road at a point near D. M. Cookson's.
Oakfield.	16.	The road along the west side the East Branch of Mattawamkeag stream at a point near Moses Barrows.
Oakfield.	17.	The Oakfield road East of bridge across the East Branch of Mattawamkeag stream.
Oakfield.	18.	The road running from Weeks' Mill to the Patten road at a point about one-half mile north of said Mill.
Smyrna.	19.	The Timoney road at a point near R. E. Timoney's place.
New Limerick.	20.	The "County" road at a point near the residence of Thomas M. Bradbury 2d.
New Limerick.	21.	The same road at a point near Edmund Hennigan's residence.

Township.	No. of Crossing.	At or near what Place.
New Limerick.	22.	The "Hunter" road running from the "County" road to the Drew's Mill road so-called at the Wilson place, at a point near the residence of John Savoid.
New Limerick.	23.	The "Tannery" road at a point about one-half mile North of Shaw's tannery.
Houlton.	24.	The Porter settlement road so-called leading northerly from the Military road into the said settlement, at a point about eight hundred feet north of Mansur's Mills situated on Lot No. 59.
Houlton.	25.	The "County" road near the Red Bridge and Houlton Water Company's Pumping Station in the village of Houlton.
Houlton.	26.	The "Ludlow" road near the Letter B. stream.
Houlton.	27.	The "Letter B." road at a point near the Barker brick yard.
Littleton.	28.	The "Lindsay" road at a point near the Lindsay place so-called.
Littleton.	29.	The "Hanning" road at a point near the residence of D. M. Wiley.
Littleton.	30.	The road leading West from the Houlton and Presque Isle road to the residence of S. Tracy at a point near his residence.
Littleton.	31.	The "Carmichael" road near the residence of John Carmichael.
Littleton.	32.	The "Tingley" road near the residence of Harvey Tingley.
Littleton.	33.	The Houlton and Presque Isle road at a point near the Hayward school-house, so called.
Littleton and Monticello.	34.	The road running east on the town line between Littleton and Monticello, from the Ivory Hill place to Thomas Melvin's at a point near the residence of Ivory Hill.
Monticello.	35.	The Houlton and Presque Isle road at a point near the residence of the late Charles Howe.

Township.	No. of Crossing.	At or near what Place.
Monticello.	36.	The "Foster" road, so called, at a point near the residence of William Foster.
Monticello.	37.	The road leading westerly from the "Bailey" place, so called, to Harvey's in Letter "C" at a point near the residence of Aaron Cullen.
Bridgewater.	38.	The Center Line road, so called, near and west from the bridge over Whitney brook at Bridgewater Center.
Bridgewater.	39.	The Houlton and Presque Isle road at a point near the residence of Charles P. Church.
Bridgewater.	40.	The Baird's Mill road, so called, at a point near the dwelling of John Jamison.
Blaine.	41.	The Robinson's Mills road at a point near the residence of Col. F. C. Robinson.
Blaine.	42.	The Pierce road at a point near and West from the bridge over Presque Isle stream.
Blaine.	43.	The Chandler road at a point near and West from the Chandler Mill, so called.
Mars Hill.	44.	The Fort Fairfield road, so called, at a point near the residence of Dr. J. H. Syphers, in the village of Mars Mill.
Presque Isle.	45.	The "Egypt" road, so called, at a point near and North from the bridge over Clark brook.
Presque Isle.	46.	The "Center Line" road, so called, near the residence of Fred Manzer.
Presque Isle.	47.	The "Jamison" road at a point near the residence of Freeman Ireland.
Presque Isle.	48.	Houlton and Presque Isle road near and north from the Thomas H. Phair's Starch Factory.
Presque Isle.	49.	Chapman street near the hotel of J. H. Phair in Presque Isle village.
Presque Isle.	50.	Bridge street opposite the store of Leonard Brothers, in the village of Presque Isle.
Presque Isle.	51.	Main street opposite the residence of J. Frank Whitney in the village of Presque Isle.

Township.	No. of Crossing.	At or near what Place.
Presque Isle.	52.	Blake street at its junction with Second street in the village of Presque Isle.
Presque Isle.	53.	Allen street near and north from the dwelling of D. Moody, in the village of Presque Isle.
Presque Isle.	54.	The "River" road south side of the Aroostook river, at a point near the Blake place, so called.
Presque Isle.	55.	The Ferry road, so called, at a point on the West side of the Aroostook river, nearly opposite Parkhurst's Starch Factory.
Caribou.	56.	The river road, so called, at a point near the bridge over Presque Isle brook.
Caribou.	57.	Bridge street, at a point near the residence of E. Cyr in the village of Caribou.
Caribou.	58.	Fort Fairfield street at a point 124 feet West from the Westerly end of the Aroostook river bridge, in the Village of Caribou.
Caribou.	59.	Water street, at a point at the junction of the river or Limestone road, so called, and near the residence of Samuel Sands.
Caribou.	60.	The road leading from the woolen mill in said Caribou Northerly past the residence of Corydon Powers at a point near the dwelling of Joseph Albear.

## FORT FAIRFIELD BRANCH.

Presque Isle.	61.	The "Egypt" road, so called, near the residence of Thomas Whittaker.
Presque Isle.	62.	The Sprague's Mills road at a point near the residence of A. L. Powers.
Presque Isle.	63.	The road leading northerly past the DeLong school-house to the Cleaves neighborhood, at a point near the dwelling of Levi DeLong.
Easton.	64.	The Sprague's Mill road, running southerly to Sprague's Mills at a point near the residence of Eugene Thompson.

Township.	No. of Crossing.	At or near what Place.
Easton.	65.	The Peter Johnson road, so called, near the residence of the said Peter Johnson.
Easton.	66.	The Fort Fairfield and Easton town line road, at a point about one-third of a mile west from the residence of the Rev. E. Knight.
Fort Fairfield.	67.	The Houlton and Fort Fairfield road at a point near the residence of Charles F. Bryant.
Fort Fairfield.	68.	The cross road leading easterly from the Houlton and Fort Fairfield road near the Friends' church across to and near the J. C Libby place, at a point about one-fourth mile East from the said Houlton and Fort Fairfield road.
Fort Fairfield.	69.	The Thurlough cross road at a point near the residence of J. M. Thurlough.
Fort Fairfield.	70.	The road leading southerly from the Houlton road so-called near and by the residence of James Good to and across Johnson brook at a point near the bridge crossing said Johnson brook.

## ASHLAND BRANCH.

Smyrna.	71.	The Houlton and Patten road at a point about one-fourth mile East of the bridge over the East branch of Mattawamkeag stream near Smyrna Mills.
Masardis.	72.	The Aroostook road at a point near the dwelling of Hugh McGilvery.
Ashland.	73.	The Rafford road so-called at a point about one-half mile Westerly from its junction with the Aroostook road.
Ashland.	74.	The road running West on lot lines from near the Free Baptist church to and across the Aroostook river at a point near the Gilman place.
Ashland.	75.	The Ashland and Fort Kent road at a point near the residence of L. Bearce near Ashland village.

On the foregoing petition,

*Ordered*, That the petitioners cause to be published a true copy of said petition and this order of notice thereon, in the *Bangor Daily Whig and Courier*, a newspaper published at Bangor in the County of Penobscot, three days successively, and in the *Star-Herald*, a newspaper published at Presque Isle, in the County of Aroostook, in one issue of said paper. The first publication in each paper to be at least three days before Saturday the twenty-fifth day of June, A. D. 1892, on which day the Board of Railroad Commissioners, after having viewed the location of the several crossings mentioned, will be in session at the Phair Hotel in Presque Isle at four o'clock in the afternoon for the purposes indicated in said petition.

D. N. MORTLAND, Chairman,

For the Board of Railroad Commissioners of Maine.

Dated this fifteenth day of June, A. D. 1892.

#### REPORT AND DECISION OF THE BOARD.

To the Supreme Judicial Court next to be held at Dover in the County of Piscataquis, on the last Tuesday of February, A. D. 1893.

The petitioner, the Bangor & Aroostook Railroad Company, as appears by their application, of which the foregoing is a true copy, having had its proposed line of railroad approved, and having filed its location as required by law, on the fifteenth day of June, A. D. 1892, made application in writing to the Board to determine the manner and conditions the proposed railroad might cross certain highways and town ways on the line aforesaid, as provided by Section 28 of Chapter 51 of the Revised Statutes and amendments thereto.

On said day, the Board appointed the twenty-fifth day of June, A. D. 1892, at four o'clock in the afternoon and Phair Hotel in the town of Presque Isle, as the time and place for a hearing thereon, and ordered the petitioner to give notice thereof, by publishing a true copy of said application and order of notice thereon, three days successively in the *Bangor Daily Whig and Courier*, a newspaper published at Bangor in the County of Penobscot, and in one issue of the *Star-Herald*, a newspaper published at Presque Isle in the County of Aroostook, the first publication in said papers to be at least three days before the day appointed for said hearing. Having first viewed the location of the several crossings mentioned in said application, a

majority of the Board met at the time and place appointed, and gave a hearing to the representatives of the petitioner and all others who appeared and desired to be heard relative to same. From the inspection of the route and the location of the several crossings, and from facts elicited at said hearing, it appeared that the location of the railroad was mostly along interval lands bordering on rivers and streams, and that the crossings of the ways named in the application could not be made other than at grade, except at one or two points hereinafter mentioned. For the above reason and also the fact that most of the country through which this railroad is located, is now sparsely settled, and many of the ways crossed by it, are infrequently traveled, we have not deemed it unreasonable to permit most of them to be crossed at grade. Therefore, the Board, after careful consideration determines and orders that said railroad shall be located and constructed so as to cross the several ways hereinafter mentioned subject to the manner and conditions following:

1. The crossing of the road leading from Brownville village, to the west side of Pleasant river in the town of Brownville, shall be at grade, after said way shall have been raised at point of crossing, three feet above the present grade, and permission is hereby granted to said railroad company to raise said road or way as above provided.

2. The crossing of the road leading up the east side of Pleasant river from Brownville village to a point near D. C. Billing's in the town of Brownville, shall be at grade, after said way shall have been raised at point of crossing one foot above the present grade, and permission is hereby granted to said railroad company to raise said road or way as above provided. The approaches on each side of the railroad track, at each of the above named crossings, shall be made and maintained within the limits of the railroad location, by the railroad company and shall be as wide as said ways are now constructed and shall not be steeper than one foot elevation to every twenty feet out from the railroad track. Said railroad corporation shall construct and maintain the same in such manner that they shall be 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.

In witness whereof we have hereunto set our hands this third day  
o October, A. D. 1892.

D. N. MORTLAND, } Railroad Commis-  
A. W. WILDES. } sioners of Maine.



## REPORT AND DECISION OF THE BOARD

To the Supreme Judicial Court next to be held at Bangor in the County of Penobscot, on the first Tuesday of January, A. D. 1893.

The petitioner, the Bangor & Aroostook Railroad Company, as appears by their application, of which the foregoing is a true copy, having had its proposed line of railroad approved, and having filed its location as required by law, on the fifteenth day of June, A. D. 1892, made application in writing to the Board to determine the manner and conditions the proposed railroad might cross certain highways and town ways on the line aforesaid, as provided by Section 28 of Chapter 51 of the Revised Statutes and amendments thereto.

On said day, the Board appointed the twenty-fifth day of June, A. D. 1892, at four o'clock in the afternoon and Phair Hotel in the town of Presque Isle, as the time and place for a hearing thereon, and ordered the petitioner to give notice thereof, by publishing a true copy of said application and order of notice thereon, three days successively in the *Bangor Daily Whig and Courier*, a newspaper published at Bangor in the County of Penobscot, and in one issue of the *Star-Herald*, a newspaper published at Presque Isle in the County of Aroostook, the first publication in said papers to be at least three days before the day appointed for said hearing. Having first viewed the location of the several crossings mentioned in said application, a majority of the Board met at the time and place appointed, and gave a hearing to the representatives of the petitioner and all others who appeared and desired to be heard relative to same. From the inspection of the route and location of the several crossings, and from facts elicited at said hearing, it appeared that the location of the railroad was mostly along interval lands bordering on rivers and streams, and that the crossings of the ways named in the application, could not be made other than at grade, except at one or two points, hereinafter mentioned. For the above reason and also the fact that most of the country through which this railroad is located, is now sparsely settled, and many of the ways crossed by it are infrequently traveled, we have not deemed it unreasonable to permit most of them to be crossed at grade. Therefore the Board, after careful consideration, determines and orders that said railroad shall be located and constructed so as to cross the several ways hereinafter mentioned, subject to the manner and conditions following:

3. The "Medway Road" or highway, on the East side of the East Branch of the Penobscot river in Township No. 1, Range 7, leading from Medway village to Stacyville, shall be by a bridge to be erected over said highway, to be located and constructed substantially as shown on plan or print submitted and approved by this Board. Said company is hereby authorized and directed to construct and maintain substantial stone abutments and retaining walls of such materials and in such manner as to be deemed, at least, second-class bridge masonry, on each side of said road or way, and at such distance from each other as will give a space or way for travel of at least twenty five feet.

Said abutments shall be sufficiently high above said road or way to give space or head-room of at least twelve feet from the grade of the highway to the lower part of the bridge stringers or superstructure to be erected or placed on said abutments. All of which shall be made and maintained by and at the expense of said railroad company.

4. The crossing of said "Medway Road" in the same township, about four miles north of the point mentioned above, shall be at grade, after said road or highway shall have been raised three and one-half feet above the present grade or level of said way at point of crossing.

Permission is hereby granted said railroad company to change the grade of said road as above provided. The approaches on either side of the railroad track, shall be made and maintained by said railroad company and shall be as wide as said way is now constructed, and shall not be steeper than one foot elevation to every twenty feet out from the railroad track.

5. The crossing of the same road or highway, South of the junction of the Stacyville and Sherman road, in said township, shall be crossed under said highway. Permission is hereby granted to said railroad corporation to excavate through and under said way, to such depth as may be necessary to grade said railroad, and it is hereby ordered that said corporation shall then erect good and sufficient abutments and retaining walls of stone on each side of said railroad track, at such distance from each other as the corporation may deem necessary and erect and maintain a suitable overhead or highway bridge, at such height above the track of said railroad as will give a space or head-room of at least twenty feet between the track and the lower part of the stringers of said bridge. The

approaches to said bridge on said highway, shall be constructed and maintained by said railroad company and shall not be steeper than one foot elevation to every fifteen feet out from said bridge. Said bridge and the top of the approaches shall not be less than twenty feet in width, and said bridge and approaches thereto shall be constructed and maintained so that the same shall be safe and convenient for travelers on said highway with horses, teams and carriages; provided, nevertheless, that if said highway be changed or diverted to a point about two hundred feet Easterly, a crossing may be made at grade therewith and the manner and conditions of crossing shall be as provided in No. 4.

6. The crossing of the Stacyville and Sherman road, so-called, in Stacyville, shall be exactly at grade therewith when said railroad shall be at full grade.

7. The crossing of the Sherman road leading to New Siberia settlement near James Muller's place, in Stacyville, shall be at grade when said road or way shall have been raised two feet, at point of crossing. Permission is hereby granted to said railroad company to raise the grade of said way as above provided. The manner and conditions of the construction of same shall be as provided in No. 4.

8. The crossing of the "Aroostook Road," near Bragg's brick yard in Stacyville, shall be exactly at grade therewith when said railroad shall at full grade. Each and all of the above mentioned grade crossings shall be made and maintained by said railroad corporation, so that the same shall be safe and convenient for travelers on said ways, with horses, teams and carriages and shall make and maintain suitable provisions for the passage of surface drainage.

In witness whereof, we hereunto set our hands this fifth day of October, A. D. 1892.

D. N. MORTLAND, } Railroad Commis-  
A. W. WILDES. } sioners of Maine.

#### REPORT AND DECISION OF THE BOARD.

To the Supreme Judicial Court next to be held at Houlton, in the County of Aroostook on the last Tuesday of February, A. D. 1893.

The petitioner, the Bangor & Aroostook Railroad Company, as appears by the foregoing application, having had its proposed line of railroad approved, and having filed its location as required by law, on the fifteenth day of June, A. D. 1892, made application in

writing to the Board to determine the manner and conditions the proposed railroad might cross certain highways and town ways on the line aforesaid, as provided by Section 28 of Chapter 51 of the Revised Statutes and amendments thereto.

On said day the Board appointed the twenty-fifth day of June, A. D. 1892, at four o'clock in the afternoon and Phair Hotel in the town of Presque Isle, as the time and place for a hearing thereon, and ordered the petitioner to give notice thereof, by publishing a true copy of said application and order of notice thereon, three days successively in the Bangor *Daily Whig and Courier*, a newspaper published at Bangor in the County of Penobscot, and in one issue of the *Star-Herald*, a newspaper published at Presque Isle in the County of Aroostook, the first publication in said papers to be at least three days before the day appointed for said hearing. Having first viewed the location of the several crossings mentioned in said application, a majority of the Board met at the time and place appointed, and gave a hearing to the representatives of the petitioner and all others who appeared and desired to be heard relative to same. From the inspection of the route and location of the several crossings, and from facts elicited at said hearing, it appeared that the location of the railroad was mostly along interval lands bordering on rivers and streams, and that the crossings of the ways named in the application, could not be made other than at grade, except at one or two points, hereinafter mentioned. For the above reason and also the fact that most of the country through which this railroad is located, is now sparsely settled, and many of the ways crossed by it, are infrequently traveled, we have not deemed it unreasonable to permit most of them to be crossed at grade. Therefore, the Board, after careful consideration, determines and orders that said railroad shall be located and constructed so as to cross the several ways hereinafter mentioned, subject to the manner and conditions following:

9. The crossing of the "Cow Team Road" so called, in Crystal Plantation, after said road at point of crossing has been lowered one foot, shall be at grade and said railroad corporation is hereby granted permission to excavate and lower the grade of said way at point of crossing one foot.

10. The crossing of the "Belvedere Road" in Crystal Plantation, near B. B. Potter's shall be at grade. Said railroad corporation is hereby granted permission to excavate and lower said way at point of crossing one foot.

11. The crossing of the "Patten Road" in said plantation, at a point near its junction with the Belvedere Road, shall be at grade, after said way shall have been raised at point of crossing one foot, and permission is hereby granted to said railroad corporation to raise the same as above provided. The approaches on each side of the railroad track shall be made and maintained by said railroad company, as wide as the road way is now constructed and shall not be steeper than one foot elevation to every twenty feet out from the railroad track.

12. The right to cross in any manner is waived by the railroad company.

13. Same as No. 12.

14. The crossing of the "Patten Road," in the town of Island Falls, at a point near the Randall place, shall be at grade after said road or way shall have been raised, at point of crossing, one foot above the present grade, and permission is hereby granted to said railroad corporation to raise the same as above provided. The manner and conditions respecting said crossing shall be same as in No. 11.

15. The crossing of the "Patten Road," at a point near D. M. Cookson's in said town, shall be at grade after said road or way shall have been raised three feet at point of crossing, and permission is hereby granted to said railroad corporation to raise the grade as aforesaid, and the manner and conditions of crossing shall be as provided in No. 11.

16. The Board does not find that the road mentioned under this number has been legally laid out, therefore it makes no order respecting same.

17. The crossing of the "Oakfield Road," in Oakfield plantation, shall be at grade, after said road shall have been raised two feet at point of crossing, and permission to raise the grade and the manner and conditions of crossing, shall be the same as provided in No. 11.

18. The crossing of the road running from Weeks' Mills to the "Patten Road" north of said mills, in said plantation, shall be at grade after said way has been raised, at point of crossing, one foot. Permission to raise the grade of same, and the manner and conditions of crossing shall be as provided in No. 11.

19. The crossing of the "Timoney Road," in the town of Smyrna, shall be as provided in No. 11.

20. Not to be made.

21. The crossing of the "County Road," at a point near Edmund Hannigan's residence in New Limerick, is to be at grade, after the road or way shall have been raised at point of crossing, four feet.

Permission to raise the grade, as aforesaid, and the manner and conditions as to said crossing shall be as provided on No. 11.

22. The crossing of the "Hunter Road," at a point near the residence of John Savoid in New Limerick, shall be at grade, after said road, at point of crossing, shall have been raised six feet. Permission to raise the grade as above provided, and the manner and conditions as to building and maintaining the same shall be as provided in No. 11.

23. The crossing of the "Tannery Road," at a point about one-half mile north of Shaw's tannery in New Limerick, to be exactly at grade with said way as now constructed.

24. The crossing of the "Porter Settlement Road," at a point about eight hundred feet north of Mansur's Mills, in Houlton, to be as provided in No. 23.

25. The crossing of the County Road, at a point near the "Red Bridge" in Houlton, shall be by a bridge over said road or way, to be located, erected and maintained as follows: Said railroad company shall erect and maintain suitable and substantial stone abutments and retaining walls on each side of said road or way, and said abutments and retaining walls shall be of such material and workmanship as to be deemed, at least, second-class bridge masonry. Said abutments shall be an equal distance from the center of said road as now constructed and shall not be less than twenty-five feet apart. Said abutments shall also be of sufficient height above said way to give a space or head-room of at least twelve feet between the grade of said road and the lower part of the bridge stringers or superstructure, which shall be erected thereon,—all of which shall be made and maintained by the railroad company and at its expense. To facilitate a crossing as above provided, said railroad company is hereby authorized, if deemed necessary, to lower the grade of said road or way, at point of crossing, three feet.

26. The crossing of the "Ludlow Road," in Houlton, shall be at grade, after said road shall have been lowered one foot at point of crossing. Permission is hereby granted to said railroad company, to lower the grade of said way as above provided.

27. The crossing of the "Letter B Road," at a point near the Barker brick yard, in the town of Houlton, shall be at grade, after

said road shall have been raised one foot, at point of crossing. Permission and conditions and manner the same as in No. 11.

28. The crossing of the "Lindsey Road," so-called in the town of Littleton, shall be exactly at grade, when the railroad shall be at full grade.

29. The crossing of the "Hanning Road," at point near the residence of D. M. Wiley, in Littleton, shall be at grade, after said road shall have been raised, at point of crossing one foot. Permission and conditions the same as provided in No. 11.

30. The crossing of the road leading west from the "Houlton and Presque Isle Road," at a point near the residence of S. Tracy in Littleton, shall be at grade, after said way, at point of crossing, shall have been raised two feet. Permission and conditions the same as provided in No. 11.

31. The crossing of the "Carmichael Road," at a point near the residence of John Carmichael, in Littleton, shall be at grade, after said road shall have been raised, at point of crossing, one foot.

Permission and conditions the same as provided in No. 11.

32. The crossing of the "Tingley Road," so-called, at a point near the residence of Harvey Tingley, in Littleton, shall be at grade, after said road shall have been raised, at point of crossing, two feet.

Permission and conditions the same as provided in No. 11.

33. The crossing of the "Houlton & Presque Isle Road" at a point near the "Hayward school house," in Littleton, shall be at grade, after the grade of the road, at that point, shall have been raised one foot.

Permission and conditions as provided in No. 11.

34. The crossing of the road running east on the town line between Littleton and Monticello, at a point near the residence of Ivory Hill, shall be at grade, after the grade of said way, at that point, shall have been lowered one foot. Permission is hereby granted to the railroad company to change the grade as above provided.

35. The crossing of the "Houlton and Presque Isle Road," near the residence of the late Charles Howe in the town of Monticello, shall be at grade, after the grade of said road or way, at point of crossing, shall have been lowered one foot. Permission to change the grade as above provided is hereby granted to the railroad company.

36. The crossing of the "Foster Road," near the residence of William Foster, in Monticello, shall be as provided in No. 35.

37. The crossing of the road leading westerly from the "Bailey Place," at a point near the residence of Aaron Cullen, in Monticello, shall be at grade, after said road shall have been raised, at point of crossing, two feet. Permission to raise the grade and conditions the same as provided in No. 11.

38. The crossing of the "Center Line Road," so called, in Bridgewater, near Bridgewater Center, shall be at grade, after said road shall have been raised at point of crossing, four and one-half feet.

Permission to raise the grade of same and conditions the same as provided in No. 11.

39. The crossing of the "Houlton and Presque Isle Road," at a point near the residence of Charles P. Church in Bridgewater, shall be at grade, after the grade of said road, at point of crossing, shall have been lowered two feet. Permission to lower the grade as above provided, is hereby granted to the railroad company.

40. The crossing of the "Baird Mill Road," at a point near the residence of John Jamison in Bridgewater, shall be exactly at grade with said road when the railroad is at full grade.

41. The crossing of the "Robinson Mill Road," at a point near the residence of F. C. Robinson, in the town of Blaine, shall be at grade after the grade of said road shall have been lowered, at point of crossing, seven feet. Permission is hereby granted to said railroad company to lower the grade as above provided. Said railroad shall make the approaches to and across said railroad, safe and convenient for travelers on said road with horses, teams and carriages.

42. The crossing of the "Pierce Road," at a point west from the bridge over Presque Isle stream, in Blaine, shall be at grade, after the grade of said road or way, at point of crossing, shall have been raised six feet. Permission to raise the grade and conditions the same as provided in No. 11.

43. The crossing of the "Chandler Road," at a point near the Chandler Mill in Blaine, shall be at grade, after said road shall have been raised, at point of crossing, one foot. Permission to raise same and conditions the same as provided in No. 11.

44. The crossing of the "Fort Fairfield Road," at a point near the residence of Dr. J. H. Syphers, in the village of Mars Hill, in the town of Mars Hill, shall be at grade, after said road at point of



crossing, shall have been raised three feet. Permission and conditions the same as provided in No. 11.

45. The crossing of the "Egypt Road," at a point north of the bridge over "Clark Brook," in the town of Presque Isle, shall be at grade, after the grade of said road shall have been raised, at point of crossing, one and one-half feet. Permission to change the grade and conditions the same as provided in No. 11.

46. The crossing of "Center Line Road," at a point near the residence of Fred Mansur, in Presque Isle, shall be at grade, after said road, at a point of crossing, shall have been raised one and one-half feet. Permission to raise grade and conditions the same as provided in No. 11.

47. The crossing of the "Jamison Road," at a point near the residence of Freeman Ireland in Presque Isle, to be exactly at grade therewith when the railroad shall be at full grade.

48. The crossing of the "Houlton and Presque Isle Road," near and north of Phair's starch factory in Presque Isle, shall be at grade, after said road shall have been raised, at point of crossing six feet. Permission to raise the grade and conditions the same as provided in No. 11.

49. The crossing of "Chapman Street," in the village of Presque Isle, shall be at grade, after said street or way shall have been raised, at point of crossing, three and one-half feet. Permission to raise the grade and conditions the same as provided in No. 11.

The crossings numbered 50, 51, 52, 53, 54, 55, 56, 57, 58, 59 and 60 mentioned in the application, have not been examined or passed upon by the Board, therefore the Board makes no determination in respect to them.

#### FORT FAIRFIELD BRANCH.

61. The crossing of the "Egypt Road," at point near the residence of Thomas Whittaker in Presque Isle, shall be exactly at grade therewith when the railroad shall be at full grade.

62. The crossing of the "Sprague Mill Road," at point near the residence of A. L. Powers, in said town of Presque Isle, shall be as provided in No. 61.

63. The crossing of the road leading northerly past the "DeLong School house," at a point near the residence of Levi DeLong in Presque Isle, shall be as provided in No. 61.

64. The crossing of the "Sprague's Mill Road," at a point near the residence of Eugene Thompson in the town of Easton, shall be at grade after said road shall have been lowered, at point of crossing, one foot. Permission to lower the same as above provided is hereby granted to said railroad company.

65. The crossing of the "Peter Johnson Road," at a point near the residence of Peter Johnson, in Easton, shall be exactly at grade therewith, when the railroad shall be at full grade.

66. The crossing of the Fort Fairfield and the Easton Town Line Road at a point near the residence of E. Knight, in the town of Fort Fairfield, shall be at grade, after said road or way shall have been raised, at point of crossing, three feet. Permission to raise the grade as above provided and conditions the same as provided in No. 11.

67. The crossing of the "Houlton & Fort Fairfield Road," at a point near the residence of Charles F. Bryant in Fort Fairfield, shall be at grade as provided above in No. 66.

68. The crossing of the "Cross Road," leading easterly from the Houlton Road, at a point one-half mile easterly of said Houlton Road in Fort Fairfield, shall be at grade as provided in No. 66 above.

69. The crossing of the "Thurlow Road," leading southerly from the Houlton Road, at a point near the residence of J. M. Thurlow in Fort Fairfield, shall be at grade, after said road shall have been raised, at point of crossing, two feet. Permission to raise the grade of same and conditions the same as provided in No. 11.

70. The crossing of the road leading southerly from the Houlton Road, at a point near the bridge crossing Johnson brook, in Fort Fairfield, shall be at grade, after said road shall have been raised, at point of crossing, four feet. Permission to raise the same and conditions the same as provided in No. 11.

#### ASHLAND BRANCH.

71. The crossing of the "Houlton and Patten Road," at a point about one-fourth of a mile east of the bridge over the East Branch of the Mattawamkeag stream, near the Smyrna Mills, in the town of Smyrna, shall be at grade, after said road shall have been raised, at point of crossing, six feet. Permission to raise the same as above provided and conditions the same as provided in No. 11.

72. The crossing of the "Aroostook Road," at a point near the residence of Hugh McGilverly in the town of Masardis, shall be at grade after said road shall have been raised, at point of crossing, three feet. Permission to raise the same and conditions the same as provided in No. 11.

73. The crossing of the "Rafford Road," at a point about one-half mile westerly from its junction with the Aroostook Road in Ashland, shall be at grade, after said road, at point of crossing, shall have been raised two and one-half feet. Permission to raise same and conditions the same as provided in No. 11.

74. The crossing numbered 74 in said application, we find to be a private way only.

75. The crossing of the "Ashland and Fort Kent Road," at a point near the residence of L. Bearce in Ashland village in the town of Ashland, shall be at grade, after said road, at point of crossing, shall have been raised five feet. Permission to raise the same and conditions the same as provided in No. 11.

All of the above mentioned grade crossings shall be constructed and maintained by the railroad company and in such manner that each and all of them shall be safe and convenient for travelers on said roads and ways with horses, teams and carriages, and at each and all shall make and maintain suitable provisions for the passage of surface drainage.

In witness whereof we have hereunto set our hands this third day of October, A. D. 1892.

D. N. MORTLAND, } Railroad Commis-  
A. W. WILDES. } sioners of Maine.

*Certificate of the Board relating to the construction of the Rockland, Thomaston and Camden Street Railway from Rockport village to Camden.*

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners.*

We, the undersigned, board of Railroad Commissioners, having made a careful inspection of the Rockland, Thomaston & Camden Street Railway, a new electric railway extending from Rockport village to Camden, hereby certify that we have found the same so constructed as to be safe for public travel, and for the passage of passenger trains thereon.

Given under our hands this seventh day of August, A. D. 1892.

D. N. MORTLAND, } Railroad Commis-  
A. W. WILDES. } sioners of Maine.

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*Petition, Order of Notice and Decision of the Board relating to a certain highway crossing over the Maine Central Railroad in the town of Jay.*

To the Honorable Railroad Commissioners of the State of Maine.

This application of the municipal officers of the town of Jay in said State, respectfully represents that a town way in said Jay has been legally laid out across the railroad track of the Maine Central Railroad Company, running through said Jay, which said town way begins at the northerly line of the road leading from North Jay to Jay Bridge, at a point nearly opposite the house of George E. Kyes near said Kyes' stable, thence northerly and across said railroad track and ending at the southerly line of the lot of Frank A. Emery, said road crossing said railroad being three rods wide. Said road, to wit:

Town way across said railroad, was duly and legally laid out by the selectmen of said Jay on the eighth day of June, A. D. 1891, upon all necessary legal proceedings thereon, being had and was duly accepted in a town meeting of the legal voters of said Jay, legally called, after the return of said laying out had been filed with

the clerk of said town, by a warrant containing an article for the purpose on the seventh day of March, A. D. 1892, by all which said proceedings, said way across said railroad was legally established as a town way in said Jay, but has not yet been constructed. Public convenience and necessity require that said way should be completed and opened for travel forthwith, or as soon as may legally be done.

By Section 27 of Chapter 18 of the Revised Statutes of Maine, as amended by Chapter 310 of the Public Laws for the year 1885, and as further amended by Chapter 282, Public Laws of 1889, it is provided that in such case expense of building and maintaining so much of said way as is within the limits of such railroad, shall be borne by the railroad company whose track is so crossed, 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.

Now therefore, said municipal officers hereby make application to said Railroad Commissioners that they may upon proper notice to the parties interested, and hearing thereon, shall as soon as may be legally done, determine whether the way shall be permitted to cross such track at grade therewith or not, the manner and condition of said crossing and perform all other duties in relation thereto as by the statutes in such case made and provided, and especially as provided by Section 27 of Chapter 18 of the Revised Statutes as amended by Chapter 310 of the Public Laws of said State for the year 1885, and said Chapter 282, of Public Laws of 1889, and any other acts amendatory thereto.

Dated at Jay this third day of June, A. D. 1892.

V. WHITE,	}	Municipal Officers of the town of Jay.
C. L. MACOMBER,		
GEORGE W. STONE.		

On the foregoing Petition,

*Ordered*, the petitioners cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the *Lewiston Evening Journal*, a newspaper published in Lewiston, in the County of Androscoggin, the first publication in said paper to be at least seven days before the twelfth day of August, A. D. 1892, on which day the Board of Railroad Commissioners will be in session at the depot of the Maine Central Railroad in

North Jay at eleven o'clock in the forenoon for the purposes indicated in said petition.

D. N. MORTLAND, *Chairman.*

For the Board of Railroad Commissioners of Maine.

Dated this third day of August, A. D. 1892.

#### DECISION OF THE BOARD.

To the Supreme Judicial Court, next to be held at Farmington, in the County of Franklin, on the fourth Tuesday of September, A. D. 1892.

As appears by the foregoing application, the municipal officers of the town of Jay, in said Franklin county, represent that a town way in said Jay, has been legally laid out and accepted by said town, across the railroad track of the Maine Central Railroad Company; but is not yet constructed, etc., and asks this Board to determine whether the way aforesaid shall be permitted to cross such track at grade therewith or not, and the manner and conditions in which such crossing may be made as provided by law. On the reception of said application, the Board appointed the twelfth day of August, A. D. 1892, at eleven o'clock in the forenoon, and the depot in North Jay as the time and place for a hearing on said application, and ordered the petitioners to give notice thereof, as appears by the foregoing order. On said day the Board met at the time and place appointed, and it then and there appearing that notice of said hearing had been published as ordered, the Board viewed the premises described in said application, and thereupon gave a hearing to the petitioners and such others as appeared and desired to be heard relative to same. By the view aforesaid and facts elicited at said hearing, it appeared that the way, more particularly described in the application, is to extend from the Main street or County road in North Jay, up quite a steep hill and across the railroad track, to or near the dwelling house of Frank A. Emery, a distance in all, of not more than an eighth of a mile; that a private way over substantially the same location and across said track has existed for a number of years; that by making the same a public way, it did not appear probable that travel over said way as located would materially increase. We therefore adjudge and determine that the way may be constructed so as to cross said railroad at grade therewith, and that the manner and conditions of constructing same shall be as follows:

Said way westerly of the track shall be constructed wholly by the town of Jay and at its expense. The remaining portion of the crossing, within the railroad location, shall be constructed and maintained by the railroad company, and in such manner that the crossing shall be safe and convenient for travelers on said way with horses, teams and carriages. Said railroad company is hereby required to remove the bank of earth within the railroad location, Northerly and Easterly of said crossing, to such an extent as will afford a better view of the track from said crossing.

Said railroad company shall also make and maintain suitable provisions for the passage of surface drainage.

In witness whereof, we have hereunto set our hands this eleventh day of August, A. D. 1892.

D. N. MORTLAND, } Railroad Commis-  
A. W. WILDES. } sioners of Maine.

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*Petition, Order of Notice and Decision of the Board relating to an increase of capital stock and the change of gauge of the Georges Valley Railroad.*

To the Honorable Board of Railroad Commissioners.

Respectfully represents the Georges Valley Railroad Company that it has been duly formed and organized as a corporation as required by R. S., Chapter 51, Sections 1 and 2; that its articles of association have been approved by your Honorable Board; that after due hearing on a petition therefor, your Honorable Board approved its location, as required by R. S., Chapter 51, Section 6; that your petitioner having since increased its capital stock, as required by R. S., Chapter 51, Section 1, to (50,000) fifty thousand dollars, being more than six thousand dollars per mile; that said capital stock has been in good faith subscribed by responsible persons, and that (5) five per cent thereof has been paid in, in cash, to the treasurer of said corporation, your petitioner; that said corporation, your petitioner, at a legal meeting called for that purpose, voted to change the gauge of its road from narrow to standard gauge; that your petitioner now desires to change the gauge of its road, as aforesaid, to a standard gauge, four feet eight and one-half

inches; and it now respectfully petitions your Honorable Board, after notice and hearing thereon, to approve such change.

In witness whereof, we the undersigned, a majority of the Board of Directors of said corporation, your petitioner, have hereunto set our hands, this nineteenth day of August, A. D. 1892.

B. BURTON,  
I. C. THURSTON,  
A. F. BROWN,  
E. L. THOMPSON.

STATE OF MAINE.

KNOX ss.

AUGUST 19, 1892.

Personally appeared the above named B. Burton, I. C. Thornton, A. F. Brown and E. L. Thompson and subscribed and made oath to the truth of the foregoing statements,

Before me,

M. A. JOHNSON, *Justice of the Peace.*

On the foregoing petition,

*Ordered*, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, in one issue of the *Courier Gazette*, a newspaper published at Rockland, in the County of Knox. The first publication in said paper to be at least three days before the twenty-sixth day of August, A. D. 1892, on which day the Board of Railroad Commissioners will be in session at the depot of Maine Central Railroad in Warren at nine o'clock in the forenoon for the purposes indicated in said petition.

D. N. MORTLAND, *Chairman.*

For the Board of Railroad Commissioners of Maine.

Dated this nineteenth day of August, A. D. 1892.

ACTION OF THE BOARD.

STATE OF MAINE.

Pursuant to the foregoing application and order of notice the Board met at the time and place mentioned therein, and it then and there appearing, from satisfactory evidence, that all of the provisions of Section 10 of Chapter 51 of the Revised Statutes, as amended by Chapter 96 of the Public Laws of 1887, had been fully complied with, we hereby approve the action of the stockholders of said corporation, and also approve and permit the gauge of said railroad to be changed as prayed for in the foregoing application.



In witness whereof we have hereunto set our hands this twenty-sixth day of August, A. D. 1892.

D. N. MORTLAND. } Railroad Commis-  
A. W. WILDES. } sioners of Maine.

*Petition, Order of Notice and Decisions of the Board, relating to a certain highway crossing over the Maine Central Railroad in the town of Burnham.*

BURNHAM, Waldo County, Me., July 30, 1892.

To the Honorable Railroad Commissioners of the State of Maine :

The undersigned, selectmen, being the municipal officers of the town of Burnham, Waldo county, represent that on petition of A. W. Fetcher of said Burnham, and fourteen others of said town, in the year 1886, the municipal officers of said town, George E. Berry, Phineas Goodwin and Watson Blaisdell, on the eighth day of May, 1886, met at the time and place appointed for that purpose and having personally examined the route proposed duly laid out on the said day a town way in said town, as follows : beginning at the end of the town road and stone in the earth at that point of starting at the Northwest corner of Franklin Huff's homestead farm in said Burnham ; thence Southerly  $51^{\circ} 35$  Minutes East, 13 rods and 17 links ; thence Southerly 20 West 62 rods to a gap in the stone wall in said Huff's field ; thence South  $29^{\circ}$  West 123 rods ; thence South  $23^{\circ}$  West 60 rods to the Belfast Branch Railroad, leased to the Maine Central Railroad ; thence South one degree and thirty minutes West 22 rods ; thence nine degrees East 73 rods to Wm. A. Lassell's field ; thence South to the so-called Learned County Road, which said way has been accepted by said town of Burnham at a legal meeting of the inhabitants thereof duly notified and held on the fourteenth day of March, 1887, all of which appears upon the books of the clerk of said town, and they further represent that said way crosses the land and track of said Belfast and Moosehead Lake, or Belfast Branch Railroad leased to the Maine Central Railroad Company or corporation ; they therefore request you to give notice and hearing and determine whether said way shall be permitted to cross

such land and track at grade therewith, or not, and the manner and conditions of crossing the same, and also to determine whether the expense of building and maintaining so much as within the limits of said railroad shall be borne by said railroad corporation or by said town of Burnham or shall be apportioned between said railroad corporation and said town of Burnham, and make your report thereon, according to the statute in such cases provided.

HENRY M. COLE, } Selectmen  
 G. TWITCHELL, JR., } of  
 WM. COFFIN. } Burnham.

On the foregoing petition,

*Ordered*, That the petitioners cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the *Daily Kennebec Journal*, a newspaper published at Augusta, in the County of Kennebec, the first publication in said paper to be at least seven days before the eleventh day of August, A. D. 1892, on which day the Board of Railroad Commissioners will be in session at the depot of the Maine Central Railroad in Burnham at five o'clock in the afternoon, for the purposes indicated in said petition.

D. N. MORTLAND, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this third day of August, A. D. 1892.

#### DECISION OF THE BOARD.

To the Supreme Judicial Court next to be held at Belfast within and for the County of Waldo, on the third Tuesday of October, A. D. 1892.

As set forth in the foregoing application, the town of Burnham having legally laid out a town way in said town, across the land and track of the Belfast branch of the Maine Central Railroad. asks this Board to determine whether said way shall be permitted to cross such lands and track at grade therewith or not, and the manner and conditions of crossing the same, etc., as provided by law.

On the reception of said application, the Board appointed the eleventh day of August, A. D. 1892, at five o'clock in the afternoon, and the depot of the Maine Central Railroad in Burnham, as the time and place for a hearing thereon, and as appears by the foregoing order, required the petitioners to give notice of said hearing

by publishing a true copy of said application and order of notice thereon, three days successively in the *Daily Kennebec Journal*, a newspaper published at Augusta in the County of Kennebec, the first publication to be at least seven days before the day appointed for said hearing.

On said day the Board met at the time and place appointed, and having viewed the location of said crossing, gave a hearing to the petitioners and such others as appeared and desired to be heard relative to same. From an inspection of said way and evidence elicited at said hearing, it appeared that the way as located, crosses a section of country thinly settled, and, so far as appears, the way is one which will in all probability be infrequently traveled for many years. At the point where the way, as located, crosses the railroad, the surrounding country is quite level, and when the growth of trees near said crossing shall be cleared away, as the Board is assured shall be done, a crossing at grade at that point, cannot be deemed dangerous. We therefore adjudge and determine that said way may be constructed so as to cross the lands and track of said railroad at grade therewith, and that the manner and conditions shall be as follows: Said way shall be constructed and maintained, within the location of said railroad, by the Maine Central Railroad Company, and in such manner that said crossing shall be safe and convenient for travelers on said way with horses, teams, and carriages and said railroad company shall make suitable provisions for the passage of surface drainage.

In witness whereof we have hereunto set our hands this twenty-sixth day of August, A. D. 1892.

D. N. MORTLAND, } Railroad Commis-  
A. W. WILDES. } sioners of Maine.

*Petition, Order of Notice and Decision of the Board relating to a certain highway crossing over the Canadian Pacific Railway, in the town of Greenville.*

To the Railroad Commissioners of the State of Maine.

The undersigned, municipal officers of the town of Greenville respectfully represent that a town way in said Greenville has been legally laid out across the railroad track of the Canadian Pacific Railway Company, running through said Greenville, which said town way begins in the south line of the road leading from Greenville village to West Cove at the northeast corner of Lot numbered 54 as per plan of William P. Oakes made in 1883, thence south 26° 30" West across the right of way or track of said Canadian Pacific Railway Company, one hundred one and one-half rods to the southeast corner of Lot No. 114 per said plan, the line described to be the west line of the street and said street to be three rods wide.

Said road, to wit, town way, across said railway was duly and legally laid out by said municipal officers of said Greenville on the nineteenth day of March, A. D. 1892, upon all necessary legal proceedings thereon being had, and was duly accepted in a town meeting of the legal voters of said Greenville, legally called after the return of said laying out had been filed with the Clerk of said town, by a warrant containing an article for the purpose, on the twenty-eighth day of March, A. D. 1892, by all which proceedings said way across said railway track was legally established as a town way in said Greenville but has not yet been constructed.

Public convenience and necessity require that said way should be completed and opened for travel forthwith, or as soon as may be legally done. By Section 27, Chapter 18, R. S., of Maine, as amended by Chapter 310 of the Public Laws of Maine, A. D. 1885, and as further amended by Public Laws, A. D. 1889, Chapter 282, it is provided that in such case (as above set forth) the manner and condition of crossing said track, and the expense of building and maintaining so much of said town way as is within the limits of said railroad shall be borne by the railroad company, whose track is so crossed, or by the town in which said way is located or shall be apportioned between such company and town as may be determined by your Honorable Board.

Now, therefore, said municipal officers hereby make application to said Railroad Commissioners that you upon proper notice to the

parties interested, and hearing thereon, as soon as may legally be done, determine whether the way shall be permitted to cross said track at grade therewith, or not, the manner and condition of said crossing and perform all other duties in relation thereto as by the statutes of said State is made and provided in such case, and especially as provided in Section 27, Chapter 18, Revised Statutes, as amended by Chapter 310, Public Laws of Maine, A. D. 1885, and Chapter 282, Public Laws 1889 aforesaid, and any other acts amendatory thereof.

Dated at Greenville, in the County of Piscataquis, State of Maine, this twenty-second day of August, A. D. 1892.

LINDLEY H. FOLSOM,	} Municipal Officers of said town of Greenville.
CHAS. D. SHAW,	
WILLIAM L. ROGERS.	

On the foregoing petition,

*Ordered*, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, in the *Daily Whig and Courier*, a newspaper published at Bangor, in the County of Penobscot, three days successively, the first publication in said paper to be at least four days before Tuesday the sixth day of September, A. D. 1892, on which day the Board of Railroad Commissioners will be in session at their office in Augusta, at ten o'clock in the forenoon, for the purposes indicated in said petition.

D. N. MORTLAND, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this twenty-sixth day of August, A. D. 1892.

Hearing September 6, 1892. Counsel, J. S. Williams for petitioner; C. F. Woodard for Canadian Pacific Railway.

#### REPORT AND DECISION OF THE BOARD.

To the Supreme Judicial Court next to be held at Dover in the County of Piscataquis on the fourth Tuesday of September, A. D. 1892.

The petitioners, the selectmen of Greenville in the County of Piscataquis, as appears by the foregoing application, represent that a town way in said Greenville has been legally laid out and accepted across the track of the Canadian Pacific Railway Company, and ask this Board, after proper notice to the parties interested and hearing

thereon, to determine whether the way aforesaid shall be permitted to cross said track at grade therewith or not, and the manner and conditions, etc., as provided by Section 27, Chapter 18, R. S., and amendments thereto.

Pursuant to said application, the Board appointed Tuesday, the sixth day of September, A. D. 1892, and their office in Augusta, at ten o'clock in the forenoon as the time and place for a hearing thereon, and as appears, ordered the petitioners to give such notice thereof, as the Board deem reasonable and proper. On said day, the Board met at the time and place appointed, and it then and there appearing that notice of said hearing had been published as ordered, gave a hearing to the petitioners and all other persons and parties who appeared and desired to be heard relative to same. As a similar petition respecting the same proposed crossing had once been before the Board during the past year, at which time the Board viewed the location, a further view was not deemed necessary. At said hearing the Canadian Pacific Railway Company, by its attorney, filed with the Board the following answer:

To the Honorable Board of Railroad Commissioners of the State of Maine, at its session to be holden at Augusta, September 6, 1892.

The answer of the Canadian Pacific Railway Company to the petition of the municipal officers of the town of Greenville, in the matter of the proposed crossing of said company's railway, by an alleged town way in said Greenville, said petition bearing date the twenty-second day of August, A. D. 1892. The said company in the outset submits that the town way described in said petition, has not been legally laid out as in said petition alleged.

Said company further denies that public convenience and necessity require that any way near the place described in said petition should cross said railway at grade, for the reason that a grade crossing in that vicinity would be dangerous, the railway there being near the foot of a long down-grade, also near the mouth of a cut and where the view of a town way would be obscured by trees and bushes.

Such way also at present would lead only to a single house, and access to that house can now be had over a route but a little longer, and which passes under the railway instead of crossing it at grade.

And said company further makes known to your Honorable Board that the way, as described in said petition runs through or across the land or right of way of said railway company used for station pur-

poses, and therefore that the petition to your Honorable Board, should not be under the provisions of Section 27 of Chapter 18 of the Revised Statutes and acts amendatory thereof; but should be under the provisions of Section 29, of Chapter 18, and said company further submits that the jurisdiction of your Honorable Board under said Section 27 and acts amendatory thereof is entirely different and distinct from the jurisdiction under Section 29, and the petition under the one cannot be sustained where the facts show that the petition should have been under the other.

Wherefore said company respectfully prays that said petition shall be dismissed, and that said way shall not be allowed to be constructed.

By C. F. WOODARD, *its Attorney.*

September 6, 1892.

At said hearing, it appeared from the evidence submitted that the road mentioned in said application was legally laid out by the municipal officers of said town, on the nineteenth day of March, A. D. 1892, and so far as appeared, all proceedings respecting same required by law, were fulfilled; that at a legally called town meeting said road, as laid out, was duly and legally accepted on the twenty-eighth day of March, A. D. 1892, and notwithstanding the assertion made by the railway company in its answer that said "Town way described in said petition has not been legally laid out," no evidence was offered in support of said allegation. Neither do we find any, after a careful examination and consideration of records of the proceedings of the town, we, therefore, for the purpose of discharging our duties, find that the way mentioned in said petition is legally established.

The railway company, by its answer aforesaid, denies that public convenience and necessity require that any way near the place described in said petition should be permitted to cross said railway at grade, for the reason that a grade crossing would be dangerous, on account of the grade of the railway at that point, and also from the fact that said crossing will be near the mouth of a deep cut, where the view of the town way would be obscured, etc. It is doubtless true that this grade crossing, if permitted, will be to some extent dangerous. All grade crossings are; but when this matter was before the Board for consideration at a former time, we found as a matter of fact and so stated in our decision "That the town way as located, could not reasonably be constructed so as to cross

over or under the railway." Railroad Commissioners' Report, 1891, Page 440.

We find the new location of the way to be the same as the one formerly presented to us. The Board has no power to revise the action of the Selectmen of the town. It is their province and not ours to determine the fact whether or not public convenience requires the construction of the road in that locality. They have so determined, and the only question for this Board to determine is, shall it be constructed so as to cross the railway at grade therewith or not? As we have before said "We can see no very good reason why it may not cross at grade."

It is not a way that will be much traveled. There is now but one house, on the Southern side of the railway, to which access is desired.

It is not probable that many more houses will be erected in that vicinity for years to come, if ever. We do not think that a crossing at grade at that point, will be particularly dangerous to those who will have occasion to pass on said street or way. But it is further alleged in the answer filed "That the way as described in said petition runs through or across the land or right of way of said railway company used for station purposes."

Section 29, of Chapter 18 of the Revised Statutes is as follows :

"No way shall be laid out through or across any land or right of way of any railroad corporation used for station purposes, unless after notice and hearing, the Railroad Commissioners adjudge that public convenience and necessity require it."

At the hearing, it did not appear from any evidence submitted to the Board, that the way aforesaid was located through or across the land or right of way of the railroad corporation used for station purposes, as we interpret the statute. It is true, however, that the way is located so as to cross the railroad track between the signal or semaphore and the station buildings at West Cove, from which station the signal is operated; but a signal or semaphore set at a certain point, does not necessarily prove or even indicate that all of the railway between it and a station building, from which it is operated, is used for station purposes. The town way as located, crosses no lands of the railroad corporation, other than its main line location, neither does it cross any side track or tracks on said location.



So far as appears, there is nothing to indicate, other than the semaphore itself, that the portion of the railroad between it and the station building, is used for station purposes. As we have before stated, "We think that to hold that all the right of way of a railroad corporation, inside of where a semaphore may be set, is used for station purposes, would be too broad an interpretation of the statute above quoted."

We therefore find as matter of fact, that the aforesaid way, as located, does not cross the land or right of way of said railway company used for station purposes. Therefore we determine and order that said way be constructed so as to cross said railway track at grade therewith, and that the manner and conditions of crossing shall be as follows:—Said way shall be constructed and maintained, within the limits of the railway location, by said railway company. Said way to be at least two rods wide and the slopes and approaches of said way toward the track of said railway on the northerly side of the track, shall not be steeper than one foot elevation to every fifteen feet out from said track, and said way, within the railway location, shall be constructed and maintained so that the same shall be safe and convenient for travelers on said way with horses, teams and carriages, and said railway company shall make and maintain suitable provisions for the passage of surface drainage.

In witness whereof we have hereunto set our hands this twelfth day of September, A. D. 1892.

D. N. MORTLAND, } Railroad Commis-  
A. W. WILLES. } sioners of Maine.

*Certificate of the Board relating to the extension of the Waterville and Fairfield Railway and Light Company.*

STATE OF MAINE.

RAILROAD COMMISSIONERS' CERTIFICATE.

*Office of Railroad Commissioners.*

We, the undersigned, board of Railroad Commissioners, having made a careful inspection of the extension of the WATERVILLE AND FAIRFIELD (electric) RAILROAD, a new road extending from Waterville to Waterville lower plains, hereby certify that we have found the same so constructed as to be safe for public travel, and for the passage of passenger trains thereon.

Given under our hands this fourth day of October, A. D. 1892.

D. N. MORTLAND,	} Railroad Commissioners of Maine.
A. W. WILDES,	
BENJ. F. CHADBOURNE.	

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*Petition, Order of Notice and Decision of the Board of Railroad Commissioners, relating to change in the course of a certain highway, and the crossing of highways by the Georges Valley Railroad, in the towns of Warren and Union.*

To the Railroad Commissioners of the State of Maine.

The Georges Valley Railroad Company, a corporation established under the laws of the State of Maine, respectfully represents that it is desirous of constructing and maintaining a branch railroad track extending from the main line of its present line from Warren to Union, to the kilns and quarries of the Rockland & Warren Lime Company in said town of Warren, and that it has made a location of said branch track desired, and prays for approval of location of said branch track, in accordance with the plan of the proposed route and with the profile of the line prepared by the engineer from actual survey, which accompany this petition.

Said Georges' Valley Railroad Company also represents that in making its location of said branch track, at a point about three hundred feet South of said kilns, the nature of the land compels the

location of the track along and within the location of the highway, known as the "Kiln Road," for a short distance, and it respectfully prays your Honorable Board to permit the course of said highway to be altered, so as to facilitate the passing of said railroad at the side thereof, as provided by Section 27, R. S., Chapter 18, as amended by Chapter 282, Public Laws of 1889, Section 5.

And said Georges' Valley Railroad Company further represents that its main track, if constructed upon the location approved by your Honorable Board, November 30, 1889, it will cross a highway known as the "Waldoboro Road" leading from the town of Warren to the town of Waldoboro, near the school house, at lane between the lands of Joshua Starrett and a Mr. Brackett, in the town of Warren. Also a highway in the town of Warren, known as the "Middle Road," leading from said Warren to North Waldoboro, at a point near the land of J. U. Cutting.

Also a highway in the town of Union, one-half mile south of South Union known as the "Middle Road" leading from the town of Warren to the town of Union.

And also a highway known as the "Middle Road" leading from the town of Warren to the town of Union, at a point, 2,000 feet south of South Union, in the town of Union, and therefore said Georges' Valley Railroad Company, respectfully asks that your Honorable Board shall determine, after due notice and hearing thereon, the manner and conditions of such crossings and that you will authorize such crossings at grade, in accordance with the provisions of Sections 27 and 28 of Chapter 18 of the Revised Statutes, as amended by Chapter 312 of the Public Laws of 1885, and by Chapter 282 of the Public Laws of 1889.

Rockland, September 10, 1892.

Georges' Valley Railroad Company,

By I. C. THURSTON, *its President.*

On the foregoing Petition,

*Ordered*, that the petitioners cause to be published a true copy of said petition, and this order of notice thereon, in one issue of the *Courier Gazette*, a newspaper published at Rockland in the County of Knox. The publication in said paper to be at least seven days before the twentieth day of September, A. D. 1892, on which day the Board of Railroad Commissioners will view the location of the roads mentioned in said application and be in session at the

town hall in Union in said county at eleven o'clock in the forenoon for the purposes indicated in said petition.

D. N. MORTLAND, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this tenth day of September, A. D. 1892.

#### REPORT AND DECISION OF THE BOARD.

To the Supreme Judicial Court next to be held at Rockland in and for the County of Knox, on the second Tuesday of December, A. D. 1892.

The Georges Valley Railroad Company, as appears by the foregoing petition, represents that it has located and is desirous of constructing and maintaining a branch railroad from its main line to certain kilns and quarries in the town of Warren, and asks the Board to approve the same; that in making the location of said branch track it has been compelled, by reason of the nature of the land in that vicinity, to locate such branch track at a certain point, for a short distance, along and within the location of a certain town road or highway known as the "Kiln Road," and asks that it may be permitted to alter the course of said way so as to facilitate the passing of said railroad at the side thereof.

Said corporation further represents that the location of its main line crosses certain highways in the Towns of Warren and Union and asks the Board to determine, after notice and hearing, the manner and conditions of such crossings, etc.

On the reception of the foregoing petition, the Board appointed the twentieth day of September, A. D. 1892, at the Town Hall in Union, at eleven o'clock in the forenoon, as the time and place for a hearing thereon, and as appears by the foregoing, ordered the petitioner to give notice thereof by publishing a true copy of said petition and order thereon in one issue of the *Courier Gazette*, a newspaper published at Rockland in the County of Knox. The publication to be at least seven days before the day appointed for said hearing.

Pursuant to said order, two members of the Board met at the time and place appointed, and there being a vacancy in the number constituting the Board of Railroad Commissioners, said hearing was then and there adjourned, to be held at the office of the Board at Augusta, on the fourth day of October, A. D. 1892, at ten o'clock in

the forenoon. On said day, at time and place appointed, the Board met, and, it then and there appearing that notice of said hearing had been published as ordered, gave a hearing to the petitioners and all other persons who appeared and desired to be heard relative to the matters set forth in said petition.

Section 18 of Chapter 51, R. S., as amended by Chapter 129 of laws of 1891 provide that "Any railroad corporation, under the direction of the Railroad Commissioners may locate, construct and maintain branch railroad tracks to any mills, mines, quarries, gravel pits, or manufacturing establishments erected in any town or township."

At said hearing it appeared from facts elicited, that at the terminus of the spur track, as located, there are two quarries of lime-rock now being operated, and kilns have been erected in which many thousand casks of lime are yearly manufactured. We therefore cannot but find and determine that such spur track may be legally located and built. It also appeared that in order to reach said quarries and kilns, the line or location of said spur track must necessarily at a certain point, be within the location and wrought portion of a certain town road or way leading to said quarries or kilns. The petitioner asks that the course of said way "Be altered so as to facilitate the passage of said railroad at the side thereof." We can see no good cause why the prayer of the petitioner may not be granted. Section 3 of Chapter 282 Public Laws of 1889 provide that "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 way 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" etc.

The change asked for will be slight. The line and grade of the town way will, if anything, be improved thereby. We therefore determine and order that the southerly and easterly line of the location of said town way, opposite where the line of location of said railroad intersects, be changed so as to give a width of town way of two rods easterly and southerly of said railroad location, which location is herewith approved.

From an inspection, heretofore made by the Board, of the location of the several crossings mentioned in the foregoing application, and from facts elicited at said hearing, it did not appear that any of them could reasonably be made other than at grade. Neither did it

appear, if an over or under pass could be made at either of them; that such an outlay would be necessary in order to insure safety to travelers on such highways. These ways are infrequently traveled. There will be an unobstructed view of the railroad track afforded to travelers approaching same on any of said highways for quite a distance. Therefore we determine that each and all of the highways at the points mentioned in said application may be crossed by said railroad at grade in the manner and conditions following:

1. The crossing of the "Waldoboro Road" in Warren near the school house, at the line between the land of Joshua Starrett and Mr. Brackett, shall be at grade, after said road or highway shall have been lowered at point of crossing, six inches, when said railroad shall be at full grade. Permission is hereby granted to said railroad company to lower the grade of said way as above provided.

2. The crossing of the "Middle Road" in Warren leading from Warren to North Waldoboro, near the land of J. U. Cutting, at point of crossing, shall be exactly at grade therewith, as said highway is now constructed and graded.

3. The crossing of the "Middle Road" one-half mile south of South Union in the town of Union shall be at grade after said way, at point of crossing, shall have been raised one foot. Permission is hereby granted to raise the grade thereof as above provided. The approaches on either side of said railroad track shall be made as wide as said way is now constructed and graded by said railroad company and maintained so that said approaches shall not be steeper than one foot elevation to every twenty feet out from the railroad track.

4. The crossing of the "Middle Road" at a point two thousand feet south of South Union, shall be at grade after the grade of said highway shall have been lowered, at point of crossing, two feet, when said railroad shall be at full grade. Permission to lower the grade as above provided is hereby granted. The grade of the approaches to said crossing, on each side of the railroad track, within the railroad location, shall not be steeper than one foot elevation to every ten feet out from said track. Each and all of the above mentioned crossings shall be made and maintained by said railroad company, in such manner that the same shall be safe and convenient for travelers on said ways with horses, teams and carriages, and it shall also make suitable provisions for the passage of surface drainage.

In witness whereof, we have hereunto set our hands this fourth day of October, A. D. 1892.

D. N. MORTLAND,	} Railroad Commissioners of Maine.
A. W. WILDES,	
BENJ. F. CHADBOURNE.	

*Petition, Order of Notice and Decision of the Board, relating to a branch railroad track and the crossing of highways by the Maine Central Railroad Company at Shawmut in the town of Fairfield.*

To the Honorable Railroad Commissioners of the State of Maine.

The Maine Central Railroad Company, a corporation established under the laws of the State of Maine, respectfully represents that it is desirous of constructing and maintaining a branch railroad track, extending from its present main line in the town of Fairfield, Somerset county, State of Maine, near the station known as Shawmut, to a manufacturing establishment operated by Lawrence, Newhall & Company, in said Fairfield, near said Shawmut, and that it has made the location of said branch railroad track desired, which location is described as follows :

Commencing at a point marked "O" in the center line of the main track of said railroad company, in said town of Fairfield, which point is about 200 feet southerly from switch at present existing in said track ; thence on a curve to the right or easterly, of 819 feet radius, a distance of 60 feet to station 0+60 ; thence on a tangent to said curve, a distance of 712 feet to station 7+72 ; thence on a curve to the left or westerly, of 716.78 feet radius, a distance of 441 feet to station 12+13 ; thence on a tangent to said curve, a distance of about 100 feet to the point of junction with a side track at present existing.

Also, another track, commencing at a point marked 5+25, in the center line of the side track last described, in said town of Fairfield ; thence on a curve to the right or easterly, of 573.69 feet radius, a distance of 182 feet to station 7+7 ; thence on a tangent to said curve, a distance of 100 feet to station 8+7 ; thence on a curve to the left or westerly, of 573.69 feet radius, a distance of 533 feet to station 13-40 ; thence on a tangent to said curve, a distance of about 100 feet.

This location is to cover a width of two rods for each track, being one rod on either side of the above described lines; said locations of said tracks on the lines as described above, cross a town way leading by the former site of the former Shawmut Fibre Company's mill, now burned; said town way having no name known to your petitioners; all of which is shown on plan attached hereto.

Said Maine Central Railroad Company hereby desires your approval of said location, that it may be constructed and maintained under your direction, as provided by Section 18 of Chapter 51 of the Revised Statutes as amended by Chapter 129 of the Public Laws of 1891; and a determination of the manner and conditions upon which said railroad track may cross the aforesaid highway.

PAYSON TUCKER,

Vice President and General Manager.

Portland, Maine, June 3, 1892.

On the foregoing petition,

*Ordered*, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon in the *Daily Kennebec Journal*, a newspaper published in Augusta, in the County of Kennebec, three days successively, the first publication in said paper to be at least seven days before Tuesday the fourth day of October, A. D. 1892, on which day the Board of Railroad Commissioners will be in session at their office in Augusta, at ten o'clock in the forenoon for the purposes indicated in said petition.

D. N. MORTLAND, *Chairman*.

For the Board of Railroad Commissioners of Maine.

Dated this sixth day of September, A. D. 1892.

#### REPORT AND DECISION OF THE BOARD.

To the Supreme Judicial Court next to be held at Skowhegan in and for the County of Somerset, on the third Tuesday of December, A. D. 1892.

This, as appears, is a petition of the Maine Central Railroad Company, asking for the approval by the Board, of a certain branch railroad track, which it desires to construct, extending from its present main line in the Town of Fairfield, near the station known as Shawmut, to a manufacturing establishment there situated and also to determine the manner and conditions in which the same shall



cross a certain street in said locality. On the sixth day of September, A. D. 1892, the Board, as appears by the foregoing order, appointed Tuesday the fourth day of October, A. D. 1892, and their office in Augusta at ten o'clock in the forenoon as the time and place for a hearing, and required the petitioner to give notice thereof by publishing a true copy of said petition and the order of notice thereon, three days successively in the *Daily Kennebec Journal*, a newspaper published in Augusta in the County of Kennebec, the vicinity of said branch railroad. On said day, the Board met at the time and place appointed and gave a hearing to the petitioners and all others who appeared and desired to be heard relative to said proposed branch track, and on the following day, the Board inspected the route of the same as located. From the facts elicited at said hearing and from the inspection aforesaid and an examination, of the plan of the route presented, it appeared that a branch track to one of the manufacturing establishments mentioned in the foregoing application had been, heretofore, legally established and constructed, and that now the petitioner, though the same is not set forth in the petition, desires to change the location of same, a few rods to the Eastward of the original line, so as to permit the construction of an additional branch track or spur track from the first named to another of said mills or manufacturing establishments. As the land over which the way is to be constructed, is owned by the petitioner corporation and the owners of the said manufacturing establishment, there can be no objection to such change of location, other than from the fact that, by reason of such change, one grade crossing of the street mentioned in said application, is to be abandoned and two new crossings are to be established. It is apparent that this branch track could have been located and, by but little additional expense, constructed, so as to have required but one crossing of said way; but as the way aforesaid is not much traveled, and as trains will infrequently be run over either of these branch tracks, we have, reluctantly, determined to approve the location of the branch track or tracks prayed for, and also to permit said tracks to be constructed so as to cross said way at grade therewith.

We therefore hereby approve the location of said branch track as shown on plan presented and herewith approved by us, and we further determine and order that said branch railroad tracks be constructed and maintained by said railroad company, so as to cross said street or way exactly at grade therewith after the grade of said

street or way shall have been raised at that point three feet where the easterly branch track crosses said way. Permission to raise the grade at that point is hereby granted. The approaches to said track or tracks, within the location of said railroad, shall be made and maintained by said railroad company, as wide as said street or way is now constructed and in such manner that said crossings shall be safe and convenient for travelers on said way with horses, teams and carriages, and shall also make suitable provision for surface drainage. The railroad company is also hereby required to remove the track now in use, which crosses said way, as soon as the crossings hereby provided for are constructed.

In witness whereof we have hereunto set our hands this seventh day of October, A. D. 1892.

D. N. MORTLAND,	}	Railroad
A. W. WILDES,		Commissioners
BENJ. F. CHADBOURNE.		of Maine.

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*Petition and Order of Notice relating to a certain highway crossing over line of the Portland and Rumford Falls Railway in town of Canton.*

To the Honorable Board of Railroad Commissioners of the State of Maine.

The undersigned, selectmen of the town of Canton in the County of Oxford, respectfully represent that a town way has been legally laid out across the railroad track of the Portland and Rumford Falls Railway Company, running through said Canton, which said town way begins at a point in the southerly line of the County road leading from Canton Village to Gilbertville in said town, two rods and eighteen links from an elm tree standing on the bank of Bog Brook, so-called, thence southerly three degrees east forty-two rods and ten links across land of M. A. Waite, thence the same course four rods across the track of the Portland and Rumford Falls Railway Company, to a stake in the north line of land of William H. Davis, the line described to be the middle of the highway and the highway to be two rods wide. Said town way across said railroad was duly and legally accepted in a town meeting legally called after the return

of said laying out had been filed with the clerk of said town seven days before the meeting.

We therefore request you to give notice and hearing, and determine whether said way shall be permitted to cross the track of the Portland and Rumford Falls Railway Company or not, and the manner and condition of crossing the same, and how the expense of building so much of said way as is within the limits of said railroad shall be borne.

Canton, Maine, August 20, 1892.

C. T. BONNEY, JR.,	} Selectmen	
WM. K. DECOSTER,		of
A. K. FOSTER.		Canton.

On the foregoing petition,

*Ordered*, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the *Lewiston Evening Journal*, a newspaper published at Lewiston in the County of Androscoggin. The first publication in said paper to be at least four days before the sixth day of September, A. D. 1892, on which day the Board of Railroad Commissioners will be in session at their office in the State House in Augusta at ten o'clock in the forenoon for the purposes indicated in said petition.

D. N. MORTLAND, *Chairman*,

For the Board of Railroad Commissioners of Maine.

Dated this twenty-sixth day of August, A. D. 1892.

#### REPORT AND DECISION OF THE BOARD.

To the Supreme Judicial Court next to be held at Paris, in and for the County of Oxford, on the second Tuesday of February, A. D. 1892:

Pursuant to the foregoing application and order of notice, two members of the Board met at the time and place designated in said order and there being a vacancy in the number constituting the Board of Railroad Commissioners, said hearing was thereupon adjourned to Tuesday the fourth day of October, A. D. 1892, at ten o'clock in the forenoon at which time the Board met, and it then and there appearing that notice had been published as ordered, gave a hearing to the petitioners and all others who appeared and desired to be heard relative to same. From the facts elicited at said hear-

ing, it appeared that the way, as located, crosses the railroad track at a point where there is an unobstructed view of the railroad track, from the approaches on said road or way; that a private crossing over the track to a corn factory, at the same point, had existed for a number of years. For these reasons we do not deem it unreasonable to permit a crossing to be made at grade. We therefore determine and order that said way, within the location of the Portland & Rumford Falls Railway, shall be constructed and maintained by the railroad company, so as to cross said railroad track exactly at grade therewith, and we further determine and order that said way shall be constructed and maintained within said location as wide as said way is constructed outside thereof, and in such manner that the same shall be safe and convenient for travelers on said way, with horses, teams and carriages, and said railroad company shall make suitable provisions for the passage of surface drainage.

In witness whereof we hereunto set our hands this first day of November, A. D. 1892.

D. N. MORTLAND,	}	Railroad
A. W. WILDES,		Commissioners
BENJ. F. CHADBOURNE.		of Maine.

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*Petition, Order of Notice, and Decision of the Board, relating to a street crossing in the city of Old Town, over line of Maine Central Railroad.*

To the Honorable Railroad Commissioners of the State of Maine.

The undersigned, municipal officers of the city of Old Town in the County of Penobscot and State of Maine, respectfully represent that on the seventh day of June, A. D. 1892, the city council of said city, accepted the laying out of a certain street or way in said city, described as follows, to wit: beginning at a point in the west line of Water street at the junction of the south line of C. H. Knox's land; thence running westward to the junction of the south line of A. Phide's land with the east line of Main street; said described line to be the north line of said street, and said street to be three rods wide; that said street as thus located crosses the track of the Maine Central Railroad Company or of the European and North American Railway; that said city wishes to construct said street.

We, said municipal officers, therefore request that you will, upon due notice and hearing, determine whether said way or street shall be permitted to cross such track at grade therewith or not, and the manner and condition of crossing the same, and by whom the expense of building and maintaining so much thereof as is within the limits of said railroad, in accordance with the provisions of Section 27 of Chapter 18 of the Revised Statutes of said State, and of acts amendatory thereto.

MELVILLE M. FOLSOM, Mayor.

EDGAR B. WEEKS, }  
 HUGH GIBBONS, } Aldermen.  
 ARTHUR JAMESON. }

Old Town, Maine, 16th August, 1892.

On the foregoing Petition,

*Ordered*, That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, three days successively in the *Daily Commercial*, a newspaper published at Bangor, in the County of Penobscot. The first publication to be at least four days before the fifth day of September, A. D. 1892, on which day the Board of Railroad Commissioners will be in session at the Common Council room in Old Town, at four o'clock in the afternoon for the purposes indicated in said petition.

D. N. MORTLAND, *Chairman*.

For the Railroad Commissioners of Maine.

Dated this twenty-sixth day of August, A. D. 1892.

#### REPORT AND DECISION OF THE BOARD.

To the Supreme Judicial Court next to be held at Bangor in and for the County of Penobscot, on the first Tuesday of January, A. D. 1893.

As appears by the foregoing application, the city of Old Town in the County of Penobscot, having laid out and accepted a street, which, as located, crossing the track of the Maine Central Railroad in that city, asks this Board, after notice and hearing, to determine whether said way or street shall be permitted to cross such track at grade therewith or not, and the manner and conditions of crossing the same, etc. On the reception of said application, the Board appointed the fifth day of September, A. D. 1892, at four o'clock

in the afternoon, and the Common Council Room in said city, as the time and place for a hearing thereon, and as appears by the foregoing order the Board required the petitioners to publish true copies of said application or petition and its order of notice thereon three days successively in the *Daily Commercial*, a newspaper published at Bangor in said County. The first publication in said paper to be at least four days before the day appointed for said hearing.

On said day, there being a vacancy in the number constituting the Board of Railroad Commissioners, only two members thereof met at the time and place appointed. Said members after viewing the location of said street or way and the proposed crossing, it appearing that notice of said hearing had been published as ordered, adjourned said hearing to Tuesday the fourth day of October, A. D. 1892, at their office in Augusta at ten o'clock in the forenoon. On said day the Board met at the time and place appointed and then and there gave a hearing to the petitioners and all others who desired to be heard relative to same. From the view above mentioned and facts elicited at said hearing, it appeared that the street or way, as located, extends from Water street across the track of the Maine Central Railroad near the residence of C. H. Knox to Main street, a distance of less than a quarter of a mile; that Water street, above mentioned, runs southerly and parallel with and near the bank of the Penobscot river; that the track of the Maine Central Railroad also runs parallel and easterly of said Water street along the bank of said river, to near the Easterly terminus of said new street, at which the track of said railroad crosses Water street and then runs on the Westerly side thereof. The new street, as located, crosses the track of the railroad, three or four rods only, southerly of the existing crossing of Water street. It is apparent, from an inspection of the location, that if a crossing at that point be permitted, it cannot be other than at grade. Ought a grade crossing to be permitted? The Legislature of 1889, by an act amendatory of Section 27 of Chapter 18 of the Revised Statutes, made it the duty of the Board of Railroad Commissioners to determine, after notice and hearing, whether a way should be permitted to cross a railroad track at grade therewith or not. The evident intent of the law making power, by the enactment of the above mentioned statute and of the amendment to Section 28 of Chapter 51, was to prevent, so far as possible, at least in the thickly settled portions of cities and villages, the construction of grade crossings. We are aware that in many portions of our State,

it would be a hardship to require railroad corporations, constructing railroads, to locate their roads so as to cross over or under all other ways, or to compel towns or cities in locating streets in sparsely settled portions of the same, to so locate as to cross over or under railroad tracks. For that reason, the Legislature gave to the Railroad Commissioners discretionary powers in respect to such crossings.

It is the duty of the Board however to exercise that discretion in a reasonable manner. In view of the statute requirements, if they permit a way to cross a railroad track at grade, they are in duty bound to give a good and sufficient reason for so doing.

It is urged by the petitioners that whereas certain portion of Water street is frequently overflowed from the river, it is necessary to have a street located and constructed at or near the point mentioned, so that travelers may cross to and from Main street; that certain individuals or corporations intend to erect a manufacturing establishment of some kind, on the river near where this new street terminates, and further say that if the street be not built, such manufacturing establishment will not be erected etc.

These facts are worthy of careful consideration. But no such establishment has yet been erected, and there is now but one house on the river side of the railroad. It is quite evident that a cross street in that locality is required to convene public travel; but while we are convinced that a cross street is needed, we are not satisfied that public exigencies require that it be located so as to compel a crossing of the railroad at grade, within three or four rods of an existing crossing, with which it might have intersected by a different location. We too, believe that such crossing if permitted would be exceedingly dangerous to all travelers on said street, on account of buildings situated so as to obstruct their view.

For these reasons we cannot see our way clear to sanction a grade crossing at the point mentioned. As a crossing other than at grade cannot reasonably be made, and as it is not probable that the petitioner would desire a determination of the manner and condition of crossing other than at grade, we do not deem it necessary to make any further order in respect to it.

In witness whereof we have hereunto set our hands this sixteenth day of November, A. D. 1892.

D. N. MORTLAND,	} Railroad	
A. W. WILDES,		} Commissioners
BENJ. F. CHADBOURNE.		

*Petition, Order of Notice, and Decisions of the Board relating to the revival of the Charter of the Georges Valley Railroad Company.*

To the Honorable Board of Railroad Commissioners of the State of Maine :

The undersigned, Directors of the George's Valley Railroad Company, a corporation duly organized under the provisions of Sections one to five inclusive of Chapter fifty-one of the Revised Statutes, respectfully represent that the Articles of Association of said Railroad Company were approved by your Honorable Board and filed in the office of Secretary of State ; that the location of its road was approved by your Honorable Board and plans of same were filed respectively with your Honorable Board and with the Clerk of the Court of County Commissioners for the County of Knox in which said road is located, as required by Chapter 51, Revised Statutes ; that it commenced the construction of its road within the time required by law, but having failed to expend thereon ten per cent of its capital stock, within three years after its Articles of Association were filed and recorded in the office of the Secretary of State, as required by Section 7, Chapter 51 Revised Statutes, respectfully prays for a revival of its Charter, as provided in Section 3, Chapter 96 of the Public Laws of 1887.

Dated at Union, October 4, 1892.

B. BURTON,  
A. F. BROWN,  
E. L. THOMPSON,  
I. C. THURSTON,  
J. M. ROBBINS,  
E. H. BURKETT.

On the foregoing petition :

*Ordered,* That the petitioner cause to be published a true copy of said petition, and this order of notice thereon, in one issue of the *Rockland Opinion* a newspaper published at Rockland in the County of Knox. The first publication in said paper to be at least seven days before the first day of November, A. D. 1892, on which day the Board of Railroad Commissioners will be in session at their office in Augusta at ten o'clock in the forenoon for the purposes indicated in said petition.

D. N. MORTLAND, *Chairman.*

For the Railroad Commissioners of Maine.

Dated this sixteenth day of October, A. D. 1892.



## ACTION OF THE BOARD.

## STATE OF MAINE.

## CERTIFICATE.

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 first day of November, A. D. 1892, at ten o'clock in the forenoon, being the time and place designated in our said order of notice, and it then and there 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 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 Georges Valley Railroad Company be revived as provided by Section three of Chapter 96 of the Public Laws of 1887.

In witness whereof, we have hereunto set our hands this first day of November, A. D. 1892.

D. N. MORTLAND,	} Railroad	
A. W. WILDES,		} Commissioners
BENJ. F. CHADBOURNE.		

## RULES OF THE BOARD OF COMMISSIONERS.

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1. Regular sessions of the Board will be held at their office on the first Tuesday of each month, at ten o'clock in the forenoon, and when practicable, all hearings on applications to the Board will be held at such regular sessions.

2. All applications to the Board must be in writing and signed by the person making such application, or if a corporation, by its agent or attorney.

3. Applications for approval of articles of association, in organizing railroad corporations under the laws of the State, shall be by petition to the Board, setting forth briefly the formation of such association, its name and gauge and route of the proposed railroad, and such applications shall be signed by one or more of the directors named in the articles of association. Upon reception of such application, a hearing on same shall be appointed, and reasonable notice thereof ordered and published in such newspapers as the Board may designate.

4. When railroads are hereafter constructed across highways or other public ways, application shall be made to the Board, and the manner and conditions of such crossings determined, before corporations shall enter upon the construction of such railroads.

5. Applications or petitions may be presented to the Chairman, or addressed to, or delivered to the Clerk of the Board, at Augusta, Maine.

6. The Clerk of the Board shall keep a Journal of its proceedings and a full and correct record of all petitions and applications filed, and of all orders and decisions of the Board. Said record shall be open for inspection to all persons interested, and certified copies thereof, on application therefor, shall be furnished by said Clerk for a reasonable compensation.

7. In all hearings the Board will be governed, so far as applicable, by the rules of the Supreme Judicial Court of Maine, and the petitioner or applicant will in all cases be entitled to open and close.

# APPENDIX

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## ABSTRACT

OF THE

# Returns of Railroad Companies

AND

## STATISTICAL TABLES

FOR THE

Year Ending June 30, 1892.

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# Report of the Augusta, Hallowell and Gardiner Railroad Company for the Year Ending June 30, 1892.

## HISTORY.

Name of common carrier making this report? Augusta, Hallowell & Gardiner Railroad Company.

Date of organization? March 13, 1889.

Under laws of what Government, State, or Territory organized? Organized under the laws of the State of Maine.

## ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
J. MANCHESTER HAYNES.....	Augusta, Maine.....	May, 1893.
GEO. E. MACOMBER.....	“ “ .....	“
HENRY G. STAPLES .....	“ “ .....	“
ORVILLE D. BAKER .....	“ “ .....	“
THOMAS J. LYNCH.....	“ “ .....	“
JOHN F. HILL .....	“ “ .....	“
GEO. A. CONY .....	“ “ .....	“

Total number of stockholders at date of last election, 45.

Date of last meeting of stockholders for election of directors, May 12, 1892.

Post office address of general office, Augusta, Maine.

Post office address of operating office, Hallowell, Maine.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board .....	J. MANCHESTER HAYNES.....	Augusta, Maine.
President .....	J. MANCHESTER HAYNES.....	“ “
Secretary.....	HENRY G. STAPLES.....	“ “
Treasurer.....	GEO. E. MACOMBER.....	“ “
Attorney, or General Counsel..	ORVILLE D. BAKER.....	“ “
General Superintendent.....	EVERETT R. DAY.....	Hallowell, Maine.

## PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Augusta, Hallowell and Gardiner Railroad.	Augusta.....	Hallowell.....	7

## RAILROAD COMMISSIONERS' REPORT.

## CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.
Capital stock: Common .....	1,500	\$100	\$150,000	\$120,000

## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
First mort..	July, 1890	1910	\$150,000	\$100,000	\$100,000	\$93,500	6 %	Jan. & July.	\$6,000 00	\$6,000 00
Consolidated mort., 5-20s ....	July, 1891	.....	.....	40,000	40,000	38,050	6 %	Jan. & July.	2,347 50	2,347 50
Grand total .....	.....	.....	\$150,000	\$140,000	\$140,000	\$131,550	6 %	Jan. & July.	\$8,347 50	\$8,347 50

## RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$140,000 00	\$140,000 00	\$8,347 50	\$8,347 50

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.	
Cash.....	\$1,642 51	Loans and bills payable .....	\$ 839 41
		Audited vouchers and accounts	9,499 25
		Net traffic balances due to other companies.....	94 70
Total .....	\$1,642 51	Total .....	\$10,433 36

Materials and supplies on hand, \$3,939.97.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	AMOUNT PER MILE OF ROAD.	
		Miles.	Amount.
Capital stock .....	\$120,000 00	7	
Bonds .....	140,000 00		
Total.....	\$260,000 00		\$37,142 85

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during the year, not included in operating expenses, charged to construction or equipment.	Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
Construction.....	\$37,452 15	\$130,693 16	\$168,145 31	\$24,020 73
Discount on securities sold for construction .....	1,950 00	6,500 00	8,450 00	
Total construction and equipment	\$39,402 15	\$137,193 16	\$176,595 31	\$25,227 90

## INCOME ACCOUNT.

Gross earnings from operation .....	\$41,997 11	
Less operating expenses .....	28,809 33	
Income from operation.....	\$13,187 78	
Total income.....		\$13,187 78
Deductions from income:		
Interest on funded debt accrued.....	8,347 50	
Interest on interest-bearing current liabilities accrued, not otherwise provided for .....	452 98	
Total deductions from income .....		8,800 48
Net income.....		\$4,387 30
Surplus from operations of year ending June 30, 1892.....		\$4,387 30
Surplus on June 30, 1891 .....		119 44
Surplus on June 30, 1892 .....		\$4,506 74

## EARNINGS FROM OPERATION.

Item.	Total receipts.
Passenger revenue .....	\$41,663 78
Other items .....	333 33
Total gross passenger earnings .....	\$41,997 11

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.
Maintenance of way and structures:	
Repairs of roadway .....	\$2,394 84
Maintenance of equipment:	
Repairs and renewals of passenger cars .....	\$2,468 07
Conducting transportation:	
Power.....	\$ 5,607 39
Wages and salaries .....	12,492 47
Total .....	\$18,099 86
General expenses:	
Insurance.....	\$1,411 08
Other general expenses .....	2,193 19
Snow account .....	1,973 80
Repair of machinery .....	268 49
Total .....	\$5,846 56
Recapitulation of expenses:	
Maintenance of way and structures .....	\$2,394 84
Maintenance of equipment .....	2,468 07
Conducting transportation .....	18,099 86
General expenses.....	5,846 56
Grand total.....	\$28,809 33

In service: First-class passenger cars, 13. One added during the year.



**Report of the Bangor and Piscataquis Railroad Company  
for the Year Ending June 30, 1892.**

**HISTORY.**

Name of common carrier making this report? Bangor and Piscataquis Railroad Company.

Date of organization? April 22, 1867.

Under laws of what Government, State or Territory, organized. Under laws of the State of Maine; act of Legislature, approved March 5, 1861. Act amended February 5, 1868, and February 6, 1877.

**ORGANIZATION.**

Names of Directors.	Post Office Address.	Date of Expiration of Term.
E. B. NEALLEY.....	Bangor, Maine.....	Third Tuesday March, 1893.
C. L. MARSTON.....	" .....	" .....
JOHN CASSIDY.....	" .....	" .....
L. J. MORSE.....	" .....	" .....
ISAAC STRICKLAND.....	" .....	" .....
JOS. W. PORTER.....	" .....	" .....
F. W. CARR.....	" .....	" .....
J. W. TANEY.....	" .....	" .....
A. M. ROBINSON.....	Dover, Maine.....	" .....

Total number of stockholders at date of last election, 212.

Date of last meeting of stockholders for election of directors, March 16, 1892.

Post office address of general office, Bangor, Maine.

Post office address of operating office, Bangor, Maine.

**OFFICERS.**

Title.	Name.	Location of Office.
President.....	E. B. NEALLEY.....	Bangor, Maine.
Secretary.....	H. W. BLOOD.....	" .....
Treasurer.....	H. W. BLOOD.....	" .....
General Superintendent.....	ARTHUR BROWN.....	" .....
General Freight Agent.....	ARTHUR BROWN.....	" .....
General Passenger Agent.....	ARTHUR BROWN.....	" .....

## PROPERTY OPERATED.

NAME OF EVERY RAILROAD THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

1. Railroad line represented by capital stock: Main line. 2. Line operated under lease for specified sum.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
1. Bangor & Piscataquis Railroad..	Old Town.....	Greenville .....	76.50
2. Bangor & Katahdin Iron Works Railway.....	Milo Junction..	Katahdin Iron Works.	18.90
Total .....			95.40

## CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.
Capital stock: Common.....	20,000	\$50 00	\$1,000,000	\$356,900
MANNER OF PAYMENT FOR CAPITAL STOCK.			Total number of shares issued.	Total cash realized.
Issued for cash: Common.....			7,138	\$356,900
Total .....			7,138	\$356,900

**FUNDED DEBT.**  
**MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.**

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Am't Issu'd.	Amount Outstanding.	Cash Realized on Amount Issued.	INTEREST.			
	Date of Issue.	When Due.					Rate %	When Payable.	Am't accru'd during Year.	Am't Paid during Yr.
1st Mort. bonds.....	Apr. 1, 1869	April 1, 1899.	\$600,000 00	\$600,000 00	\$600,000 00	Not stated.	6½	Apr. & Oct.,	\$36,000 00	} \$41,000 00
1st Mort.....	Oct. 1876...	April, 1899 ...	325,000 00	325,000 00	325,000 00	Not stated.	7½	Apr. & Oct.,	27,750 00	
Preferred Mort.....	Apr. 2, 1883	April 2, 1913,	300,000 00	300,000 00	300,000 00	302,875 00	5½	Apr. 2, Oct. 2,	15,000 00	15,000 00
Grand total.....			\$1,225,000 00	\$1,225,000 00	\$1,225,000 00	-	-	-	\$73,750 00	\$56,000 00

**RECAPITULATION OF FUNDED DEBT.**

CLASS OF DEBT.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
Mortgage Bonds .....	\$1,225,000 00	\$1,225,000 00	\$73,750 00	\$56,000 00

**CURRENT ASSETS AND LIABILITIES.**

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.	CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.
Cash.....	Net traffic balances due to other companies.....
Due from agents .....	Matured interest coupons unpaid (including coupons due July 1.....
Net traffic balances due from other companies.....	Rents due July 1 .....
Due from solvent companies and individuals.....	Total .....
Balance—current liabilities .....	
<b>Total.....</b>	

Materials and supplies on hand, \$4,475.65.

RECAPITULATION.  
FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Appropriation to railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital stock.....	\$ 356,900 00	\$ 356,900 00	76.50	\$ 4,665 30
Bonds .....	1,225,000 00	1,225,000 00	76.50	16,020 90
Total .....	\$1,581,900 00	\$1,581,900 00	76.50	\$20,686 20

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
Total construction .....	\$1,601,690 33	\$1,601,690 33	\$20,930 89
Total equipment .....	110,200 07	110,200 07	1,518 96
Grand total cost construction, equipment, etc.	\$1,711,890 40	\$1,711,890 40	\$22,449 85

INCOME ACCOUNT.

Gross earnings from operation .....	\$172,470 67	
Less operating expenses .....	97,598 82	
Income from operation.....		\$74,871 85
Miscellaneous income—less expenses.....	\$301 98	
Income from other sources.....		301 98
Total income.....		\$75,173 83
Deductions from income:		
Interest on funded debt accrued.....	\$73,750 00	
Rents .....	10,100 00	
Taxes.....	377 97	
Total deductions from income.....		\$84,227 97
Deficit .....		\$9,054 14
Deficit from operations of year ending June 30, 1892 .....		\$ 9,054 14
Deficit on June 30, 1891 .....		174,111 26
Deficit on June 30, 1892 .....		\$183,165 40

## EARNINGS FROM OPERATION.

Item.	Actual earnings.
Total passenger revenue.....	\$68,504 85
Mail.....	7,103 64
Express.....	1,697 42
Extra baggage and storage.....	280 10
Total passenger earnings.....	\$77,586 01
Total freight earnings.....	86,853 94
Total passenger and freight earnings.....	\$164,439 95
Other earnings from operation:	
Car mileage—balance.....	\$ 301 67
Other sources—sale of old rails.....	7,729 05
Total other earnings.....	\$8,030 72
Total gross earnings from operation.....	\$172,470 67

## MISCELLANEOUS INCOME.

Item.	Gross income.
Rent of land and buildings.....	\$201 98
Interest on deposits.....	100 00
Total.....	\$301 98

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway .....	\$16,077 46	\$8,833 27	\$24,910 73
Renewals of ties.....	3,859 30	2,120 38	5,979 68
Repairs of bridges and culverts .....	2,274 55	1,249 86	3,524 41
Repairs of fences, road-crossings, signs and cattle guards.....	177 89	97 73	275 62
Repairs of buildings .....	92 52	50 84	143 36
Total.....	\$22,481 72	\$12,352 08	\$34,833 80
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives....	\$2,266 52	\$1,245 27	\$3,511 79
Repairs and renewals of passenger cars..	3,517 72	-	3,517 72
Repairs and renewals of freight cars.....	-	4,193 57	4,193 57
Shop machinery, tools, etc .....	73 34	40 29	113 63
Total .....	\$5,857 58	\$5,479 13	11,336 71
<b>Conducting transportation:</b>			
Wages of engineers, firemen, and round-housemen .....	\$6,318 11	\$3,471 29	\$ 9,789 40
Fuel for locomotives.....	8,982 72	4,935 28	13,918 00
Water-supply for locomotives .....	86 37	47 46	133 83
Wages of other trainmen .....	5,422 53	2,979 24	8,401 77
All other train supplies.....	1,078 96	592 80	1,671 76
Expense of telegraph, including train dispatchers and operators .....	141 99	78 01	220 00
Wages of station agents, clerks, and laborers.....	6,178 61	3,395 20	9,573 81
Station supplies .....	539 88	296 62	836 50
Loss and damage.....	171 28	94 10	265 38
Total .....	\$28,920 45	\$15,890 00	\$44,810 45
<b>General expenses:</b>			
Salaries of officers.....	\$3,042 71	\$1,671 73	\$4,714 44
General office expenses and supplies .....	258 17	141 84	400 01
Advertising .....	179 25	98 49	277 74
Insurance .....	569 25	312 75	282 00
Other general expenses.....	221 81	121 86	343 67
Total.....	\$4,271 19	\$2,346 67	\$6,617 86
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	\$22,481 72	\$12,352 08	\$34,833 80
Maintenance of equipment.....	5,857 58	5,479 13	11,336 71
Conducting transportation.....	28,920 45	15,890 00	44,810 45
General expenses .....	4,271 19	2,346 67	6,617 86
Grand total .....	\$61,530 94	\$36,067 88	\$97,598 82

Percentage of expenses to earnings—entire line, .56.

RENTALS PAID.  
RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on Bonds Guaranteed.	Cash.	Total.
Bangor and Katahdin Iron Works Ry.,	\$6,000 00	\$4,100 00	\$10,100 00

COMPARATIVE GENERAL BALANCE SHEET.

Assets, June 30, 1892.		Liabilities, June 30, 1892.	
Cost of road .....	\$1,601,690 33	Capital stock .....	\$356,900 00
Cost of equipment.....	110,200 07	Funded debt.....	1,225,000 00
Cash and current assets....	28,345 60	Current liabilities.....	345,977 05
Other assets; materials and supplies .....	4,475 65		
Profit and loss .....	183,165 40		
Grand total.....	\$1,927,877 05	Grand total.....	\$1,927,877 05

IMPORTANT CHANGES DURING THE YEAR.

June 30, 1892, the Bangor and Aroostook Railroad Company took possession, under lease, of the Bangor and Piscataquis Railroad and of the Bangor and Katahdin Iron Works Railway, the accounts of the latter roads closing with close of the business day June 30, and the accounts of the first named road commencing with July 1, 1892.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds .....	Old Town ....	Greenville ...	76.50	\$16,013 07
Preferred mortgage bonds..				

All equipment and income mortgaged. No securities mortgaged.

## EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	3		\$4,100 00	
General office clerks .....	1		600 00	
Station agents .....	20	6,260	7,948 00	\$1 21
Other station men.....	4	1,252	1,625 81	1 21
Enginemen .....	6	1,801	4,862 70	2 70
Firemen .....	6	1,798	2,966 70	1 65
Conductors.....	6	1,740	4,350 00	2 50
Other trainmen.....	9	2,683	4,292 80	1 60
Machinists .....	3	912	2,055 00	2 25
Carpenters .....	9	2,711	5,258 97	1 94
Other shopmen.....	3	697	1,150 05	1 65
Section foremen.....	19	5,947	8,920 50	1 50
Other trackmen .....	40	12,520	15,650 00	1 25
Switchmen, flagmen and watchmen .....	5	1,568	1,960 00	1 25
Total (including "general officers").....	134	39,889	\$65,740 53	
Less "general officers" .....	3		4,100 00	
Total (excluding "general officers") .....	131		\$61,640 53	
Distribution of above:				
General administration .....	4		\$ 4,700 00	
Maintenance of way and structures.....	65	20,195	27,956 02	
Maintenance of equipment.....	9	2,592	5,078 50	
Conducting transportation.....	56	17,102	28,006 01	
Total (including "general officers").....	134	\$39,889	\$65,740 53	



PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for tonnage, number passeng'rs, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
<b>PASSENGER TRAFFIC:</b>				
Number of passengers carried earning revenue.....	72,178			
Number of passengers carried one mile.....	2,112,877			
Average distance carried.....	29.27			
Total passenger revenue.....	-	68,504	85	
Average amount received from each passenger.....	-		94	91
Average receipts per passenger per mile.....	-			3 24
Estimated cost of carrying each passenger one mile.....	-			2 91
Total passenger earnings.....	-	77,586	01	
Passenger earnings per mile of road.....	-		813	27
Passenger earnings per train mile.....	-			70
<b>FREIGHT TRAFFIC:</b>				
No. of tons carried of freight earning revenue....	62,660			
Number of tons carried one mile.....	1,868,161			
Average distance haul of one ton.....	29.81			
Total freight revenue.....	-	86,853	94	
Average amount received for each ton of freight.....	-		1 38	6
Average receipts per ton per mile.....	-			4 6
Estimated cost of carrying one ton one mile.....	-			1 9
Total freight earnings.....	-	86,853	94	
Freight earnings per mile of road.....	-		910	41 8
Freight earnings per train-mile.....	-			1 43 7
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue.....	-	155,358	79	
Passenger and freight revenue per mile of road.....	-		1,628	49 8
Passenger and freight earnings.....	-	164,439	95	
Passenger and freight earnings per mile of road.....	-		1,723	68 9
Gross earnings from operation.....	-	172,470	67	
Gross earnings from operation per mile of road.....	-		1,807	86
Expenses.....	-	97,598	82	
Expenses per mile of road.....	-		1,023	04 8
<b>TRAIN MILEAGE:</b>				
Miles run by passenger trains.....	109,936			
Miles run by freight trains.....	60,401			
Total mileage trains earning revenue.....	170,337			
Miles run by switching trains.....	9,472			
Miles run by construction and other trains.....	4,855			
Grand total train mileage.....	184,664			

## DESCRIPTION OF EQUIPMENT.

ITEM.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		Number.	Kind.	Number.	Kind.
Locomotives.....	8	4	Standard Empire Vacuum,		
CARS IN PASSENGER SERVICE:					
First-class passenger cars.....	6	-	Standard Empire Vacuum,	6	Miller.
Combination passenger cars.	1				
Baggage, express and postal cars.....	4	2	Standard Empire Vacuum,	2	Miller
Total.....	11				
CARS IN FREIGHT SERVICE:					
Box cars.....	53				
Flat cars.....	61				
Other cars.....	2				
Total.....	116				

MILEAGE.  
MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track.....	76.50	-	18.90	95.40	39.40	56.00

RENEWALS OF RAILS AND TIES.  
NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Cedar.....	14,419	23 cents.
Juniper.....	5,694	18 "
Hemlock.....	3,166	15 "
Total.....	23,279	19 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Mixed wood — cords.	Total fuel consumed — tons.	Miles run.	Average lbs. consumed per mile.
Passenger.....	2,752.80	1,572.86	109,936	28.61
Freight.....	1,512.45	864.16	60,401	
Switching .....	237.18	135.52	9,472	
Construction.....	121.57	69.46	4,855	
Total .....	4,624.00	2,642.00	184,664	

Average cost at distributing point, \$3.00.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length—feet.	Minimum length—feet.	Maximum length—feet.	Item.	Number.	Height of lowest above surface of rail.
Bridges: Wooden ..	30	2,487	8	399	Overhead highway crossings: Bridges.....	2	18
Trestles ....	12	2,123	13	750			

Gauge of track, 4 feet, 8½ inches; 95.40 miles.

TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of Owner.	Name of Operating Company.
95.40	114.30	Moosehead Lake Telegraph Co..	Moosehead Lake Telegraph Co.

## Report of the Bangor Street Railway (Electric) for the Year Ending June 30, 1892.

### HISTORY.

Name of common carrier making this report? Public Works Company.

Date of organization? October, 1889.

Under laws of what Government, State or Territory organized? Organized under the general laws of the State of Maine. Amended by special act, Legislature of 1891.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same. Public Works Company owns and operates property formerly owned by the Bangor Street Railway Company, Bangor Electric Light and Power Company, Penobscot Water and Power Company and Brewer Water Company.

Date and authority of each consolidation? June 1, 1891, under authority of special act of Legislature of 1891.

### ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
F. M. LAUGHTON.....	Bangor, Maine.....	December, 1892.
F. H. CLERGUE.....	" .....	" .....
M. H. WARDWELL.....	" .....	" .....

Total number of stockholders at date of last election. 3.

Date of last meeting of stockholders for election of directors. December, 1891.

Postoffice address of general office. Bangor, Maine.

Post office address of operating office. Bangor, Maine.

### OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	F. M. LAUGHTON.....	Bangor, Maine.
President.....	F. M. LAUGHTON.....	"
Secretary .....	JOHN R. MASON.....	"
Treasurer (acting).....	G. M. MCALISTER .....	"
Attorney, or General Counsel .....	JOHN R. MASON.....	"
General Manager .....	F. M. LAUGHTON.....	"
Assistant General Manager.....	J. G. CARROLL.....	"

### PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for each road named.
	From—	To—	
Bangor Street Railway .....	Bangor .....	Brewer .....	7.25

CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par Value of shares.	Total Par Value authorized.	Total Am't Issued and Outstanding.	Dividends Declared During Year.
Common .....	9,000	\$100	\$90,000	\$561,050	None.
Preferred .....	1,000	100	100,000	86,050	None.
Total .....	10,000	\$100	\$1,000,000	\$674,100	

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of shares issued during year.
Issued for property:	
Bangor Street Railway, Common.....	2,000
Bangor Electric Light and Power Company, Common.....	860 $\frac{1}{2}$
Bangor Electric Light and Power Company, Preferred .....	860 $\frac{1}{2}$
Penobscot Water and Power Company, Common.....	2,000
Brewer Water Company, Common .....	750
Total .....	6,471

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate %	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
First Mort..	Aug. 1889.	Aug. 1909.	\$200,000	\$200,000	\$200,000	\$190,000	6	Aug. Feb.	\$10,020 00	\$10,020 00
							5	Jan. July	1,650 00	1,650 00
			\$200,000	\$200,000	\$200,000	\$190,000	-	-	\$11,670 00	\$11,670 00

## RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$200,000 00	\$200,000 00	\$11,670 00	\$11,670 00

## RECAPITULATION.

## FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To Railroads.	To other properties.	Miles.	Amount.
Capital stock.....	\$647,100	\$200,000	\$447,100	7.25	\$27,586
Bonds .....	200,000	200,000	-	7.25	27,586
Total .....	\$847,100	\$400,000	\$447,100	7.25	\$55,172

## FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED) THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF ROAD.	
				Miles.	Amount.
Bangor Street Railway.....	\$200,000	\$200,000	\$400,000	7.25	\$55,172

## COST OF ROAD, EQUIPMENTS, AND PERMANENT IMPROVEMENTS.

Item.	Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
Grand total cost construction, Equipment, etc....	\$434,962 64	\$456,727 95	\$62,996 95

INCOME ACCOUNT.

Gross earnings from operation .....	\$45,037 76	
Less operating expenses.....	33,258 40	
Income from operation .....	\$11,779 36	
Total income.....		\$11,779 36
Deduction from income—interest on funded debt accrued.....		11,670 00
Net income.....		\$109 36
Surplus from operations of year ending June 30, 1892 .....		\$109 36
Surplus on June 30, 1891 .....		1,685 73
Surplus on June 30, 1892 .....		\$1,795 09

EARNINGS FROM OPERATION.

Total passenger earnings.....	\$44,890 26
Earnings from other sources—advertising spaces.....	147 50
Total gross earnings from operation .....	\$45,037 76

OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.
Maintenance of way and structures.....	\$2,297 10
Maintenance of equipment .....	8,517 75
Conducting transportation:	
Wages of conductors and motormen .....	\$13,923 81
Power .....	6,133 10
Oil and waste.....	279 39
Total.....	\$20,336 30
General expenses:	
Salaries of officers.....	\$1,400 09
Salaries of clerks .....	
General office expenses and supplies .....	
Insurance and taxes.....	707 16
Total.....	\$2,107 25
Recapitulation of expenses:	
Maintenance of way and structures .....	\$2,297 10
Maintenance of equipment.....	8,517 75
Conducting transportation .....	20,336 30
General expenses.....	2,107 25
Grand total.....	\$33,258 40
Passengers carried:	
Total number of passengers earning revenue .....	897,805
Cars in passenger service:	
First-class .....	30
Bridges and trestles:	
One trestle .....	400 feet.

## SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.	Amount of mortgage per mile of line.
First mortgage .....	Bangor Street Railway..	7.28	\$27,586

All cars and tools mortgaged.

## DESCRIPTION OF EQUIPMENT.

Item.	Total number at end of year.
First-class passenger cars .....	30

## BRIDGES, TRESTLES, TUNNELS, Etc.

One trestle .....400 feet in length.



## Report of the Boston and Maine Railroad Company for the Year Ending June 30, 1892.

### HISTORY.

Name of common carrier making this report? Boston and Maine Railroad Company.

Date of organization? June, 1835.

Under laws of what Government, State or Territory organized? If more than one, name all.

Commonwealth of Massachusetts, State of New Hampshire, State of Maine.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same.\* Boston and Portland Railroad of Massachusetts. Boston and Maine Railroad of New Hampshire. Maine, New Hampshire and Massachusetts Railroad of Maine.

Date and authority for each consolidation?\*

### ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
FRANK JONES.....	Portsmouth, N. H. ....	December 14, 1892.
S. C. LAWRENCE.....	Medford, Mass.....	" " "
DAVID S. KIMBALL.....	Boston, Mass.....	" " "
JOS. S. RICKER.....	Portland, Me.....	" " "
RICHARD OLNEY.....	Boston, Mass.....	" " "
WM. I. HART.....	Boston, Mass.....	" " "
A. W. SULLOWAY.....	Franklin, N. H. ....	" " "
JOS. H. WHITE.....	Brookline, Mass.....	" " "
WM. HUNNEWELL.....	Boston, Mass.....	" " "
GEO. C. HAVEN.....	New York City.....	" " "
WM. C. WHITNEY.....	New York City.....	" " "
JOHN W. SANBORN.....	Boston, Mass.....	" " "
W. S. WEBB.....	New York City.....	" " "

Total number of stockholders at date of last election, 5,767.

Date of last meeting of stockholders for election of directors, December 9, 1891.

Post office address of general office, Boston, Mass.

Post office address of operating office, Boston, Mass.

\* See Report of Railroad Commissioners 1891.

## OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board .....	FRANK JONES .....	Boston, Mass.
Corporation Clerk.....	SIGOURNEY BUTLER .....	" "
Treasurer .....	AMOS BLANCHARD .....	" "
Attorney, or General Counsel.	RICHARD OLNEY .....	" "
General Auditor.....	WM. J. HOBBS .....	" "
Acting General Manager .....	JOHN W. SANBORN .....	" "
Chief Engineer .....	H. BISSELL .....	" "
General Superintendent .....	D. W. SANBORN .....	" "
Division Superintendent .....	WM. MERRITT, Western Div....	" "
Division Superintendent .....	W. I. PERKINS, Eastern Div....	" "
Division Superintendent .....	JOHN W. SANBORN, Northern Division.....	Wolfboro' Jet., N. H.
Division Superintendent .....	GEO. W. HURLBURT, W. N. & P. Division.....	Worcester, Mass.
Division Superintendent .....	GEO. F. EVANS, Southern Div....	Boston, Mass.
Division Superintendent .....	H. E. FOLSOM, Passumpsic Div.	Lyndonville, Vt.
Division Superintendent .....	H. E. CHAMBERLAIN, Concord Division.....	Concord, N. H.
Superintendent of Telegraph.	H. N. ROWELL .....	Boston, Mass.
Traffic Manager .....	W. F. BERRY .....	" "
General Freight Agent.....	Vacant June 30, 1892.	
General Passenger Agent .....	D. J. FLANDERS.....	" "
Ass't Gen'l Passenger Agent.	CHAS. E. LORD .....	" "
General Ticket Agent.....	D. J. FLANDERS.....	" "
Ass't General Ticket Agent ..	CHAS. E. LORD .....	" "
General Baggage Agent .....	W. R. BRACKETT .....	" "

PROPERTY OPERATED.

NAME OF EVERY RAILROAD THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Boston & Maine R. R....	Boston, Mass.....	Portland, Me.....	115.50	
Boston & Maine R. R....	Boston, Mass.....	N. Hamp. State Line ..	41.45	
Boston & Maine R. R....	Conway Junc., N. H....	North Conway, N. H....	72.86	
Boston & Medford Br....	Medford Junc., Mass....	Medford, Mass.....	2.00	
Boston & Methuen Br....	Lawrence, Mass.....	N. Hamp. State Line ..	3.75	
Boston & Gt. Falls Br....	Rollinsford, N. H....	Great Falls, N. H....	2.75	
Boston & E. Boston Br..	East Boston, Mass....	Revere, Mass.....	3.47	
Boston & Charlestown Br.	Freight track in Bos	ton.....	1.09	
Boston & Saugus Br....	Everett, Mass.....	West Lynn, Mass.....	9.55	
Boston & Swampsc't Br..	Swampscott, Mass....	Marblehead, Mass....	3.96	
Boston & Marbleh'd Br..	Salem, Mass.....	Marblehead, Mass....	3.52	
Boston & Lawrence Br..	Salem, Mass.....	North Andover, Mass..	19.89	
Boston & So. Read'g Br..	Peabody, Mass.....	Wakefield Junc., Mass.	8.12	
Boston & Gloucester Br.	Beverly, Mass.....	Rockfield, Mass....	16.94	
Boston & Essex Branch.	Wenham, Mass.....	Essex, Mass.....	6.00	
Boston & Asbury Gr. Br.	Wenham, Mass.....	Asbury Grove, Mass..	1.06	
Boston & Salisbury Br..	Salisbury, Mass.....	Amesbury, Mass.....	3.79	315.70
Wor. Nash. & Roch. R. R.	Worcester, Mass....	Rochester, N. H....		94.48
Eastern R. R. in N. H....	N. Hamp. State Line ..	Maine State Line.....		16.08
Port., Saco & Ports. R. R.	Maine State Line ..	Portland, Me.....		50.76
Chelsea Beach Railroad.	Revere Junc., Mass....	Saugus River, Mass....		3.34
Newburyport City R. R.	Eastern R. R. tracks.	Newburyport wharves		1.97
Ports. & Dover R. R....	Portsmouth, N. H....	Dover, N. H.....		10.88
Danvers Railroad .....	Wakefield, Jct., Mass.	Danvers, Mass.....		9.26
Newburyport Railroad }	Bradford, Mass.....	Newburyport, Mass. }		26.98
	Georgetown, Mass....	Danvers, Mass..... }		
Lowell & Andover R. R.	Lowell Junc., Mass....	Lowell, Mass.....		8.73
West Amesbury Br. R. R.	Newton Junc., N. H....	Merrimac, Mass.....		4.45
Dover & Winn'gee R. R.	Dover, N. H.....	Alton Bay, N. H....		29.00
Kenb'k & Ken'port R. R.	Kennebunk, Me.....	Kennebunkport, Me....		4.50
Boston & Lowell R. R....	Boston, Mass.....	Lowell, Mass.....	26.75	
Mystic Branch .....	Somerville, Mass....	Mystic wharves, Bos'n	2.25	
Lexington & Ar. Br....	Somerville, Mass....	Lexington, Mass....	9.25	
Woburn Branch .....	Winchester, Mass....	No. Woburn Jct., Mass.	6.20	
Stoneham Branch .....	Montvale, Mass.....	Stoneham, Mass.....	2.50	
Manchester & Law. R. R.	State Line, Mass.....	Manchester, N. H....		22.39
Wolfboro' Railroad .....	Wolfboro' Junc., N. H.	Wolfboro', N. H....		12.03
Lawrence Branch .....	Wilmington, Mass....	Wilmington Jct., Mass.	3.21	
Salem & Lowell Branch.	Salem, Mass.....	Tewksbury, Mass....	16.80	
Lowell & Lawrence Br..	Lowell, Mass.....	Lawrence, Mass....	12.42	
Middlesex Central Br..	Lexington, Mass....	Concord, Mass.....	11.08	
Bedford & Billerica Br..	Bedford, Mass.....	North Billerica, Mass.	7.63	98.09
Nashua & Lowell R. R....	Lowell, Mass.....	Nashua, N. H.....		14.50
Stony Brook Railroad...	No. Chemsford, Mass.	Ayer Junction, Mass..		13.16
Wilton Railroad .....	Nashua, N. H.....	Wilton, N. H.....		15.50
Peterboro' Railroad...	Wilton, N. H.....	Greenfield, N. H....		10.50
Manch'r & Keene R. R.*	Greenfield, N. H....	Keene, N. H.....		29.57
Central Mass. Railroad.	Cambridge Jct., Mass.	North Hampton, Mass.		98.77
Conn. & Pass. Riv. R. R.	White River Jct., Vt.	Canada Line .....		110.30
Massawippi Valley Ry...	Vermont State Line ..	Lenoxville, P. Q....		36.75
Northern Railroad.....	Concord, N. H.....	White River Junc., Vt.	69.50	82.91
Bristol Branch.....	Franklin, N. H....	Bristol, N. H.....	13.41	
Concord & Clarem't R. R.	Concord, N. H.....	Claremont Jct., N. H..	56.00	
Concord & Hillsboro' Br.	Contoocook, N. H....	Hillsboro' Bridge, N.H.	14.90	70.90
Peterboro' & Hills. R. R.	Peterborough, N. H....	Hillsboro' Bridge, N.H.		18.51
Total mileage operated.	.....	.....	.....	1,210 03

\* Owned by Boston and Lowell and Concord and Montreal Railroads. Operated for joint account with Concord and Montreal Railroad.

## NAME OF ALL COAL, BRIDGE, CANAL, OR OTHER PROPERTIES, THE EARNINGS AND EXPENSES OF WHICH AFFECT THE GENERAL BALANCE SHEET.

Name.	Character of business.	Title (owned, leased, etc.)	State or Territory.
Steamer Mt. Washington...	Principally passenger on Lake Winnipiseogee .....	Owned.....	New Hampshire.
Steamer Lady of the Lake..	Passenger and freight on Lake Memphremagog,	Leased .....	Vermont.
Eastern Transfer .....	Freight barge, Boston harbor .....	Owned jointly with N. Y. & N. E. R. R. ....	Massachusetts.
Lyndonville Water Works..	Water supply for locomotives, and Lyndonville, Vt.	Leased .....	Vermont.
Portsmouth Bridge .....	Toll bridge.....	Owned.....	New Hampshire and Maine.

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.		
					Rate.	Amount.	
Capital stock: Boston and Maine, common .....	217,047	\$100 00	\$21,704,700 00	\$17,694,700 00	8½ %†	\$1,165,896 50	
Boston and Maine, scrip .....	-	-	-	4,602 56*			
Eastern, common .....	-	-	-	3,830 88†			
P., G. F. and C., common .....	-	-	-	166 56†			
Wolfboro', common .....	-	-	-	340,200 00			
Dover and Winnipiseogee, common .....	-	-	-	360,000 00			
Chelsea Beach, common .....	-	-	-	50,400 00			
Boston and Maine, preferred .....	31,498	100 00	3,149,843 80	3,149,800 00	6 %§	188,994 00	
Total .....	248,545	\$100 00	\$24,854,543 80	\$21,603,700 00		\$1,354,890 50	
MANNER OF PAYMENT FOR CAPITAL STOCK.				Number of shares issued during year.	Cash realized on amount issued during year.	Total number of shares issued.	Total cash realized.
Issued for cash: common .....				45,554	\$4,555,400 00	115,554	\$11,476,674 52
Issued in exchange for capital stock of the Eastern and P., G. F. & C. R. R.'s: common .....				275	-	61,439	
..... preferred .....				16	-	31,498	
Total .....				45,845	\$4,555,400 00	208,491	\$11,476,674 52

\* Boston and Maine scrip is convertible in stock when presented in sums of \$100 or more, new scrip certificates being issued for the excess over \$100, or multiples thereof.

† Stock of the Eastern and P., G. F. and C. Railroads stands on the books at \$83.28 per share, that being its convertible value in Boston and Maine stock for which it is to be exchanged.

‡ November 16, 1891, 4½ % on 126,706 shares, \$570,177; May 16, 1892, 4 % on 148,824 shares, \$595,296; back dividends, \$423.50; total, \$1,165,896.50. No dividend paid on 5,901½ shares owned by Boston and Maine Railroad.

§ September, 1891, 3 % on 31,497 shares, \$94,491; March, 1892, 3 % on 31,498 shares, \$94,494; back dividends, \$9.00; total, \$188,994.

**FUNDED DEBT.**  
**MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.**

Class of Bond or Obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate %	INTEREST.		
	Date of Issue.	When Due.						When payable.	Amount accrued during year.	Amount paid during year.
Bonds .....	Jan. 1, 1873.	Jan. 1, 1893.	\$1,500,000 00	\$1,500,000 00	\$1,500,000 00	\$1,555,774 39	7	Jan., July.	\$105,000 00	\$105,490 00
Bonds .....	Jan. 1, 1874.	Jan. 1, 1894.	2,000,000 00	2,000,000 00	2,000,000 00	2,102,547 52	7	Jan., July.	140,000 00	140,280 00
Improvement bonds .....	Feb. 2, 1885.	Feb. 1, 1905.	1,000,000 00	1,000,000 00	1,000,000 00	1,036,352 70	4	Feb., Aug.	40,000 00	40,000 00
Improvement bonds .....	Feb. 1, 1887.	Feb. 1, 1907.	500,000 00	500,000 00	500,000 00	527,650 00	4	Feb., Aug.	20,000 00	20,000 00
Improvement bonds .....	Feb. 1, 1887.	Feb. 1, 1937.	2,000,000 00	1,919,000 00	1,919,000 00	1,947,000 00	4	Feb., Aug.	76,760 00	76,820 00
P., G. F. & C. R. R. bonds .....	Dec. 1, 1877.	June 1, 1937.	1,000,000 00	998,000 00	998,000 00	998,000 00	-	June, Dec.	44,910 00	45,618 75
P., G. F. & C. R. R. bonds .....	Dec. 1, 1877.	Dec. 1, 1892.	-	* 2,000 00	2,000 00	2,000 00	4½	June, Dec.	90 00	-
E. R. R. Sterling certificates of indebtedness .....	Sept., 1876.	Sept., 1896.	3,070,274 85	† 3,070,274 85	1,717,874 50	3,070,274 85	6	March, Sept.	103,295 60	103,174 67
E. R. R. & U. S. Gold certificates of indebtedness .....	Sept., 1876.	Sept., 1906.	10,392,645 77	† 10,392,645 77	7,324,000 21	10,392,645 77	6	March, Sept.	441,077 50	440,265 00
Essex R. R. bonds .....	Sept. 15, 1851.	Sept. 15, 1891.	194,400 00	§ 194,400 00	2,400 00	194,400 00	4½	March, Sept.	1,822 50	2,268 00
Grand total .....			\$21,657,320 62	\$21,576,320 62	\$16,963,274 71	\$21,826,645 23	-	-	\$972,955 60	\$973,916 42

\* Portsmouth, Great Falls and Conway R. R. bonds. The \$2,000 of old bonds have not yet been presented for exchange for the new bonds, due June 1, 1937.

† Eastern R. R. £ Sterling certificates; \$1,717,874.50, 12 months at 6%=\$103,072.47; \$10,219.65, 4 mos. 11 days, at 6%=\$225.13; total, \$103,295.60.

‡ Eastern R. R. U. S. Gold certificates, \$7,324,000, 12 months at 6%=\$439,440.00; \$75,000, 4 mos. 10 days at 6%=\$1,637.50; total, \$441,077.50.

§ These bonds have been cancelled, with the exception of \$2,400, not presented.

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$14,657,320 62	\$10,044,274 71	\$591,195 60	\$591,326 42
Miscellaneous obligations.....	6,919,000 00	6,919,000 00	381,760 00	382,590 00
<b>Total.....</b>	<b>\$21,576,320 62</b>	<b>\$16,963,274 71</b>	<b>\$972,955 60</b>	<b>\$973,916 42</b>

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.	
Cash.....	\$1,452,214 18	Charlestown land mortgage notes .....	\$ 594,800 00
Bills receivable.....	647,358 36	Loans and bills payable ...	2,365,000 00
Due from agents.....	595,710 90	Audited vouchers and accounts .....	842,944 17
Due from solvent companies and individuals ...	1,945,085 76	Wages and salaries.....	225,521 17
		Net traffic balances due to other companies.....	282,660 95
		Dividends not called for ...	38,065 00
		Matured interest coupons unpaid (including coupons due July 1) .....	143,419 87
		Rents due July 1 .....	45,000 00
		Balance—cash assets .....	102,958 04
<b>Total .....</b>	<b>\$4,640,369 20</b>	<b>Total .....</b>	<b>\$4,640,369 20</b>

Materials and supplies on hand, \$1,736,494.43.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads	To other properties.	Miles.	Amount.
Capital stock .....	\$21,603,700 00	\$21,603,700 00	-	360.07	\$59,998 61
Bonds.....	16,963,274 71	12,730,472 34	\$4,232,802 37	-	47,111 05
<b>Total .....</b>	<b>\$38,566,974 71</b>	<b>\$34,334,172 34</b>	<b>\$4,232,802 37</b>	<b>360.07</b>	<b>\$107,109 66</b>

## RECAPITULATION—CONCLUDED.

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRackage RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital Stock.	Funded Debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Boston and Maine Railroad .....	\$21,603,700	\$16,963,274 71	-	\$38,566,974 71	360.07	\$107,109 66
Worcester, Nashua and Rochester Railroad .....	3,099,800	1,457,000 00	-	4,556,800 00	94.48	48,230 31
Eastern Railroad in New Hampshire.....	750,000	-	-	750,000 00	16.08	46,641 79
Portland, Saco and Portsmouth Railroad .....	1,500,000	-	-	1,500,000 00	50.76	29,726 51
Newburyport City Railroad.....	97,000	25,000 00	-	122,000 00	1.97	61,928 93
Portsmouth and Dover Railroad.....	769,000	-	-	769,000 00	10.88	70,680 14
Danvers Railroad.....	* 58,300	125,000 00	\$25,000 00	208,300 00	9.26	22,494 60
Newburyport Railroad .....	† 200,900	445,800 00	-	646,700 00	26.98	23,969 61
Lowell and Andover Railroad.....	500,000	178,000 00	-	678,000 00	8.73	77,663 23
West Amesbury Branch Railroad .....	57,000	57,000 00	-	114,000 00	4.45	25,617 98
Manchester and Lawrence Railroad .....	1,000,000	274,000 00	-	1,274,000 00	22.39	56,900 40
Kennebunk and Kennebunkport Railroad .....	65,000	-	-	65,000 00	4.50	14,444 44
Boston and Lowell Railroad.....	5,829,400	7,238,400 00	-	13,067,800 00	98.09	133,222 55
Nashua and Lowell Railroad.....	800,000	300,000 00	-	1,100,000 00	14.50	75,862 06
Stony Brook Railroad .....	300,000	-	-	300,000 00	13.16	32,736 33
Wilton Railroad .....	240,000	-	-	240,000 00	15.50	15,483 87
Peterborough Railroad .....	385,000	-	-	385,000 00	10.50	36,666 67
Central Massachusetts Railroad .....	7,399,800	2,000,000 00	-	9,399,800 00	98.77	93,168 58
Connecticut and Passadumkeag River Railroad .....	2,500,000	1,500,000 00	-	4,000,000 00	110.30	36,264 73
Massawippi Valley Railroad .....	800,000	-	-	800,000 00	36.75	21,768 70
Northern Railroad.....	3,068,400	-	-	3,068,400 00	82.91	37,008 80
Concord and Claremont Railroad.....	412,400	500,000 00	-	912,400 00	70.90	12,868 82
Peterboro and Hillsboro Railroad .....	45,000	165,000 00	-	210,000 00	18.51	11,345 22
Manchester and Keene Railroad .....	† -	-	-	-	29.59	-
Grand total .....	\$51,480,700	\$31,228,474 71	\$25,000 00	\$82,734,174 71	1,210.03	\$68,373 65

\* Excludes \$9,200, amount paid in on shares not issued.

† Excludes \$19,440.02, amount paid in on shares not issued; owned by the Boston and Maine Railroad, for which the liability of the Newburyport Railroad, at the termination of the lease, is \$300,000.

‡ Owned jointly by Boston and Lowell, and Concord and Montreal Railroads. No stock or bonds.



COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year not included in operating expenses charged to construction or equipment.	Total cost to June 30, 1881.	Total cost to June 30, 1882.	Cost per mile.
<b>Construction:</b>				
Right of way.....				
Other real estate .....	\$174,084 57	\$7,583,695 83	\$7,757,780 42	\$21,545 20
Grading and bridge and culvert masonry.....	544,335 42	5,563,712 30	6,108,047 72	16,963 50
Bridges and trestles .....	25,947 44	3,236,058 33	3,262,005 77	9,059 37
Rails .....	243,935 15	5,905,498 92	6,149,434 07	17,078 44
Ties .....				
Buildings, furniture and fixtures.....	47,395 62	3,263,431 57	3,310,827 19	9,194 95
Shop machinery and tools.....	3,500 00	950,352 67	953,852 67	2,649 07
Engineering expenses.....	5,471 32	1,291,576 58	1,297,047 90	3,602 21
Interest during construction...	-	82,028 44	82,028 44	227 81
Purchase of constructed road, Dover & Winnipiseogee R. R.	375,159 94	-	375,159 94	1,041 91
<b>Total construction .....</b>	<b>\$1,419,829 46</b>	<b>\$27,876,345 66</b>	<b>\$29,296,184 12</b>	<b>81,362 46</b>
<b>Equipment:</b>				
Locomotives.....	-	\$1,299,165 06	\$1,299,165 06	\$3,608 09
Sleeping, parlor and dining cars .....	-	1,478,923 54	1,478,923 54	4,107 32
Freight cars.....	-	1,575,839 03	1,575,839 03	4,376 48
Other cars of all classes .....	-	18,766 31	18,766 31	52 12
Floating equipment.....	-	5,000 00	5,000 00	13 88
<b>Total equipment .....</b>	<b>-</b>	<b>\$4,377,693 94</b>	<b>\$4,377,693 94</b>	<b>\$12,157 89</b>
<b>Grand total cost construction, equipment, etc.....</b>	<b>\$1,419,829 46</b>	<b>\$32,254,048 60</b>	<b>\$33,673,878 06</b>	<b>\$93,520 35</b>

Chelsea Beach and Wolfboro' Railroads purchased, included in construction accounts: Chelsea Beach Railroad, \$50,400; Wolfboro' Railroad, \$340,300.

## INCOME ACCOUNT.

Gross earnings from operation.....	\$15,783,795 09	
Less operating expenses .....	10,335,890 45	
Income from operation .....		\$5,447,904 64
Dividends on stocks owned.....	\$186,176 67	
Interest on bonds owned.....	26,460 00	
Miscellaneous income—less expenses .....	214,652 39	
Income from other sources .....		427,289 06
Total income .....		\$5,875,193 70
Deductions from income:		
Interest on funded debt—accrued.....	\$972,955 60	
Interest on interest-bearing current liabilities accrued, not otherwise provided for .....	204,835 84	
Rents.....	2,013,844 72	
Taxes.....	695,351 84	
Total deductions from income .....		3,886,988 00
Net income.....		\$1,988,205 70
*Dividends, 8½%, common stock .....	\$1,165,896 50	
†Dividends, 6%, preferred stock .....	188,994 00	
Other payments from net income:		
Sinking fund payments account B. & M. R. R. bonds,	51,285 00	
‡Sinking fund payments account Eastern R. R. bonds,	20,844 43	
Total.....		1,427,019 93
Surplus from operations of year ending June 30, 1892 .....	\$561,185 77	
Surplus on June 30, 1891 .....	1,837,504 89	
		\$2,398,690 66
§Deductions for year.....		350,000 00
Surplus on June 30, 1892.....		\$2,048,690 66

\* Nov. 16, 1891, 4½% on 126,706 shares, \$570,177.00; May 16, 1892, 4% on 148,824 shares, \$595,296.00; back dividends, \$423.50; total, \$1,165,896.50.

† Sept., 1891, 3% on 31,497 shares, \$94,491.00; March, 1892, 3% on 31,498 shares, \$94,494.00; back dividends, \$9.00; total, \$188,994.00.

‡ Cash paid trustees E. R. R., \$106,064.00; less bonds purchased and cancelled, reducing debt, \$85,219.65; total, \$20,844.43.

§ Transferred to equipment, \$300,000.00; injury fund, \$50,000.00; total, \$350,000.00.

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
<b>Passenger:</b>			
Passenger revenue.....	\$7,906,725 19		
Less repayments:			
Tickets redeemed.....	-	\$13,506 73	
Excess fares refunded.....	-	85,516 15	
Other repayments.....	-	8,000 00	
Total deductions.....	-	\$107,022 88	
Total passenger revenue.....	-	-	\$7,799,702 31
<b>Mail.....</b>	\$196,371 05		
<b>Express.....</b>	441,577 69		
<b>Extra baggage and storage.....</b>	49,467 51		
<b>Other items.....</b>	1,170 49		688,586 74
Total passenger earnings.....	-	-	\$8,488,289 05
<b>Freight:</b>			
Freight revenue.....	\$7,316,892 72		
Less repayments:			
Overcharge to shippers.....	-	\$64,524 59	
Total freight revenue.....	-	-	\$7,252,368 13
Other items—Eastern Transfer.....	-	-	10,307 46
Total freight earnings.....	-	-	\$7,262,675 59
Total passenger and freight earnings.....	-	-	\$15,750,964 64
<b>Other earnings from operation:</b>			
Telegraph companies.....	\$ 5,540 53		
Rents from tracks, yards and terminals.....	19,750 77		
Rents not otherwise provided for.....	2,282 07		
Other sources.....	5,257 08		
Total other earnings.....	-	-	32,830 45
Total gross earnings from operation.....	-	-	\$15,783,795 09

## STOCKS OWNED

Name.	Total par value.	Rate %.	Income or dividend received.	Valuation.	Shares.
Boston and Maine Railroad.....	\$590,100	-	-	\$682,300 00	5,901
Maine Central Railroad *.....	2,264,400 6	-	\$122,277 00	2,264,400 00	22,644
Portland and Rochester Railroad †.....	482,100 6	-	28,966 00	482,050 00	4,821
Dover and Winnipiseogee Railroad †.....	276,000 6	-	15,810 00	275,644 48	2,760
York Harbor and Beach Railroad .....	248,550 3	-	7,456 50	248,550 00	4,971
Portland and Ogdensburg Railroad .....	395,240 13	-	6,916 70	146,238 80	3,952.4
Northern Railroad § .....	50,000 6	-	4,105 47	70,000 00	500
St. John Bridge & Ry. Ext. Co. (par \$50)	12,000 5	-	600 00	684 00	240
Eastern Railroad in New Hampshire...	1,500 3	-	45 00	900 00	15
Wolfboro Railroad.....	372,400	-	-	377,973 00	3,724
Newburyport Railroad .....	134,900	-	-	4,047 00	1,349
Franklin and Tilton Railroad .....	75,000	-	-	75,000 00	750
Franklin and Tilton Railroad   .....	50,000	-	-	36,500 00	500
Chelsea Beach Railroad .....	91,000	-	-	91,000 00	910
St. John & L. C. Railroad (par \$50) .....	40,450	-	-	4,303 56	809
Orchard Beach Railroad .....	49,300	-	-	49,624 89	493
Danvers Railroad.....	47,100	-	-	2,345 00	471
Port., Mt. D. & M. S. Bt. Co. (par \$50) ....	15,000	-	-	15,000 00	300
Portland Union Railway Station Co. ....	25,000	-	-	25,000 00	250
Portsmouth Bridge Company .....	20,000	-	-	-	200
Atchison, Topeka & Santa Fe Railroad,	1,500	-	-	370 00	15
Portland, Saco & Portsmouth Railroad,	3,500	-	-	4,375 00	35
<b>Total .....</b>	<b>\$5,245,040</b>	<b>-</b>	<b>\$186,176 67</b>	<b>\$4,856,305 75</b>	

\* 3% on 40,759 shares.

† 6% on 4,821 shares, back dividends converted into stock, \$40.

‡ 6% on 2,635 shares; 125 shares purchased in June, 1892.

§ 6% on 500 shares; \$1,105.47 allowed on back dividends, less interest.

|| Amount paid in shares not issued.

## BONDS OWNED.

Name.	Total par value.	Rate %.	Income or dividend received.	Valuation.
St. Johnsbury & L. Champlain R. R.,	\$510,000 00	6	\$26,460 00	\$615,900 00
Danvers Railroad.....	125,000 00	-	-	125,000 00
Newburyport Railroad.....	300,000 00	-	-	298,464 95
U. S. Government 4%.....	6,000 00	4	-	6,900 00
<b>Total .....</b>	<b>\$941,000 00</b>	<b>-</b>	<b>\$26,460 00</b>	<b>\$1,046,264 95</b>

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

Designation of Property.	Situation of Property Leased.	Name of Company Using Property Leased.	Item.	Total.
<b>Tracks:</b>				
Main and side tracks	Portsmouth, N.H.	Concord & Mont. R. R.	\$10,585 53	
Sundry track rentals			3,273 24	
Total.....			-	\$13,858 77
<b>Terminals:</b>				
Passenger and freight	Lowell, Mass.....	Old Colony Railroad.	\$3,600 00	
Passenger and freight	Rochester, N. H..	Port. & Roch. R. R. ....	1,392 00	
Passenger .....	Worcester, Mass.	Fitchburg Railroad..	600 00	
Passenger .....	Sherbrook, P. Q..	Quebec & Cen. R. R..	300 00	
Total.....			-	5,892 00
Grand total rents rec'd			-	\$19,750 77

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Rents of tenants' lands .....	\$190,314 00	\$45,984 30	\$144,329 70
Interest .....	47,937 31	-	47,937 31
Portsmouth and Dover bridges, toll.....	10,718 25	1,436 60	9,281 65
Lyndonville Water Works .....	891 34	263 93	627 41
Interest on St. John and Lake Champlain Railroad bonds, owned by Boston and Lowell Railroad .....	7,450 00	-	7,450 00
Dividend on 331 shares Peterboro' Railroad stock, owned by Boston and Lowell Railroad .....	3,310 00	-	3,310 00
Dividends on 136 shares Mt. Washington Railway stock owned by Conn. and Pass. River Railroad ...	1,360 00	-	1,360 00
Sundry items .....	356 32	-	356 32
Total.....	\$262,337 22	\$ 47,684 83	\$214,652 39

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway .....	\$632,958 31	\$421,972 20	\$1,054,930 51
Renewals of rails.....	94,918 44	63,278 95	158,197 39
Renewals of ties.....	142,841 81	95,227 87	238,069 68
Repairs of bridges and culverts.....	184,544 91	123,029 94	307,574 85
Repairs of fences, road-crossings, signs and cattle guards.....	58,204 57	38,803 04	97,007 61
Repairs of buildings.....	233,280 10	155,520 07	388,800 17
Repairs of docks and wharves.....	-	12,160 05	12,160 05
Repairs of telegraph.....	3,624 17	2,416 11	6,040 28
Other expenses.....	90 49	60 32	150 81
<b>Total.....</b>	<b>\$1,350,462 80</b>	<b>\$912,468 55</b>	<b>\$2,262,931 35</b>
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....	\$253,692 93	\$169,128 63	\$422,821 56
Repairs and renewals of passenger cars.....	478,353 85	-	478,353 85
Repairs and renewals of freight cars.....	-	437,070 04	437,070 04
Shop machinery, tools, etc.....	50,649 88	33,766 58	84,416 46
Other expenses.....	164 01	109 34	273 35
<b>Total.....</b>	<b>\$782,860 67</b>	<b>\$640,674 59</b>	<b>\$1,423,535 26</b>
<b>Conducting transportation:</b>			
Wages of engineers, firemen, and round-housemen.....	\$474,190 15	\$423,817 70	\$ 898,007 89
Fuel for locomotives.....	712,921 59	639,865 80	1,352,787 39
Water-supply for locomotives.....	38,383 72	25,589 15	63,972 87
All other supplies for locomotives.....	18,200 96	12,133 97	30,334 93
Wages of other trainmen.....	391,845 72	380,176 81	772,022 53
All other train supplies.....	75,095 80	34,667 22	523,450 74
Wages of switchmen, flagmen, and watchmen.....	314,070 44	209,380 30	523,450 74
Expense of telegraph, including train dispatchers and operators.....	80,375 40	53,583 60	133,959 00
Wages of station agents, clerks, and laborers.....	534,170 48	846,101 30	1,380,271 78
Station supplies.....	124,019 49	34,444 70	158,464 19
Car mileage—balance.....	21,909 23	278,398 91	300,308 14
Loss and damage.....	18,776 82	40,045 38	58,822 20
Injuries to persons.....	140,711 41	40,446 79	181,158 20
Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel, and supplies..	-	4,367 07	4,367 07
Other expenses.....	4,971 38	891 72	5,863 10
<b>Total.....</b>	<b>\$2,949,642 63</b>	<b>\$3,023,910 42</b>	<b>\$5,973,553 05</b>
<b>General expenses:</b>			
Salaries of officers.....	\$52,010 20	\$40,718 22	\$ 92,728 42
Salaries of clerks.....	70,163 86	74,578 86	144,742 72
General office expenses and supplies.....	10,398 25	8,932 76	19,331 01
Agencies, including salaries and rent.....	49,108 52	5,659 57	54,768 09
Advertising.....	60,324 49	40,216 32	* 100,540 80
Insurance.....	-	7,881 87	7,881 87
Expense of fast freight lines.....	23,926 99	4,618 00	28,544 99
Rents for tracks, yards, and terminals.....	9,663 33	5,966 67	15,630 00
Rents not otherwise provided for.....	43,783 46	29,188 97	72,972 43
Legal expenses.....	62,805 01	38,217 84	101,023 15
Stationery and printing.....	22,749 54	14,957 76	37,707 30
Other general expenses.....	-	-	-
<b>Total.....</b>	<b>\$404,933 45</b>	<b>\$270,936 84</b>	<b>\$675,870 79</b>
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	\$1,350,462 80	\$912,468 55	\$2,262,931 35
Maintenance of equipment.....	782,860 67	640,674 59	1,423,535 26
Conducting transportation.....	2,949,642 63	3,023,910 42	5,973,553 05
General expenses.....	404,933 95	270,936 84	675,870 79
<b>Grand total.....</b>	<b>\$5,487,900 00</b>	<b>\$4,847,990 40</b>	<b>\$10,335,890 45</b>

Percentage of expenses to earnings—entire line, 65.48.

\* Include \$67,500 paid for insurance against accidents.

BOSTON AND MAINE RAILROAD.

37

RENTALS PAID.

RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Cash.	Total.
Boston and Lowell Railroad.....	\$689,132 07	
Worcester, Nashua and Rochester Railroad.....	250,000 00	
Connecticut and Passadumkeag Rivers Railroad .....	233,000 00	
Northern Railroad .....	197,920 00	
Manchester and Lawrence Railroad .....	104,751 34	
Central Massachusetts Railroad.....	101,500 00	
Portland, Saco and Portsmouth Railroad.....	90,450 00	
Nashua and Lowell Railroad.....	73,000 00	
Lowell and Andover Railroad.....	52,500 00	
Portsmouth and Dover Railroad.....	46,140 00	
Massawippi Valley Railroad.....	36,000 00	
Peterboro Railroad .....	35,669 64	
Dover and Winn. Railroad (10 months).....	24,166 67	
Eastern Railroad in New Hampshire .....	22,500 00	
Stony Brook Railroad.....	21,500 00	
Wilton Railroad.....	20,400 00	
Newburyport City Railroad.....	6,000 00	
West Amesbury Branch Railroad.....	5,700 00	
Kennebunk and Kennebunkport Railroad.....	2,925 00	
Wolfboro Railroad (8 months).....	1,060 00	
		\$2,014,344 72
Newport and Richford Railroad .....	\$17,500 00	
Sub-let to the C. P. Ry. for the sum of .....	18,000 00	
		500 00
Total rents.....		\$2,013,844 72

RENTS PAID FOR LEASE OF OTHER PROPERTY.

Designation of Property.	Situation of Property Leased.	Name of Company Owning Property Leased.	Item.	Total.
<b>Tracks:</b>				
Pass. station .....	Northampton, Mass.,	Conn. Riv. R. R.....	\$4,300 00	
Pass. station .....	Lennoxville, P. Q., to Sherbrook .....	Grand Trunk Rwy ...	1,750 00	
Pass. station .....	Portland, Me.....	Port. & Roch. R. R. ...	3,874 99	
Total .....				\$9,924 99
<b>Terminals:</b>				
Pass. station .....	Worcester, Mass.....	Bost. & Albany R. R.,	\$ 7,000 00	
Pass. station .....	Portland, Me.....	Port. Union Ry. St'n Co	10,000 00	
Pas. sta. & service	Keene, N. H.....	Fitchburg R. R. ....	840 00	
Pas. sta. & service	Peterboro, N. H.....	Fitchburg R. R. ....	420 00	
Pas. sta. & service	Claremont Jct., N. H.,	Conn. River R. R.....	360 00	
Total.....				18,620 00
Grand total rents,				\$28,544 99

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
	Item.	Total.	Increase.	Decrease.
Cost of road .....	\$29,296,184 12			
Cost of equipment .....	4,377,693 94			
Stocks owned .....	4,856,305 73			
Bonds owned .....	1,046,264 95			
Other permanent investments:				
Steamer Mt. Washington & wharves .....	73,455 32			
Richford elevator .....	52,261 43			
		\$39,702,165 49	\$2,288,247 86	
Lands owned .....	-	412,572 54	203,923 73	
Cash and current assets .....	-	4,640,369 20	1,142,390 84	
Other assets:				
Materials and supplies .....	\$1,736,494 43			
Sinking fund, Trustees Eastern Railroad .....	1,435 53			
Sinking fund, Trustees B. & M. R. R. ....	343,771 49			
Sundries .....	776,963 13			
		2,858,664 58	-	\$15,432 46
Grand total .....	-	\$47,613,871 81	\$3,634,562 43	\$15,432 46
LIABILITIES.				
Capital stock .....	-	\$21,603,700 00	\$5,305,956 20	
Funded debt .....	-	16,963,274 71	-	\$277,219 65
Current liabilities .....	-	4,537,411 16	-	1,664,209 07
Accrued interest on funded debt, not yet payable .....	\$259,860 92			
Accrued rentals, not due .....	139,303 74			
Accrued taxes, not due .....	339,483 87			
Sundry lease accounts .....	349,991 53			
Suspense account .....	1,027,148 20			
		2,115,788 26	-	18,422 68
Sinking fund for redemption of B. & M. R. R. bonds, .....	\$343,471 49			
Sinking fund for redemption of Eastern Railroad bonds, .....	1,435 53			
		344,907 02	61,839 40	
Profit and loss .....	-	2,048,690 66	211,185 77	
Grand total .....	-	\$47,613,771 81	\$5,578,981 37	\$1,959,851 40

## IMPORTANT CHANGES DURING THE YEAR--STATE OF MAINE.

Here present statements as follows: 1. All extensions of road put in operation. 2. Decrease in mileage by line abandoned or line straightened. 3. All important physical changes (other than those above referred to). 4. All leases taken or surrendered. 5. All consolidations or reorganizations effected. 6. All new stocks issued. 7. All new bonds issued. 8. All important financial changes (other than those above referred to).

1. From North Conway, Junction, N. H., to Intervale, N. H.; .29 miles.

2. None.

3. Chelsea Beach Railroad purchased in June, 1892, for \$50,400 in Boston and Maine stock at par. Dover and Winnipiseogee Railroad purchased in June, 1892, for \$360,000 in Boston and Maine stock at par. Wolfboro Railroad purchased in June, 1892, for \$340,200 in Boston and Maine stock at par.

4 and 5. None.

6. New stock, 45,554 shares, \$4,555,400. Issued in exchange for capital stock of the Eastern and Portsmouth, Great Falls and Conway Railroads. See page "Capital Stock." Common, 275 shares; preferred, 16 shares.

7 and 8. None.



SECURITY FOR FUNDED DEBT.

Class of Bond or obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.	What Equipment Mortgaged.	What Securities Mortgaged.
	From—	To—	Miles.			
Eastern Railroad certificates of indebtedness....	Boston, Mass.....	New Hampshire State Line.	110.72	\$81,664 33	87 locomotives, 212 passenger cars, 1,609 freight cars, formerly owned by Eastern Railroad Company.	Sundry stocks formerly owned by the Eastern Railroad, viz.: Maine Central R. R., Eastern R. R. in New Hampshire, Portland and Rochester R. R., Portland, Mt. Desert and Machias Steamboat Company, Wolfboro' Railroad, Boston and Maine Railroad stock exchanged for Portland, Great Falls and Conway R. R. stock.
Essex Railroad bonds.....	Salem, Mass.....	North Andover .....	19.89	120 66		
Portsmouth, Great Falls and Conway Railroad bonds..	Conway Junction, Me.	North Conway, N. H.....	72.86	13,724 95		

## EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	45	14,582	\$136,369 46	\$9 35
General office clerks.....	239	74,810	149,132 30	2 00
Station agents.....	457	159,032	277,960 64	1 74
Other station men.....	677	227,416	363,196 56	1 59
Enginemen.....	497	162,242	513,948 96	3 16
Firemen.....	513	166,956	309,899 60	1 85
Conductors.....	389	125,128	337,241 40	2 69
Other trainmen.....	1,180	371,544	683,463 60	1 84
Machinists.....	222	68,062	159,697 40	2 34
Carpenters.....	624	193,128	385,830 80	1 99
Other shopmen.....	436	133,356	247,494 04	1 85
Section foremen.....	387	124,840	238,040 20	1 90
Other trackmen.....	1,534	463,996	662,517 76	1 42
Switchmen, flagmen and watchmen.....	1,065	372,180	532,446 80	1 43
Telegraph operators and dispatchers.....	191	65,244	106,433 72	1 63
Employees—account floating equipment.....	1	313	780 00	2 49
All other employees and laborers.....	2,849	936,964	1,450,918 84	1 54
Total (including "general officers").....	11,306	3,659,793	\$6,555,372 08	\$1 79
Less "general officers".....	45	14,582	136,369 46	
Total (excluding "general officers").....	11,261	3,645,211	\$6,419,002 62	\$1 76
Distribution of above:				
General administration.....	284	89,392	\$ 285,501 76	
Maintenance of way and structures.....	3,527	1,126,436	1,735,598 40	
Maintenance of equipment.....	1,599	501,698	899,579 76	
Conducting transportation.....	5,896	1,942,267	3,634,692 16	
Total (including "general officers").....	11,306	3,659,793	\$6,555,372 08	\$1 79
Less "general officers".....	45	14,582	136,369 46	
Total (excluding "general officers").....	11,261	3,645,211	\$6,419,002 62	\$1 76
Total (including "general officers")—entire line.....	11,306	3,659,793	\$6,555,372 08	\$1 79

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.	
		Dollars.	Cts. Mils.
<b>PASSENGER TRAFFIC:</b>			
Number of passengers carried earning revenue.....	33,459,898		
Number of passengers carried one mile.....	431,260,314		
Average distance carried.....	12.88		
Total passenger revenue.....	-	\$7,799,702	31
Average amount received from each passenger, Average receipts per passenger per mile.....	-		23 3
Estimated cost of carrying each passenger one mile.....	-		01 8
Total passenger earnings.....	-		01 2
Passenger earnings per mile of road.....	-	8,488,289	05
Passenger earnings per train mile.....	-	7,014	94
			1 32 8
<b>FREIGHT TRAFFIC:</b>			
No. of tons carried of freight earning revenue....	7,215,308		
Number of tons carried one mile.....	480,892,537		
Average distance haul of one ton.....	66.64		
Total freight revenue.....	-	7,252,368	13
Average amount received for each ton of freight, Average receipts per ton per mile.....	-		1 00
Estimated cost of carrying one ton one mile.....	-		01 5
Total freight earnings.....	-		01
Freight earnings per mile of road.....	-	7,262,675	59
Freight earnings per train-mile.....	-	6,002	06
			1 70 8
<b>PASSENGER AND FREIGHT:</b>			
Passenger and freight revenue.....	-	15,052,070	44
Passenger and freight revenue per mile of road,	-		12,439 42
Passenger and freight earnings.....	-	15,750,964	64
Passenger and freight earnings per mile of road,	-		13,017 00
Gross earnings from operation.....	-	15,783,795	09
Gross earnings from operation per mile of road,	-		13,044 13
Expenses.....	-	10,335,890	45
Expenses per mile of road.....	-		8,581 84
<b>TRAIN MILEAGE:</b>			
Miles run by passenger trains.....	6,387,046		
Miles run by freight trains.....	4,251,597		
Total mileage trains earning revenue.....	10,638,643		
Miles run by switching trains.....	2,115,850		
Miles run by construction and other trains.....	399,316		
Grand total train mileage.....	13,153,809		

## DESCRIPTION OF EQUIPMENT OWNED.

ITEM.	Number added during year.		Total number at end of year.		EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
	Number.	Kind.	Number.	Kind.	Number.	Kind.	Number.	Kind.
Locomotives:								
Passenger .....	-		120					
Freight .....	-		95					
Switching .....	-		59					
Total locomotives....	14	274	171	Westinghouse Automatic.				
Cars in passenger service:								
First-class passenger cars	-	414	414	Westinghouse Automatic..	414	Miller.		
Combination passenger cars .....	-	57	57	Westinghouse Automatic..	57	Miller.		
Parlor cars .....	-	9	9	Westinghouse Automatic..	9	Miller.		
Baggage, express and postal cars .....	-	91	91	Westinghouse Automatic..	91	Miller.		
Other cars in passenger service.....	-	2	2	Westinghouse Automatic..	2	Miller.		
Total.....	44	573	-	.....	573			
Cars in freight service:								
Box cars .....	-	2436	-	.....	2	Hunson.		
Flat cars .....	-	1898	-	.....	55	United States.		
Stock cars .....	-	24	-	.....	318	Safford.		
Coal cars .....	-	1259	-	.....	69	Safford.		
Refrigerator cars .....	-	10	-	.....	463	Safford.		
Total .....	433	5627	-	.....	907			
Cars in company's service:								
Derrick cars .....	-	18	-	.....				
Caboose cars.....	-	92	-	.....	15	Safford.		
Other road cars .....	-	37	-	.....				
Snow plows .....	-	46	-	.....				
Steam shovel, pile driver cars .....	-	11	-	.....				
Total .....	37	204	-	.....				
Total cars owned .....	-	6404	-	.....	1495			
Grand total cars .....	514	6404	-	.....	1495			

EQUIPMENT OWNED BY LEASED ROADS.

Item.	Number added during year.		Total number at end of year.		EQUIPPED WITH TRAIN BRAKE.		CARS FITTED WITH AUTOMATIC COUPLER.	
	Number.	Kind.	Number.	Kind.	Number.	Kind.	Number.	Kind.
Locomotives:								
Passenger .....	-		81					
Freight.....	-		87					
Switching.....	-		40					
Total.....	-		288	117	Westinghouse Automatic.			
Cars in passenger service:								
First-class passeng'r cars.....	-	185	185		Westinghouse Automatic,	185	Miller.	
Combination cars.....	-	76	76		Westinghouse Automatic,	76	Miller.	
Labor cars .....	-	11	11		Westinghouse Automatic,	11	Miller.	
Sleeping cars.....	-	2	2		Westinghouse Automatic,	2	Miller.	
Baggage, express and postal cars .....	-	49	49		Westinghouse Automatic,	49	Miller.	
Other cars.....	-	1	1		Westinghouse Automatic,	1	Miller.	
Total .....	7	324	324		.....	324		
Cars in freight service:								
Box cars .....	-	1630			.....	{ 30	United States.	
Flat cars .....	-	1463			.....	{ 7	Safford.	
Stock cars .....	-	22			.....	{ 33	United States.	
Coal cars .....	-	1226			.....	{ 1	Safford.	
Refrigerator cars .....	-	10			.....			
Total .....	-	4351	-		.....	71		
Cars in company's service:								
Derrick cars.....	-	17						
Caboose cars .....	-	74						
Other road cars .....	-	24						
Snow plows .....	-	18						
Steam shovel and pile driver cars.....	-							
Total .....	-	134						
Grand total .....	-	4809	-		.....	395		

## MILEAGE.

## MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under contract etc.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs			Iron.	Steel.
Miles of single track .....	270.84	89.23	849.96	1210.03	53.85	1156.18
Miles of second track .....	118.89	17.33	89.50	225.72	-	225.72
Miles of yard track and sidings....	214.49	-	316.45	530.94	205.52	325.42
Total mileage operated (all tracks)	604.22	106.56	1255.91	1966.69	259.37	1707.32

## MILEAGE OF LINE BY STATES AND TERRITORIES.

## MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage excl'g track-age rights.	RAILS.	
	Main line.	Branches and spurs			Iron.	Steel.
Massachusetts .....	78.20	86.48	307.80	472.48	4.68	467.80
Maine .....	46.92	-	55.26	102.18	-	102.18
New Hampshire.....	145.72	2.75	339.85	488.32	49.17	439.15
Vermont .....	-	-	110.30	110.30	-	110.30
Canada .....	-	-	36.75	36.75	-	36.75
Total mileage operated (single track) .....	270.84	89.23	849.96	1210.03	53.85	1156.18

## MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Massachusetts .....	78.20	86.48	-	164.68	1.06	163.62
Maine .....	46.92	-	-	46.92	35.74	46.92
New Hampshire.....	145.72	2.75	-	148.47	-	112.73
Total mileage owned (single track) .....	270.84	89.23	-	360.07	36.80	323.27

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard.		Kind.	Number.	Average price at distributing point.
		Average price per ton at distributing point.				
Steel, new .....	1,246	72	\$30 28	Cedar .....	68,417	\$0 30
Steel, old.....	222	60	25 00	Chestnut.....	876	40
				Oak.....	100	35
				Mixed.....	2,886	26
				Switch (60 feet each tie),	1,627	1 02
Total .....	1,468			Total .....	73,906	

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—Tons. 2000 lbs. ton.		WOOD— Cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Total .....	1,637	380,921	-	4,271	384,693	13,153,809	58.49c
Av. cost at distributing point ....	\$4 09	\$3 53	-	\$3 59	-	-	

## ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.				PASSENGERS.				TRESPASSERS.			
	Trainmen.		Total.		Killed.	Injured.	Total.		Killed.	Injured.	Total.	
	Killed.	Injured.	Killed.	Injured.			Killed.	Injured.			Killed.	Injured.
Collisions.....	1	1	1	1	-	2	-	2				
Other causes.....	-	-	-	-	1	-	1	-	2	1	2	1
Total.....	1	1	1	1	1	2	1	2	2	1	2	1

One passenger, attempting to take moving train, killed.  
 Two trespassers, walking on track, killed.  
 One trespasser, walking on track, injured.

## BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.	Minimum length.	Maximum length.	Item.	Number.	Height of lowest above surface of rail.
		Ft. In.	Ft. In.	Ft. In.			Ft. In.
Bridges:					Overhead highway crossings:		
Stone .....	13	342.4	10.	59.4	Bridges.....	24	14.9
Iron .....	29	2467.11	11.	606.	Trestles .....	19	15.
Wooden ..	7	397.5	10.2	157.11			
Total ...	49	3207.8					
Trestles ....	9	4807.1	71.	1406.4			

Guage of track, 4 feet, 8½ inches; 46.92 miles.

## TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of Owner.	Name of Operating Company.
46.92	410.25	Western Union Telegraph Co....	Western Union Telegraph Co.



**Report of the Biddeford and Saco Railroad Company for  
the Year Ending June 30, 1892.**

**HISTORY.**

Name of common carrier making this report. Biddeford and Saco Railroad Company (Electric).

Date of organization. February 19, 1887.

Under laws of what Government, State or Territory organized. State of Maine.

**ORGANIZATION.**

Names of Directors.	Post Office Address.	Date of Expiration of Term.
ESREFF H. BANKS.....	Biddeford, Maine.....	July 12, 1893.
JOSEPH GOOCH.....	“ “ .....	“
JOHN F. NOURSE .....	“ “ .....	“
CHARLES H. PRESCOTT....	“ “ .....	“
FRANKLIN NOURSE.....	Saco, Maine.....	“
S. S. MITCHELL.....	“ .....	“
CHARLES B. PRATT.....	Worcester, Mass.....	“

Total number of stockholders at date of last election, 87.

Date of last meeting of stockholders for election of directors, July 13, 1892.

Post office address of general office, Biddeford, Maine.

Post office address of operating office, Biddeford, Maine.

**OFFICERS.**

Title.	Name.	Location of Office.
Chairman of the Board .....	ESREFF H. BANKS .....	Biddeford, Maine.
President .....	ESREFF H. BANKS .....	“ “
Secretary .....	CHARLES H. PRESCOTT.....	“ “
Treasurer.....	CHARLES H. PRESCOTT.....	“ “
Auditor.....	JOHN F. NOURSE.....	“ “

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Biddeford and Saco Railroad .....	Biddeford.....	Old Orchard .. Side track.....	5.72 .30

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.
Capital stock: Common.....	2,000	\$50 00	\$100,000	\$40,900
MANNER OF PAYMENT FOR CAPITAL STOCK.				
			Total number of shares issued.	Total cash realized.
Issued for cash: Common.....			800	\$40,000

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.			
	Date of issue.	When due.					Rate %	When payable.	Amount accrued during year.	Amount paid during year.
First Mort. bonds .....	1888.	1908.	\$90,000	\$40,000	\$40,000	\$40,000	6	Semi-ann'y.	\$2,400	\$2,505

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$40,000 00	\$40,000 00	\$2,400 00	\$2,505 00

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.	
Cash.....	\$4,049 42	Loans and bills payable .....	\$47,775 00
		Audited vouchers and accounts	1,600 00
		Matured interest coupons unpaid (including coupons due July 1) .....	1,200 00
Total ..	\$4,049 42	Total .....	\$50,575 00

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during the year, not included in operating expenses, charged to construction or equipment.	Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
<b>Construction:</b>				
Electric construction .....	\$10,684 43	-	\$10,684 32	
Other real estate and buildings.....	221 23	\$ 8,327 19	8,548 42	
Construction .....	121 68	54,061 20	54,182 88	
Power house .....	11,904 21	-	11,904 11	
Total construction.....	\$22,931 44	\$62,388 39	\$85,319 83	
<b>Equipment:</b>				
Horses .....	-	\$6,025 00	500 00	
Passenger cars.....	\$ 1,676 00	9,320 00	10,996 00	
Electrical equipment.....	14,295 49	-	14,295 49	
Harnesses and stable equipment....	-	1,087 56	1,050 06	
Miscellaneous.....	649 12	986 12	1,635 24	
Total equipment.....	\$16,620 61	\$17,418 68	\$28,476 79	
Grand total cost construction, equipment, etc.....	\$39,552 05	\$79,807 07	\$113,796 62	\$19,866 72

## INCOME ACCOUNT.

Gross earnings from operation .....	\$15,729 38	
Less operating expenses .....	14,146 48	
Income from operation.....	<u>\$1,582 90</u>	
Total income .....		\$1,582 90
Deductions from income:		
Interest on funded debt accrued .....	\$2,400 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	264 00	
Taxes .....	145 89	
Amount charged to profit and loss on horses .....	<u>2,749 00</u>	
Total deductions from income.....		5,558 89
Deficit.....		<u>\$3,975 99</u>
Deficit from operations of year ending June 30, 1892.....		\$3,957 99
Deficit on June 30, 1891 .....		<u>5,952 97</u>
Deficit on June 30, 1892 .....		<u>\$9,928 96</u>

## EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$15,512 00		
Less repayments:			
Tickets redeemed .....	-	\$60 80	
Total passenger revenue .....	-	-	\$15,451 20
Other earnings from operation:			
Advertising.....	\$105 35		
Sale of manure .....	172 83		
Total other earnings.....	-	-	278 18
Total gross earnings from operation.....	-	-	<u>\$15,729 38</u>

OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.
<b>Maintenance of way and structures:</b>	
Repairs of roadway .....	\$517 94
Repairs of buildings.....	76 07
Total.....	\$594 01
<b>Maintenance of equipment:</b>	
Equipment repairs .....	\$419 41
Renewals.....	52 72
Total.....	\$472 13
<b>Conducting transportation:</b>	
Pay roll.....	\$5,316 71
Provender.....	3,385 51
Horses hired .....	230 00
Total .....	\$8,932 22
<b>General expenses:</b>	
Salaries of officers .....	\$731 01
General office expenses and supplies.....	8 13
Advertising .....	27 65
Insurance.....	743 78
Legal expenses .....	40 00
Stationery and printing.....	49 85
Other general expenses .....	2,547 70
Total .....	\$4,148 12
<b>Recapitulation of expenses:</b>	
Maintenance of way and structures .....	\$594 01
Maintenance of equipment .....	472 13
Conducting transportation .....	6,932 22
General expenses.....	4,148 12
Grand total.....	\$14,146 48

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1892.	YEAR ENDING JUNE 30, 1892.	
	Total.	Increase.	Decrease.
Cost of road .....	\$64,867 20	\$10,806 00	
Cost of equipment .....	28,476 79	11,058 11	
Lands owned.....	20,452 63	12,125 44	
Cash and Current assets.....	4,049 42	3,004 46	
Other assets:			
Sinking fund .....	2,800 00	800 00	
Profit and loss.....	9,928 96	3,975 99	
Grand total.....	\$130,575 00	\$41,770 00	
LIABILITIES.			
Capital stock.....	\$40,000 00		
Funded debt.....	40,000 00		
Current liabilities .....	49,375 00	\$41,875 00	
Accrued interest on funded debt not yet payable.....	1,200 00	-	\$105 00
Grand total.....	\$130,575 00	\$41,875 00	\$105 00

## PASSENGER AND FREIGHT AND TRAIN MILEAGE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
<b>PASSENGER TRAFFIC:</b>				
Number of passengers carried earning revenue ..	231,934			
Total passenger revenue.....	-	\$15,451 20		
Total passenger earnings .....	-	15,451 20		
Passenger earnings per mile of road.....	-	2,697 48	6	
Passenger earnings per train mile.....	-		25	
<b>PASSENGER AND FREIGHT:</b>				
Gross earnings from operation.....	-	\$15,729 38		
Gross earnings from operation per mile of road ..	-	2,746 05		
Expenses .....	-	14,146 48		
Expenses per mile of road .....	-	2,469 70		
<b>TRAIN MILEAGE:</b>				
Miles run by passenger trains.....	61,632			

DESCRIPTION OF EQUIPMENT.

Item.	Total number at end of year.
Horses .....	6
Cars in passenger service:	
Motor cars .....	6
Trail cars .....	6
Closed cars .....	4
Herdlcs .....	3
Total .....	19

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	Line represented by capital stock —main line.
Miles of single track .....	5.728
Miles of yard track and sidings .....	.300
Total mileage operated (all tracks) .....	6.028

## Report of the Bridgton and Saco River Railroad Company for the Year Ending June 30, 1892.

### HISTORY.

Name of common carrier making this report. Bridgton and Saco River Railroad Company.

Date of organization. July, 1891.

Under laws of what Government, State or Territory organized. General laws of Maine.

### ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
WILLIAM F. PERRY.....	Bridgton, Maine.....	November 16, 1892.
W. A. STEVENS .....	" " .....	" "
A. H. BURNHAM .....	" " .....	" "
DAVID P. CHAPLIN .....	" " .....	" "
SAMUEL S. FULLER.....	" " .....	" "
THOMAS J. DOUGLASS, 2D ....	" " .....	" "
ALMON YOUNG.....	Hiram, Maine.....	" "

Total number of stockholders at date of last election. 83.

Date of last meeting of stockholders for election of directors. Nov. 18, 1891.

Post office address of general office. Bridgton, Maine.

Post office address of operating office. Bridgton, Maine.

### OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board .....	WILLIAM F. PERRY.....	Bridgton, Maine.
President .....	WILLIAM F. PERRY.....	"
Secretary .....	JOS. A. BENNETT.....	"
Treasurer .....	P. P. BURNHAM.....	"
Attorney, or General Counsel....	A. H. WALKER.....	"
General Superintendent.....	JOS. A. BENNETT.....	"
General Freight Agent.....	JOS. A. BENNETT.....	"
General Passenger Agent .....	JOS. A. BENNETT.....	"
General Ticket Agent.....	JOS. A. BENNETT.....	"



PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Bridgton and Saco River Railroad,	Bridgton.....	Hiram Junction.....	16

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.
Capital stock: Common .....	1,800	\$50	\$90,000	Not given.

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Total number of shares issued.	Total cash realized.
Issued for cash: Common.....	1,800	\$89,554

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of Bond or Obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate %.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
First mortgage,	1882,	1902,	\$80,000	\$80,000	\$80,000	\$80,000	6	March... and	\$4,800	\$4,800
First mortgage,	1884,	1904,	30,000	26,500	26,500	26,500	6	Sept.....	1,590	
Grand total,	.....	.....	\$110,000	\$106,500	\$106,500	\$106,500	-	-	\$6,390	\$4,800

## RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$106,500 00	\$106,500 00	\$6,390 00	\$4,800 00

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.	
Cash.....	\$4,020 12	Loans and bills payable ...	\$4,150 00
Net traffic balances due from other companies....	278 87	Audited vouchers and accounts .....	907 07
Due from solvent companies and individuals ...	130 60	Net traffic balances due to other companies.....	1,012 05
		Matured interest coupons unpaid (including coupons due July 1) .....	8,440 45
<b>Total .....</b>	<b>\$4,429 59</b>	<b>Total .....</b>	<b>\$14,509 57</b>

Materials and supplies on hand, \$713.53.

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses charged to construction or equipment.			
Construction:					
Grading and bridge and culvert masonry.....	\$1,070 69				
Bridges and trestles .....					
Rails.....	308 32				
Ties.....	575 28				
Buildings .....	854 49				
Sidings and yard extensions	-	\$147 54			
<b>Total construction .....</b>	<b>\$2,808 78</b>	<b>\$147 54</b>	<b>\$169,700 46</b>	<b>\$169,848 00</b>	<b>\$10,615 50</b>
Equipment:					
Locomotives.....	-	\$4,200 00			
Freight cars. ....	-	1,650 00			
<b>Total equipment .....</b>		<b>\$5,850 00</b>	<b>27,742 00</b>	<b>33,592 00</b>	<b>2,099 50</b>
<b>Grand total cost construction, equipment, etc.....</b>		<b>\$5,997 54</b>	<b>\$197,442 46</b>	<b>\$203,440 00</b>	<b>\$12,715 00</b>

## INCOME ACCOUNT.

Gross earnings from operation .....	\$27,139 61	
Less operating expenses .....	19,827 27	
Income from operation.....	\$7,312 34	
Total income.....		\$7,312 34
Deductions from income:		
Interest on funded debt accrued.....	\$6,390 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	77 40	
Taxes.....	107 88	
Other deductions: interest on second mortgage bonds, not in former report.....	6,863 35	
Total deductions from income.....		13,438 93
Deficit .....		\$6,126 59
Deficit from operations of year ending June 30, 1892.....		\$6,126 59
Surplus on June 30, 1891.....		4,146 14
Deficit on June 30, 1892.....		\$1,980 45

## EARNINGS FROM OPERATION.

Item.	Total Receipt.	Actual Earnings.
Total passenger revenue.....	\$10,814 71	
Mail .....	807 32	
Express.....	2,717 67	
Total passenger earnings.....	-	\$14,396 13
Total freight revenue.....	-	12,473 14
Total passenger and freight earnings.....	-	\$26,869 27
Earnings from other sources: interest, and Telegraph Co....	-	270 34
Total gross earnings from operation.....	-	\$27,139 61

## MISCELLANEOUS INCOME.

Item.	Gross income.
Interest on deposit in banks.....	\$90 34
Bridgton Telegraph Company.....	180 00
Total .....	\$270 34

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	\$1,744 20	\$2,131 80	\$3,876 00
Renewals of rails.....	138 74	169 58	308 32
Renewals of ties.....	258 88	316 40	575 28
Repairs of bridges and culverts .....	481 81	588 88	1,070 69
Repairs of fences, road-crossings, signs and cattle guards .....	48 11	58 79	106 90
Repairs of buildings .....	384 52	469 67	854 49
Total.....	\$3,056 26	\$3,735 42	\$6,791 68
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....	\$566 89	\$692 87	\$1,259 76
Repairs and renewals of passenger cars.....	720 01	-	742 01
Repairs and renewals of freight cars .....	-	420 66	420 66
Other expenses.....	1 74	2 11	3 85
Total.....	\$1,310 64	\$1,115 64	\$2,426 28
<b>Conducting transportation:</b>			
Wages of enginemen, firemen and round-housemen .....	\$765 47	\$935 58	\$1,701 05
Fuel for locomotives.....	645 74	784 23	1,434 97
Water-supply for locomotives .....	63 23	77 28	140 51
All other supplies for locomotives .....	72 13	88 15	160 28
Wages of other trainmen.....	532 11	650 35	1,182 46
All other train supplies.....	57 77	70 61	128 38
Wages of switchmen, flagmen and watchmen .....	225 76	275 92	501 68
Expense of telegraph, including train dispatchers and operators.....	3 41	4 16	7 57
Wages of station agents, clerks and laborers.....	1,448 84	1,770 36	3,218 84
Station supplies .....	54 36	66 41	120 77
Loss and damage.....	30 82	37 68	68 50
Injuries to persons.....	67 19	82 11	149 30
Other expenses.....	162 56	198 69	361 25
Total.....	\$4,129 03	\$5,046 53	\$9,175 56
<b>General expenses:</b>			
Salaries of officers.....	\$321 75	\$393 25	\$715 00
General office expenses and supplies .....	154 71	189 10	343 81
Advertising.....	98 61	120 52	219 13
Insurance.....	54 85	67 03	121 88
Other general expenses .....	15 27	18 66	33 93
Total.....	\$645 19	\$788 56	\$1,433 75
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures .....	\$3,056 26	\$3,735 42	\$6,791 68
Maintenance of equipment.....	1,310 64	1,115 64	2,426 28
Conducting transportation .....	4,129 03	5,046 53	9,175 56
General expenses .....	645 19	788 56	1,433 75
Grand total .....	\$9,141 12	\$10,686 15	\$19,827 27

Percentage of expenses to earnings, .73.

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total, June 30, 1892.	YEAR ENDING JUNE 30, 1892.	
		Increase.	Decrease.
Cost of road.....	\$169,848 00	\$147 54	
Cost of equipment.....	33,592 00	5,850 00	
Cash and current assets.....	4,429 59	-	\$2,160 13
Other assets: materials and supplies.....	713 53	-	1,298 08
Profit and loss.....	1,980 45		
Grand total.....	\$210,563 57	\$5,997 54	\$3,458 21
<b>LIABILITIES.</b>			
Capital stock.....	\$89,554 00		
Funded debt.....	106,500 00		
Current liabilities.....	6,069 12		
Accrued int. on funded debt, not yet payable ...	8,440 45		
Grand total.....	\$210,563 57		

## PASSENGER AND FREIGHT AND TRAIN MILEAGE.

Item.	Column for tonnage, num- ber passeng'rs, number trains, mileage, num- ber cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
<b>Passenger traffic:</b>				
Number of passengers carried earning revenue.....	16,392			
Number of passengers carried one mile.....	237,841			
Average distance carried.....	14.50			
Total passenger revenue.....	-	10,871	14	
Average amount received from each passenger.....	-		66	3
Average receipts per passenger per mile.....	-		4	5
Total passenger earnings.....	-	14,396	13	
Passenger earnings per mile of road.....	-	899	75	
<b>Freight traffic:</b>				
Number of tons carried of freight earning revenue.....	10,643			
Number of tons carried one mile.....	152,739			
Average distance haul of one ton.....	14.33			
Total freight revenue.....	-	12,473	14	
Average amount received for each ton of freight.....	-		1	17
Average receipts per ton per mile.....	-		8	1
Total freight earnings.....	-	12,473	14	
Freight earnings per mile of road.....	-	779	57	
<b>Passenger and freight:</b>				
Passenger and freight earnings.....	-	26,869	27	
Gross earnings from operation.....	-	27,139	61	
Gross earnings from operation per mile of road.....	-	1,696	22	
Expenses.....	-	19,827	27	
Expenses per mile of road.....	-	1,239	20	

## DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives.....	1	3	3	Eames Vacuum..		
Cars in passenger service:						
First-class passenger cars.....	-	2	2	Eames Vacuum..	2	Miller.
Baggage, express, and postal cars.....	-	2	1	Eames Vacuum..	1	Miller.
Total.....	-	4	3	.....	3	
Cars in freight service:						
Box cars.....	-	7				
Flat cars.....	6	16				
Other cars.....	-	1				
Total.....	6	24				

Mileage: Single track, 16; yard track and sidings, 1. All steel.

## RENEWALS OF RAILS AND TIES.

## NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Pine and cedar .....	4,028	\$14 50

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Tons of bituminous coal.
Mixed trains .....	372

Average cost at distributing point, \$3.88.

## ACCIDENTS TO PERSONS.

One Trainman injured, by "Other Train" accident.

## BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.	
		Feet.	In.	Feet.	In.	Feet.	In.
<b>Bridges:</b>							
Wooden.....	14	139		5		14	
Combination.....	2	31	5	13	5	18	
Total.....	16						
Trestles.....	5	421		38		199	

Gauge of track, 2 feet; 16 miles.

## TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of Owner.	Name of Operating Company.
16	32	Bridgton Telegraph Company...	Western Union Telegraph Co.

## Report of the Canadian Pacific Railway Company for the Year Ending June 30, 1892.

### HISTORY.

Name of common carrier making this report. The Canadian Pacific Railway Company (International Railway of Maine.) Operate Houlton and Aroostook River Branches.

Date of organization. 1881.

Under laws of what Government, State or Territory organized. Under the laws of the State of Maine.

What carrier operates the road of this company. The Canadian Pacific Railway Company.

### ORGANIZATION.

Names of Directors.	Post Office Address.
LORD MOUNT STEPHEN .....	Montreal, Canada.
SIR DONALD A. SMITH .....	Montreal, Canada.
MR. WM. C. VAN HORNE .....	Montreal, Canada.
MR. R. B. ANGUS.....	Montreal, Canada.
MR. T. G. SHAUGHNESSY .....	Montreal, Canada.
MR. EDMUND B. OSLER .....	Toronto, Canada.
MR. SANFORD FLEMMING, C. E. C. M. G.	Ottawa, Canada.
MR. GEO. R. HARRIS.....	Boston, Mass.
MR. RICHARD J. CROSS .....	New York City, N. Y.
MR. WILMOT D. MATHEWS .....	Toronto, Canada.
HON. D. MCINNES .....	Hamilton, Canada.
HON. GEO. A. KIRKPATRICK.....	Toronto, Canada.
MR. THOMAS SKINNER .....	London, Eng.
GEN. SAMUEL THOMAS .....	New York City, N. Y.
MR. JOHN W. MACKAY.....	New York City, N. Y.

Post office address of general office. Canadian Pacific Railway Company, Montreal, P. Q.

Post office address of operating office. Canadian Pacific Railway Company, Montreal, P. Q.

### OFFICERS.

Title.	Name.	Location of Office.
President .....	WM. C. VAN HORNE.....	Montreal, P. Q.
Vice-President.....	THOMAS G. SHAUGHNESSY...	" "
Secretary .....	CHARLES DRINKWATER .....	" "
Treasurer.....	W. SUTHERLAND TAYLOR.....	" "
Chief Solicitor .....	GEO. M. CLARK.....	" "
Comptroller .....	I. G. OGDEN.....	" "
Auditor of Disbursements .....	H. L. PENNY.....	" "
General Superintendent, Atlantic Division and lines in Maine.....	MR. H. P. TIMMERMAN.....	St. John, N. B.
Manager of Telegraphs.....	MR. C. R. HOSMER .....	Montreal, P. Q.
General Traffic Manager .....	MR. GEORGE OLDS .....	" "
General Passenger Agent.....	MR. D. MCNICOLL.....	" "
Ass't Gen'l Passenger Agent..	MR. C. E. E. USSHER .....	" "
General Baggage Agent.....	MR. GEO. S. CANTLIE.....	" "



## PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for each road named.
	From—	To—	
International Railway of Maine..	Boundary .....	Mattawamkeag,	144.50
Houlton Branch Railroad .....	Boundary .....	Houlton .....	3
Aroostook River Railroad .....	Boundary .....	Presque Isle....	29.02
Total .....	.....	.....	176.52

## CAPITAL STOCK.

DESCRIPTION.	Par Value of Shares.	Total Par Value Authorized.	Total Am't Issued and Outstanding.	Dividends Declared During Year.	
				Rate.	Amount
Capital stock:					
Internat'l of Maine, Atlantic and Northwestern Ry. 5% guaranteed stock—lien on this road .....	\$100	\$1,445,000	\$1,445,000		
Houlton Branch R. R. in Me.	-	28,000	28,000	* -	\$1,680
Aroostook Riv'r R. R. in Me.	-	800,000	800,000		
Total .....	.....	\$2,273,000	\$2,273,000		

\* Leased for rental equal to 6% on bonds and stock.



RECAPITULATION.  
FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads	To other properties.	Miles.	Amount.
Capital stock .....	\$2,273,000 00	\$2,273,000 00	-	176.52	\$12,876 73
Bonds.....	3,514,000 00	3,514,000 00	-	176.52	19,907 09
Total .....	\$5,787,000 00	\$5,787,000 00	-	176.52	\$32,783 82

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED) THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF ROAD.	
				Miles.	Amount.
International Railway of Maine,	\$144,500	\$2,890,000	\$4,335,000	144.50	\$30,000 00
Houlton Branch R. R. in Maine..	28,000	24,000	52,000	3	17,333 33
Aroostook River R. R. in Maine,	800,000	600,000	1,400,000	29.02	48,242 60
Total carried forward.....	\$2,273,000	\$3,514,000	\$5,787,000	176.52	\$32,783 82

## INCOME ACCOUNT.

Gross earnings from operation .....	\$243,015 96	
Less operating expenses .....	213,372 14	
Income from operation.....	\$29,643 82	
Total income.....		\$29,643 82
Deductions from income:		
Interest on funded debt accrued.....	\$60,440 00	
Total deductions from income .....		60,440 00
Deficit .....		\$30,796 18
Dividends, 6% common stock, Houlton Branch in Maine .....	\$1,680 00	
Total .....		1,680 00
Deficit from operations of year ending June 30, 1892 .....		\$32,476 18

## EARNINGS FROM OPERATION.

Item.	Actual earnings.
Total passenger revenue.....	\$62,954 89
Mail.....	13,088 98
Express.....	4,648 44
Extra baggage and storage.....	761 25
Other items.....	1,198 36
Total passenger earnings.....	\$82,651 72
Total freight revenue.....	\$158,058 37
Other items.....	85 10
Total freight earnings.....	\$158,143 47
Total passenger and freight earnings .....	\$240,795 19
Other earnings from operation:	
Car mileage—balance .....	\$1,547 45
Rents not otherwise provided for.....	673 32
Total other earnings .....	\$2,220 77
Total gross earnings from operation .....	\$243,015 96

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway .....	\$13,983 96	\$20,459 29	\$34,443 25
Renewals of ties .....	42 00	61 44	103 44
Repairs of bridges and culverts .....	1,192 23	1,744 30	2,936 53
Repairs of fences, road-crossings, signs and cattle guards .....	384 23	562 14	946 37
Repairs of buildings .....	1,206 79	1,765 61	2,972 40
Repairs of docks and wharves .....	40 85	59 77	100 62
Repairs of telegraph .....	41 11	60 15	101 26
Other expenses .....	914 57	1,338 07	2,252 64
Total .....	\$17,805 74	\$26,050 77	\$43,856 51
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives .....	\$5,181 29	\$7,580 52	\$12,761 81
Repairs and renewals of passenger cars .....	7,632 30	-	7,632 30
Repairs and renewals of freight cars .....	-	6,807 57	6,807 57
Shop machinery, tools, etc .....	661 84	968 31	1,630 15
Other expenses .....	239 00	349 67	588 67
Total .....	\$13,714 43	\$15,706 07	\$29,420 50
<b>Conducting transportation:</b>			
Wages of engineers, firemen, and round-housemen .....	\$ 9,166 81	\$13,411 55	\$22,578 36
Fuel for locomotives .....	15,628 05	22,864 69	38,492 74
Water-supply for locomotives .....	1,160 84	1,698 36	2,859 20
All other supplies for locomotives .....	559 78	819 00	1,378 78
Wages of other trainmen .....	7,749 42	11,337 82	19,087 24
All other train supplies .....	2,675 15	3,913 90	6,589 05
Expense of telegraph, including train dispatchers and operators .....	1,677 98	2,454 97	4,132 95
Wages of station agents, clerks, and laborers .....	5,608 56	8,205 62	13,814 18
Station supplies .....	939 98	1,375 24	2,315 22
Car mileage—balance .....	722 46	1,057 00	1,779 46
Loss and damage .....	424 45	620 99	1,045 44
Injuries to persons .....	118 52	173 41	291 93
Other expenses .....	893 55	1,307 32	2,200 87
Total .....	\$47,325 55	\$69,239 87	\$116,565 42
<b>General expenses:</b>			
Salaries of officers, and expenses .....	\$3,127 78	\$4,576 12	\$7,703 90
Salaries of clerks .....	2,640 43	3,863 09	6,503 52
General office expenses and supplies .....	1,050 81	1,537 40	2,588 21
Rents not otherwise provided for .....	369 61	540 75	910 36
Stationery and printing .....	1,500 21	2,194 89	3,695 10
Other general expenses .....	864 22	1,264 40	2,128 62
Total .....	\$9,553 06	\$13,976 65	\$23,529 71
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures .....	\$17,805 74	\$26,050 77	\$43,856 51
Maintenance of equipment .....	13,714 43	15,706 07	29,420 50
Conducting transportation .....	47,325 55	69,239 87	116,565 42
General expenses .....	9,553 06	13,976 65	23,529 71
Grand total .....	\$88,398 78	\$124,973 36	\$213,372 14

Percentage of expenses to earnings—entire line, 87.80.

## SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
International of Maine, Atlantic and Northwestern R'wy mortgage bonds, lien on this road .....	Boundary.....	Mattawamkeag,	144.50	\$20,000 00
Aroostook River R. R., New Brunswick Rwy. 1st mort. bonds, Proportion .....	Boundary.....	Presque Isle ..	29.02	20,675 40
Houlton Branch R. R.....	Boundary.....	Houlton.....	3.	8,000 00

All equipment, income and securities mortgaged.

## EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers, proportion.....	5	-	\$6,550 00	\$4 19
General office clerks.....	8	-	6,650 00	2 65
Station agents.....	11	-	6,060 00	1 76
Other station men.....	15	-	6,642 00	1 41
Enginemen.....	15	-	12,336 00	2 63
Firemen.....	14	-	6,336 00	1 45
Conductors.....	12	-	8,459 00	2 25
Other trainmen.....	25	-	12,529 00	1 47
Machinists.....	4	-	1,384 00	1 11
Carpenters.....	2	-	864 00	1 38
Other shopmen.....	30	-	13,854 00	1 48
Section foremen.....	1	-	900 00	2 88
Other trackmen.....	188	-	64,848 00	1 10
Switchmen, flagmen and watchmen.....	2	-	948 00	1 51
Telegraph operators and dispatchers.....	17	-	8,700 00	1 63
All other employees and laborers.....	80	-	23,184 00	93
Total (including "general officers").....	429	Av.,	\$179,244 00	\$1 33
Less "general officers".....	5	113	6,550 00	4 19
Total (excluding "general officers").....	424	-	\$172,694 00	\$1 30
Distribution of above:				
General administration.....	13	-	\$13,200 00	\$3 22
Maintenance of way and structures.....	269	-	88,932 00	1 06
Maintenance of equipment.....	36	-	16,102 00	1 43
Conducting transportation.....	111	-	61,010 00	1 96
Total (including "general officers").....	429	-	\$179,244 00	
Less "general officers".....	5	-	6,550 00	
Total (excluding "general officers").....	424	-	\$172,644 00	\$1 30

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for tonnage, num- ber passeng'rs, number trains, mileage, num- ber cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
<b>PASSENGER TRAFFIC:</b>				
Number of passengers carried earning revenue.....	89,590			
Number of passengers carried one mile.....	2,957,092			
Average distance carried.....	33			
Total passenger revenue.....	-	\$62,954	89	
Average amount received from each passenger.....	-	-	70	
Average receipts per passenger per mile.....	-	-	02	1
Estimated cost of carrying each passenger one mile.....	-	-		03 3
Total passenger earnings.....	-	82,651	72	
Passenger earnings per mile of road.....	-	-	468	23
Passenger earnings per train mile.....	-	-		63 2
<b>FREIGHT TRAFFIC:</b>				
No. of tons carried of freight earning revenue....	256,925			
Number of tons carried one mile.....	19,087,316			
Average distance haul of one ton.....	74			
Total freight revenue.....	-	158,058	37	
Average amount received for each ton of freight.....	-	-	61	5
Average receipts per ton per mile.....	-	-		828
Estimated cost of carrying one ton one mile.....	-	-		655
Total freight earnings.....	-	158,143	47	
Freight earnings per mile of road.....	-	-	896	15
Freight earnings per train-mile.....	-	-		82 7
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue.....	-	221,013	26	
Passenger and freight revenue per mile of road.....	-	-	1,252	41
Passenger and freight earnings.....	-	240,795	19	
Passenger and freight earnings per mile of road.....	-	-	1,364	38
Gross earnings from operation.....	-	243,015	96	
Gross earnings from operation per mile of road.....	-	-	1,376	70
Expenses.....	-	213,372	14	
Expenses per mile of road.....	-	-	1,209	11
<b>TRAIN MILEAGE:</b>				
Miles run by passenger trains.....	125,224			
Miles run by freight trains.....	174,830			
Miles run by mixed trains.....	21,746			
Total mileage trains earning revenue.....	321,800			
Miles run by construction and other trains.....	12,311			
Grand total train mileage.....	334,111			
Mileage of loaded freight cars—north or west....	776,632			
Mileage of loaded freight cars—south or east....	1,124,834			
Mileage of empty freight cars—north or west....	356,103			
Mileage of empty freight cars—south or east....	30,619			
Average number of freight cars in train.....	11.94			
Average number of loaded cars in train.....	9.67			
Average number of empty cars in train.....	2.27			

## RAILROAD COMMISSIONERS' REPORT.

## DESCRIPTION OF EQUIPMENT OWNED.

ITEM.	Number added during year.		Number.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
	Total number at end of year.			Kind.	Number.	Kind.	
Locomotives:							
Freight.....	4	10	10	Westinghouse.			
Total locomotives ....	4	10	10	Westinghouse.			
Cars in freight service:							
Box cars .....	-	500					
Total .....	-	500					
Cars in company's service:							
Road cars.....	-	6					
Total cars owned .....	-	506					

Mileage owned by road making this report, State of Maine, 176.52.

## MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.		Iron.	Steel.
Miles of single track .....	176.52	-	176.52	-	176.52
Miles of yard track and sidings ..	5.10	-	5.10	5.10	
Total mileage operated in Me. (all tracks).....	181.62	-	181.62	5.10	176.52

## RENEWALS OF RAILS AND TIES.

Number of new pine and cedar ties laid during the year, 13,952; average price at distributing point, 14 cents.



ACCIDENTS TO PERSONS.

Coupling and uncoupling cars—two trainmen injured. Other causes—section foreman killed.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.	Minimum length.	Maximum length.	Item.	Number.	Height of lowest above surface of rail.
		Ft. In.	Ft. In.	Ft. In.			Ft. In.
Bridges:					Overhead railway crossings:		
Wooden ..	16	3572.	30.	1180.	Bridges.....	1	25.
Combina- tion .....	7	55.	18.	230.			
Total ...	23	3627.					
Trestles ....	68	8825.	15.	689.			

Guage of track, 4 feet, 8½ inches; 176.52 miles.

## Report of the Franklin and Megantic Railroad Company for the Year Ending June 30, 1892.

### HISTORY.

Name of common carrier making this report. Franklin and Megantic Railroad Company.

Date of organization. January 1, 1884.

Under laws of what Government, State, or Territory organized. Organized under the laws of the State of Maine.

### ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
V. B. MEAD .....	35 North Market St., Boston, Mass.	November 9, 1892.
O. W. SARGENT .....	35 North Market St., Boston, Mass.	“ “
A. V. HINDS .....	Kingfield, Me.....	“ “
PHILIP H. STUBBS.....	Strong, Me.....	“ “
JOHN WINTER .....	Kingfield, Me.....	“ “
A. BLANCHARD, JR....	Eustis, Me.....	“ “
W. S. HEATH.....	Salem, Mass.....	“ “

Total number of stockholders at date of last election, 128.

Date of last meeting of stockholders for election of directors, November 11, 1891.

Post office address of general office, Strong, Maine.

Post office address of operating office, Strong, Maine.

### OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board .....	V. B. MEAD .....	35 No. Market St., Boston, Mass.
President .....	V. B. MEAD .....	35 No. Market St., Boston, Mass.
Secretary.....	PHILIP H. STUBBS..	Strong, Maine.
Treasurer .....	PHILIP H. STUBBS..	Strong, Maine.
Attorney, or General Counsel..	PHILIP H. STUBBS..	Strong, Maine.
Auditor .....	FRED S. MEAD.....	35 No. Market St., Boston, Mass.
Assistant Auditor.....	C. P. BRYANT.....	Kingfield, Maine.
Superintendent.....	FRED S. MEAD.....	35 No. Market St., Boston, Mass.
General Freight Agent .....	PHILIP H. STUBBS..	Strong, Maine.
General Passenger Agent .....	PHILIP H. STUBBS..	Strong, Maine.
General Ticket Agent.....	PHILIP H. STUBBS..	Strong, Maine.

## PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Franklin and Megantic Railroad .....	Strong.....	Kingfield.....	15.
	Mt. Abram Jet.	Mt. Abram....	1.7
Total.....	.....	.....	16.7

## CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.
Capital stock: Common.....	1,000	\$50 00	\$50,000	\$36,275
MANNER OF PAYMENT FOR CAPITAL STOCK.				
	Number of shares issued during year.	Cash realized on amount issued during year.	Total number of shares issued.	Total cash realized.
Issued for cash: Common .....	1	\$19.85	725	\$36,275
Issued for construction: Common.....	-	-	725	
Total .....	1	\$19.85	725	\$36,275

## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.			
	Date of issue.	When due.					Rate%.	When payable.	Amount accrued during year.	Amount paid during year.
First Mort. bonds .....	April 15, 1884,	Sept. 15, 1904,	\$50,000	\$50,000	\$50,000	\$45,000 00	6	-	\$3,000 00	
Sec'd Mort. bonds .....	Nov. 15, 1885,	Nov. 15, 1895,	30,000	3,000	3,000	1,487 67	6	May & Nov.	180 00	
Grand total, .....	.....	.....	\$80,000	\$53,000	\$53,000	\$46,487 67	6	-	\$3,180 00	

## EQUIPMENT TRUST OBLIGATIONS—GENERAL STATEMENT.

Series, or Other Designation.	Date of Issue.	Equipment Covered.
Equipment mortgage A,	Dec. 13, 1886..	No. 2, Locomotive, 1 express and baggage car, 7 flat, 3 box, 4 log cars.
Equipment mortgage B,	Jan. 6, 1891..	1 combination car.
Equipment mortgage C,	July 7, 1890..	5 flat cars.
Equipment mortgage D,	July 7, 1890..	5 flat cars.

## STATEMENT OF AMOUNT.

Series or Other Designation.	DEFERRED PAYMENT—PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.			
	Original amt.	Amount outstanding.	Amount outstanding.	Am't accrued during year.	Amount paid during year.	Rate.
Equipment note A.....	\$15,000 00	\$13,000 00	-	\$742 50	\$742 50	5½
Equipment note B.....	1,750 00	1,750 00	-	105 00	105 00	5
Equipment note C.....	1,317 02	1,317 02	\$156 72	79 02	-	6
Equipment note D.....	1,317 02	1,317 02	156 72	79 02	-	6
Total.....	\$19,384 04	\$17,884 04	\$313 44	\$1,005 54	\$847 50	

## RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$53,000 00	\$53,000 00	\$3,180 00	
Miscellaneous obligations.....	19,384 04	17,884 04	1,005 54	\$847 50
Total.....	\$72,384 04	\$70,884 04	\$4,185 54	\$847 50

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.	
Cash.....	\$ 72 10	Loans.....	\$9,708 83
Bills receivable.....	162 23	Audited vouchers and accounts	9,472 05
Due from agents.....	384 89	Wages and salaries.....	684 21
Due from solvent companies and individuals.....	899 32	Matured interest coupons un- paid (including coupons due July 1) .....	24,463 00
Balance—current liabilities ...	42,861 53	Miscellaneous.....	1 98
Total .....	\$44,330 07	Total .....	\$44,330 07

Materials and supplies on hand, \$1,750.15.

RECAPITULATION.  
FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To Railroads.	To other properties.	Miles.	Amount.
Capital stock.....	\$36,275 00	\$36,275	-	16.7	\$2,195 44
Bonds .....	53,000 00	53,000			
Equipment trust obligations....	17,884 04				
Total .....	107,159 04	\$89,275	-	16.7	\$2,195 44

## RECAPITULATION.

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Franklin & Megantic R. R.	\$36,275	\$53,000	\$44,330 07	\$133,605 07	16.7	\$8,000 00

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during the year, not included in operating expenses, charged to construction or equipment.	Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
Total construction.....	\$576 47	\$99,821 85	\$100,398 32	\$6,049 80
Equipment.....	156 00	-	19,887 73	1,195 86
Total equipment.....				
Grand total cost construction, equipment, etc.....	\$732 47	\$119,553 58	\$120,286 05	

## INCOME ACCOUNT.

Gross earnings from operation.....	\$9,076 96	
Less operating expenses.....	8,573 86	
Income from operation.....	\$503 10	
Total income.....		\$503 10
Deductions from income:		
Interest on funded debt accrued.....	\$3,180 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	1,005 54	
Taxes.....	91 21	
Permanent improvements.....	732 47	
Total deductions from income.....		5,009 22
Deficit.....		\$4,506 12
Deficit from operations of year ending June 30, 1892.....		\$4,506 12
Deficit on June 30, 1891.....		21,309 51
Deficit on June 30, 1892.....		\$25,815 63

## EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
<b>Passenger:</b>			
Passenger revenue.....	\$3,697 06		
Less repayments:			
Tickets redeemed.....	-	\$945 45	
Total deductions .....	-	\$945 45	
<b>Total passenger revenue.....</b>	-	-	\$2,751 61
Mail.....	-	-	648 92
Express .....	-	-	323 93
<b>Total passenger earnings.....</b>	-	-	\$3,724 46
<b>Freight:</b>			
Freight revenue.....	\$12,168 72		
Less repayments.....	-	\$6,841 51	
Total deductions .....	-	\$6,841 51	
<b>Total freight revenue .....</b>	-	-	\$5,227 51
<b>Total freight earnings .....</b>	-	-	\$5,227 51
<b>Total passenger and freight earnings .....</b>	-	-	\$8,951 67
<b>Other earnings from operation:</b>			
Car mileage—balance .....	-	-	125 29
<b>Total gross earnings from operation.....</b>	-	-	\$9,076 96

## STOCKS OWNED.

Name.	Total Par Value.
Franklin and Megantic Railroad.....	\$700 00

## OPERATING EXPENSES.

Item.	Total.
<b>Maintenance of way and structures:</b>	
Repairs of roadway .....	\$2,605 47
<b>Maintenance of equipment:</b>	
Repairs and renewals of locomotives .....	\$434 53
Repairs and renewals of freight cars.....	260 16
Total.....	\$694 69
<b>Conducting transportation:</b>	
Wages of enginemen, firemen and round-housemen .....	\$2,033 56
Fuel for locomotives.....	683 31
All other train supplies.....	201 86
Wages of station agents, clerks and laborers .....	1,099 82
Loss and damage.....	5 00
Total .....	\$4,023 55
<b>General expenses:</b>	
Salaries of officers.....	\$606 00
General office expenses and supplies.....	131 77
Insurance.....	38 00
Other general expenses—rebates .....	242 45
Total .....	\$1,018 22
<b>Recapitulation of expenses:</b>	
Maintenance of way and structures .....	\$2,605 47
Maintenance of equipment.....	694 69
Conducting transportation .....	4,023 55
General expenses.....	1,018 22
Grand total.....	\$8,573 86

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1892.	YEAR ENDING JUNE 30, 1892.	
	Total.	Increase.	Decrease.
Cost of road .....	\$100,398 32	\$576 47	
Cost of equipment .....	19,887 73	156 00	
Stocks owned .....	700 00		
Cash and Current assets.....	1,468 54	-	\$169 95
Other assets:			
Materials and supplies.....	1,750 35	-	84 65
Profit and loss.....	25,815 63		
Grand total.....	\$150,020 57	\$732 47	\$254 60
<b>LIABILITIES.</b>			
Capital stock.....	\$36,275 00	\$50 00	
Funded debt.....	53,000 00		
Funded debt.....	17,884 04		
Current liabilities .....	42,861 53	2,305 61	
Grand total.....	\$150,020 57	\$2,355 61	



## SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.			Amount of Mortgage per Mile of Line.
	From--	To--	Miles.	
First mortgage .....	Strong.	Kingfield..	15	\$3,333 00
Second mortgage .....	Strong.	Kingfield..	15	200 00

All equipment mortgaged except that previously stated.

## EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers .....	1	313	\$600 00	\$2 10
Station agents.....	2	626	660 00	1 05
Enginemen .....	1	313	547 75	1 75
Firemen .....	1	313	391 25	1 25
Conductors .....	1	313	547 75	1 75
Machinists.....	1	313	547 75	1 75
Section foremen .....	3	936	1,267 65	1 35
Other trackmen.....	3	936	1,032 90	1 10
Switchmen, flagmen and watch men .....	1	365	419 75	1 15
Total (including "general officers") .....	14	4,428	\$6,014 80	
Less "general officers" <sup>5</sup> .....	1	313	600 00	
Total (excluding "general officers") .....	13	4,115	\$5,414 80	
<b>Distribution of above:</b>				
General administration.....	1	313	\$600 00	
Maintenance of way and structures.....	6	1,872	2,300 55	
Maintenance of equipment .....	2	678	967 50	
Conducting transportation.....	5	1,565	2,146 75	
Total (including "general officers") .....	14	4,428	\$6,014 80	
Less "general officers" <sup>5</sup> .....	1	313	600 00	
Total (excluding "general officers").....	13	4,115	\$5,414 80	

## PASSENGER AND FREIGHT AND TRAIN MILEAGE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
<b>PASSENGER TRAFFIC:</b>				
Number of passengers carried earning revenue .....	6,920			
Number of passengers carried one mile.....	86,790			
Total passenger revenue.....	-	\$2,751	61	
Total passenger earnings.....	-	3,722	44	
<b>FREIGHT TRAFFIC:</b>				
No. of tons carried of freight earning revenue...	5,209			
Total freight revenue.....	-	5,227	21	
Total freight earnings.....	-	5,227	21	
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue.....	-	9,076	96	
Expenses .....	-	8,573	86	
<b>TRAIN MILEAGE:</b>				
Miles run by passenger trains.....	18,780			
Miles run by freight trains.....	9,390			
Total mileage trains earning revenue .....	28,170			
Miles run by switching trains .....	320			
Miles run by construction and other trains .....	500			
Grand total train mileage.....	28,990			

## DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives.....	-	2	2	Eames Vacuum..	2	Miller.
Cars in passenger service:						
Combination passenger cars .....	-	1	-	Eames Vacuum..	1	Miller.
Baggage, express, and postal cars.....	-	1	-	Eames Vacuum..	1	Miller.
Total.....	-	2	2	.....	2	
Cars in freight service:						
Box cars.....	-	7				
Flat cars .....	-	21				
Other cars.....	-	10				
Total owned .....	-	40				

MILEAGE.  
MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under contract etc.	Total mileage operated.	RAILS.	
	Main line.	Branches and spurs			Iron.	Steel.
Miles of single track .....	15	1.7	-	16.7	1.7	15
Miles of yard track and sidings....	.4	.1	-	-	.1	.4
Total mileage operated (all tracks)	15.4	1.8	-	17.20	1.8	15.4

RENEWALS OF RAILS AND TIES.  
NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Cedar.....	3,920	\$0 10
Ash.....	1,000	10
Total.....	4,920	\$0 10

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—Tons, 2000 lbs. ton.		WOOD— Cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Anthracite.	Bituminous.	Hard.	Soft.			
Passenger .....	-	-	600	-	-	28,990	
Av. cost at distributing point ....	-	-	\$2.50				

## BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.	
		Feet.	In.	Feet.	In.	Feet.	In.
Trestles.....	6	823	-	36	-	327	
				Height of Lowest above Surface of Rail.			
Overhead railway crossings:							
Trestles.....	2	-	-	17 feet.			

Gauge of track, 2 feet; 16.70 miles.

## TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of Owner.	Name of Operating Company.
54	-	North Franklin Telephone and Telegraph Company.	North Franklin Telephone and Telegraph Company.

**Report of the Fryeburg Horse Railroad Company for  
the Year Ending June 30, 1892.**

**HISTORY.**

Name of common carrier making this report. Fryeburg Horse Railroad Company.

Date of organization. July 16, 1887.

Under laws of what Government, State or Territory, organized. Under laws of the State of Maine.

**ORGANIZATION.**

Names of Directors.	Post Office Address.	Date of Expiration of Term.
FREEMAN HATCH.....	Cornish, Maine.....	June, 1893.
CASSIUS W. PIKE.....	Deering Center, Maine.....	"
SETH W. FIFE.....	Fryeburg, Maine.....	"
ALBERT F. RICHARDSON.....	Castine, Maine.....	"
J. ELMORE EMERSON.....	Fryeburg, Maine.....	"

Total number of stockholders at date of last election, 25.

Date of last meeting of stockholders for election of directors, June 7, 1892.

Post office address of general office, Fryeburg, Maine.

Post office address of operating office, Fryeburg, Maine.

**OFFICERS.**

Title.	Name.	Location of Office.
President.....	FREEMAN HATCH.....	Cornish, Maine.
Secretary.....	S. W. FIFE.....	Fryeburg, Maine.
Treasurer.....	JOHN LOCKE.....	Fryeburg, Maine.
General Manager.....	SETH W. FIFE.....	Fryeburg, Maine.

## PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Fryeburg Horse Railroad .....	M. C. R. R. Sta.,	Martha's Grove .....	3

## CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.
Capital stock: Common .....	800	\$25	\$20,000	\$5,075.

## MANNER OF PAYMENT FOR CAPITAL STOCK.

	Total number of shares issued.	Total cash realized.
Issued for cash: Common.....	203	\$5,075

## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of Bond or Obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate %.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
Notes and accounts,	-	-	-	\$876 70	\$876 70	\$876 70	6	Dec. 1889 & 1890.	\$42 00	

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.	
Cash .....	\$3 73	Bills payable .....	\$876 70
Bal.—current liabilities ....	5,951 70	Balance—cash assets .....	7,520 62
Total .....	\$5,955 43	Total.....	\$8,397 32

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Appor- tionment to rail- roads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital stock.....	\$5,075 00	\$5,075 00	3	\$1,691 66
Debt.....	876 70			
Total .....	\$5,951 70	\$5,075 00	3	\$1,691 66

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Charged to construction or equipment.	Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
Construction .....	-	\$6,574 11	\$6,674 11	
Horse cars.....	-	846 51	846 50	
Total .....	-	\$7,420 62	-	\$2,506 87

## INCOME ACCOUNT.

Gross earnings from operation .....	\$616 89	
Less operating expenses .....	402 60	
	<hr/>	
Income from operation.....		\$204 29
Paid on indebtedness.....		215 00
		<hr/>
Deficit.....		\$10 71
Deficit from operations of year ending June 30, 1892.....		\$10 71
Surplus on June 30, 1891 .....		4 44
		<hr/>
Deficit on June 30, 1892 .....		\$6 27

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.
Repairs of roadway .....	\$ 64 95
Conducting transportation.....	334 58
Taxes.....	3 07
	<hr/>
Total .....	\$402 60

## COMPARATIVE GENERAL BALANCE SHEET.

Assets, June 30, 1892.		Liabilities, June 30, 1892.	
Cost of road .....	\$6,674 11	Capital stock .....	\$5,075 00
Cost of equipment.....	846 51	Debts paid .....	1,568 92
Profit and loss .....	10 71	Debt .....	876 70
		Profit and loss.....	10 71
	<hr/>		<hr/>
Grand total .....	\$7,531 33	Grand total.....	\$7,531 33

## PASSENGER AND FREIGHT AND TRAIN MILEAGE.

Item.	Column for tonnage, num- ber passeng'rs, number trains, mileage, num- ber cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
<b>PASSENGER TRAFFIC:</b>				
Number of passengers carried earning revenue,	7,218			
Total passenger revenue .....		616	89	

First-class passenger cars, 3. Miles of single track, 3. Gauge of track, 4 feet, 8½ inches.



Report of the Grand Trunk Railway Company for the  
Year Ending June 30, 1892.

HISTORY.

Name of common carrier making this report. Grand Trunk Railway Company (A. & St. L. R. R. Co.).

Date of organization. Sept. 25, 1845.

Under laws of what Government, State or Territory organized? Organized under laws of State of Maine; chartered February 10, 1845; chartered by the State of New Hampshire, June 30, 1847; chartered by the State of Vermont, October 27, 1848.

What carrier operates the road of this company? The Grand Trunk Railway Company of Canada.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
L. J. SEARGEANT.....	Montreal, P. Q. ....	} First Tuesday August, 1893, or until successors are elected.
PHILIP H. BROWN.....	Portland, Me.....	
SIR A. I. GALT .....	Montreal, P. Q. ....	
F. R. BARRETT.....	Portland, Me.....	
F. K. SWAN.....	“ .....	
GEO. P. WESCOTT.....	“ .....	
W. W. DUFFETT .....	“ .....	
STEPHEN R. SMALL .....	“ .....	

Total number of stockholders at date of last election. 1,472.

Date of last meeting of stockholders for election of directors. August 2, 1892.

Post office address of general office. Portland, Me.

Post office address of operating office. Montreal, P. Q.

OFFICERS

Title.	Name.	Location of Office.
President.....	L. J. SEARGEANT.....	Montreal, P. Q.
Vice President.....	PHILIP H. BROWN.....	Portland, Maine.
Secretary.....	F. R. BARRETT.....	“
Treasurer.....	W. W. DUFFETT.....	“
General Solicitor.....	A. A. STROUT.....	“

## RAILROAD COMMISSIONERS' REPORT.

## PROPERTY OPERATED.

NAME OF EVERY RAILROAD THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name.	TERMINALS.		Miles of Line for each road named.
	From—	To—	
Atlantic & St. Lawrence Railroad	Portland .....	Island Pond, Vt.	149.58
	Extension: Island Pond ..	Boundary Line.	15.64
Norway Branch .....	South Paris.....	Norway, Maine.	1.36
Total .....	.....	.....	166.56

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

The Atlantic and St. Lawrence Railroad was leased to the Grand Trunk Railway Company of Canada for 999 years, from August 5, 1853, the lessees assuming all obligations and guaranteeing 4 per cent interest per annum on the capital stock. The authority being granted for the lease by act of the Legislature of Maine, approved March 29, 1853, and by an act of the Legislature of New Hampshire of July 12, 1856.

## CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	Dividends declared during year.	
					Rate—%	Amount.
Capital stock: Currency, common ....	215	\$100	\$5,484,000	\$5,484,000	6	\$329,040
Sterling .....	11,285	100				
Fractional .....	35	16				
Total.....	11,535	\$100	\$5,484,000	\$5,484,000	6	\$329,040

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of Bond or Obligation.	Date of Issue.	Amount of Authorized Issue.	Amount Issued.
1st mort. bonds, 5-20s	October 1, 1864....	\$1,500,000 00	\$1,499,916 00
2d mort. bonds, 5-20s	May 1, 1871.....	713,000 00	712,932 00
3d mort. bonds, 5-20s	July 1, 1891.....	787,000 00	786,984 00
Balance on exchange of bonds.....		-	168 00
Grand total .....		\$3,000,000 00	\$3,000,000 00

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount Issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$3,000,000	All.		

CURRENT ASSETS AND LIABILITIES.

Leased and operated by the Grand Trunk Railway Company; therefore, no current balances.

RECAPITULATION

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total Amount Outstanding.
Capital stock .....	\$5,484,000 00
Bonds.....	3,000,000 00
Total.....	\$8,484,000 00

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital stock.	Funded debt.	Total.	AMOUNT PER MILE OF ROAD.	
				Miles.	Amount.
Atlantic & St. Lawrence R. R.	\$5,484,000	\$3,000,000	\$8,484,000	149.58	\$57,454 87
Extension to Boundary Line,	-	438,000	438,000	15.64	28,000 00
Norway Branch .....	8,750	-	8,750	1.36	6,433 00
Total carried forward ....	\$5,492,750	\$3,438,000	\$8,930,750	166.58	

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.  
Equipment furnished by lessees.

## INCOME ACCOUNT.\*

Gross earnings from operation .....	\$1,169,197 63	
Less operating expenses.....	854,810 11	
Income from operation .....	\$314,387 52	
Total income .....		\$314,387 52
Deductions from income:		
Interest on funded debt accrued and capital stock.....	\$535,320 00	
Taxes .....	19,911 73	
Total deductions from income.....		555,231 73
Deficit, paid by lessees.....		\$240,844 21

\*The statistics herein given, unless otherwise stated are from the whole line from Portland to Island Pond, Vt., and including the extension to the Boundary Line, the accounts not being kept so as to give the Maine Division separately.

## EARNINGS FROM OPERATION.

Item.	Actual earnings
Total passenger revenue.....	\$298,955 91
Mail .....	24,592 73
Express.....	22,000 11
Total passenger earnings .....	\$345,548 75
Total freight earnings.....	821,465 49
Total passenger and freight earnings.....	\$1,167,014 24
Other sources .....	2,183 39
Total gross earnings from operation—To Boundary Line .....	\$1,169,197 63

GRAND TRUNK RAILWAY.

91

OPERATING EXPENSES.

Item.	Total.
Maintenance of way and structures .....	\$194,930 62
Maintenance of equipment.....	165,302 39
Conducting transportation .....	457,947 34
General expenses.....	36,029 76
Grand total of expenses .....	\$854,810 11

Percentage of expenses to earnings, 73.11.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Mortgage .....	Portland .....	Island Pond....	149.58	\$20,056 15

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
<b>Passenger traffic:</b>				
Number of passengers carried earning revenue,	358,388			
Number of passengers carried one mile.....	11,727,224			
Total passenger revenue.....	-	298,955	91	
Average amount received from each passenger,	-		83	65
Average receipts per passenger per mile.....	-		02	55
Total passenger earnings .....	-	345,548	75	
<b>Freight traffic:</b>				
No. of tons carried of freight earning revenue ..	891,350			
Number of tons carried one mile.....	100,381,514			
Total freight revenue.....	-	821,465	49	
Average amount received for each ton of freight,	-		92	16
Average receipts per ton per mile .....	-		82	
Total freight and passenger earnings .....	-	1,167,044	49	
<b>Train mileage:</b>				
Miles run by passenger trains.....	328,858			
Miles run by freight trains.....	515,413			
Miles run by mixed trains .....	140,038			
Total mileage trains earning revenue .....	984,309			
Miles run by construction and other trains .....	295,539			
Grand total train mileage. ....	1,279,848			

## MILEAGE.

## MILEAGE OWNED BY ROAD MAKING THIS REPORT.

State of Maine.....	82.60
State of New Hampshire.....	52.06
State of Vermont.....	14.98
Extension to Boundary Line.....	15.58
Norway Branch .....	1.36
Total mileage owned (single track) .....	166.58

## ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.		OTHERS.	
	SWITCHMEN, FLAGMEN AND WATCHMEN.		TRESPASSING.	
	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling....	1			
Other train accidents .....	-	1	1	
At highway crossings.....	-	-	-	1
Other causes .....	-	-	-	1
Total.....	1	1	1	2

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.	Minimum length—span.	Maximum length—span.	Item.	Number.	Height of lowest above surface of rail.
		Ft. In.	Ft. In.	Ft. In.			Ft. In.
Bridges:					Overhead railway crossings:		
Iron.....	21	2246.	21.	155.	Bridges.....	6	15.6
Wooden:							
Swing...	1			44.			
Total ...	22						
Trestles ....	1	1513.					

Guage of track, 4 feet, 8½ inches.

TELEGRAPH

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
165.22	165.22	G't Northwestern Telegraph Co.	Grand Trunk Railway Company.

## Report of the Kennebec Central Railroad Company for the Year Ending June 30, 1892.

### HISTORY.

Name of common carrier making this report. Kennebec Central Railroad Company.

Date of organization. October 3, 1889.

Under laws of what Government, State or Territory organized. Organized under the laws of the State of Maine.

### ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
H. W. JEWETT.....	Farmingdale, Maine .....	November, 1892.
A. C. STILPHEN.....	Farmingdale, Maine .....	“ “
DAVID DENNIS.....	Gardiner, Maine.....	“ “
J. S. MAXEY.....	Gardiner, Maine.....	“ “
WESTON LEWIS.....	Gardiner, Maine.....	“ “
J. B. DINGLEY.....	Gardiner, Maine.....	“ “
E. D. HALEY.....	Gardiner, Maine.....	“ “
S. N. MAXEY.....	Gardiner, Maine.....	“ “
FRANKLIN STEVENS .....	Randolph, Maine.....	“ “

Total number of stockholders at date of last election, 68.

Date of last meeting of stockholders for election of directors. November, 1891.

Post office address of general office. Gardiner, Maine.

Post office address of operating office. Gardiner, Maine.

### OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	WESTON LEWIS.....	Gardiner, Maine.
President .....	WESTON LEWIS.....	“ “
Secretary .....	H. S. WEBSTER .....	“ “
Treasurer.....	P. H. WINSLOW .....	“ “
General Counsel.....	A. C. STILPHEN .....	“ “
Auditor .....	A. C. STILPHEN.....	“ “
General Manager.....	WESTON LEWIS.....	“ “
Chief Engineer .....	FREDERIC DANFORTH .....	“ “
General Superintendent.....	F. A. LAUGHTON .....	“ “
General Freight Agent .....	P. H. WINSLOW.....	“ “
General Ticket Agent.....	P. H. WINSLOW.....	“ “



PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Kennebec Central Railroad .....	Randolph .....	Togus .....	5

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate—%	Amount.
Capital stock: Common,	500	\$100	\$50,000	\$40,000	10*	\$2,400 00
Payments on stock not issued .....	-	-	-	1,250	-	-
Total .....	500	\$100	\$50,000	\$41,250	-	\$2,400 00

MANNER OF PAYMENT FOR CAPITAL STOCK.	Number of shares issued during year.	Cash realized on amount issued during year.	Total number of shares issued.	Total cash realized.
Total .....	160	\$16,000	400	\$40,000

\* Dividends for a business period of fifteen months.

† Issued since dividend was declared. Dividend declared November, 1891.

## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.			
	Date of issue.	When due.					Rate—%.	When payable.	Amount accrued during year.	Amount paid during year.
First mort.,	Nov. 15, 1890.	Nov. 15, 1910.	\$40,000	\$40,000	\$15,000	\$15,000	5	May & Nov.,	\$468 75	\$375 00
Bills pay'ble.	.....	.....	.....	.....	21,400	21,400	5	On demand,	1,433 19	1,199 18
Grand Total.	.....	.....	\$40,000	\$40,000	\$36,400	\$36,400	5	.....	\$1,901 94	1,574 18

## RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$40,000 00	\$15,000 00	\$ 468 75	\$375 00
Miscellaneous obligations.....	-	21,400 00	1,433 19	1,199 18
Total.....	\$40,000 00	\$36,400 00	\$1,901 94	\$1,574 18

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.	
Cash.....	\$1,700 17	Audited vouchers and accounts	\$505 11
Due from agents.....	338 68	Matured interest coupons un-	
Net traffic balances due from other companies.....	62 80	paid (including coupons due July 1) .....	327 76
Due from solvent companies and individuals.....	1,272 96	Balance—cash assets.....	2,541 74
Total .....	\$3,374 61	Total .....	\$3,374 61

Materials and supplies on hand, \$222.93.

RECAPITULATION.  
FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To Railroads.	To other properties.	Miles.	Amount.
Capital stock.....	\$40,000 00	\$40,000	-	5	\$8,000 00
Bonds .....	15,000 00	15,000	-		3,000 00
Obligations.....	21,400 00	21,400	-		4,280 00
Total .....	\$76,400 00	\$76,400	-	5	\$15,280 00

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during the year, not included in operating expenses, charged to construction or equipment.	Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
<b>Construction:</b>				
Right of way .....	\$400 50	\$4,364 49	\$4,764 99	
Other real estate.....	-	2,200 00	2,200 00	
Fences.....	-	275 48	275 48	
Grading and bridge and culvert masonry .....	1,387 13	15,721 92	17,109 05	
Bridges and trestles.....	10 00	328 32	338 32	
Rails .....	-	10,241 05	10,241 05	
Other superstructure.....	2 62	11,453 06	11,455 68	
Buildings, furniture and fixtures ...	289 67	5,653 51	5,943 18	
Engineering expenses .....	79 20	4,560 37	4,639 57	
Terminal facilities and elevators....	-	3,250 00	3,250 00	
Total construction.....	\$2,169 12	\$58,048 20	\$60,217 32	
<b>Equipment:</b>				
Locomotives.....	-	\$8,224 85	\$8,224 85	
Passenger cars.....	173 00	7,822 87	7,995 87	
Freight cars.....	-	2,173 41	2,173 41	
Total equipment.....	\$173 00	\$18,221 13	\$18,394 13	
Grand total cost construction, equipment, etc.....	\$2,342 12	\$76,269 33	\$78,611 45	

## INCOME ACCOUNT.

Gross earnings from operation .....	\$15,121 22	
Less operating expenses.....	9,525 36	
Income from operation.....	\$5,595 86	
Total income.....		\$5,595 86
Deductions from income:		
Interest on funded debt accrued .....	\$1,901 94	
Taxes.....	99 45	
Total deductions from income.....		2,001 39
Net income .....		\$3,594 47
Dividends, 10 per cent, common stock * .....		\$2,400 00
Surplus from operations of year ending June 30, 1892 .....		\$1,194 47
Surplus on June 30, 1891.....		2,531 65
Surplus on June 30, 1892.....		3,726 12

\* For a business period of fifteen months.

## EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue.....	\$6,881 33		
Less repayments.....	-	\$93 35	
Total passenger revenue.....	-	-	\$6,787 98
Mail.....	-	-	223 28
Express .....	-	-	222 85
Total passenger earnings.....	-	-	\$7,234 11
Freight:			
Freight revenue .....	\$11,750 52		
Less repayments.....	-	\$4,040 96	
Total freight earnings .....	-	-	7,709 56
Total passenger and freight earnings .....	-	-	\$14,943 67
Other earnings from operation:			
Other sources.....	-	-	177 55
Total gross earnings from operation.....	-	-	\$15,121 22

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway .....	\$1,046 24	\$1,046 24	\$2,092 48
Repairs of bridges and culverts .....	10 08	10 09	20 17
Repairs of fences, road-crossings, signs and cattle guards.....	5 85	5 86	11 71
Repairs of docks and wharves.....	6 85	6 86	13 71
Total.....	\$1,069 02	\$1,069 05	\$2,138 07
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....	\$113 65	\$113 66	\$227 31
Repairs and renewals of passenger cars..	170 00	-	170 00
Repairs and renewals of freight cars.....	-	107 46	107 46
Total .....	\$283 65	\$221 12	\$504 77
<b>Conducting transportation:</b>			
Wages of enginemen, firemen, and round- housemen.....	\$1,053 49	\$1,053 49	\$2,106 98
Fuel for locomotives.....	391 44	391 45	782 89
Water-supply for locomotives .....	62 50	62 50	125 00
All other supplies for locomotives .....	37 75	37 76	75 51
Wages of other trainmen .....	840 88	840 87	1,681 75
All other train supplies.....	40 27	40 27	80 54
Wages of station agents, clerks, and lab- orers.....	477 00	477 00	954 00
Station supplies.....	38 07	38 07	76 14
Other expenses.....	28 38	28 39	56 77
Total .....	\$2,969 78	\$2,969 80	\$5,939 58
<b>General expenses:</b>			
Salaries of officers .....	\$250 00	\$250 00	\$500 00
General office expenses and supplies .....	24 00	24 01	48 01
Advertising.....	102 00	-	102 00
Insurance.....	55 25	55 25	110 50
Other general expenses.....	154 93	27 50	182 43
Total.....	\$586 18	\$356 76	\$942 94
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	\$1,069 02	\$1,069 05	\$2,138 07
Maintenance of equipment.....	283 65	221 12	504 77
Conducting transportation.....	2,969 78	2,969 80	5,939 58
General expenses .....	586 18	356 76	942 94
Grand total .....	\$4,908 63	\$4,616 73	\$9,525 26

Percentage of expenses to earnings, 62.99.

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1892.	YEAR ENDING JUNE 30, 1892.	
	Total.	Increase.	Decrease.
Cost of road .....	\$60,217 32		
Cost of equipment .....	18,394 13		
Cash and current assets .....	3,374 61		
Other assets:			
Materials and supplies.....	222 93		
Grand total.....	\$82,208 99		
LIABILITIES.			
Capital stock.....	\$41,250 00		
Funded debt.....	36,400 00		
Current liabilities .....	505 11		
Accrued interest on funded debt not yet payable.....	327 76		
Profit and loss.....	3,726 12		
Grand total.....	\$82,208 99		

## SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.			Amount of Mortgage per Mile of Line.
	From--	To--	Miles.	
First mortgage bonds.....	Randolph .	Togus.....	5	\$8,000 00

All equipment mortgaged.

## EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers .....	1	312	\$500 00	\$1 25
Station agents.....	2	624	954 00	1 52
Enginemen .....	1	332	830 62	2 50
Firemen .....	2	492	818 36	1 66
Conductors .....	1	312	1,038 30	3 31
Other trainmen.....	2	381	648 45	1 72
Section foremen.....	1	283	566 00	2 00
Other trackmen.....	3	760	1,026 00	1 35
Switchmen, flagmen and watchmen .....	1	366	457 50	1 25
All other employees and laborers .....	2	320	431 88	1 35
Total (including "general officers") .....	16	4,182	\$7,266 11	
Less "general officers".....	1	312	500 00	
Total (excluding "general officers") .....	15	3,870	\$6,766 11	
<b>Distribution of above:</b>				
General administration.....	1	312	\$ 500 00	1 25
Maintenance of way and structures.....	6	1,363	2,023 88	1 48
Conducting transportation.....	9	2,507	4,742 23	1 89
Total (including "general officers") .....	16	4,182	\$7,266 11	
Less "general officers" .....	1	312	500 00	
Total (excluding "general officers").....	15	3,870	\$6,766 11	

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for tonnage, number passeng'rs, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
<b>PASSENGER TRAFFIC:</b>				
Number of passengers carried earning revenue.....	40,826			
Number of passengers carried one mile.....	202,093			
Average distance carried.....	4.94			
Total passenger revenue.....	-	6,787	98	
Average amount received from each passenger.....	-		16	6
Average receipts per passenger per mile.....	-			33
Estimated cost of carrying each passenger one mile.....	-			24
Total passenger earnings.....	-	7,234	11	
Passenger earnings per mile of road.....	-	1,446	82	
Passenger earnings per train mile.....	-			671
<b>FREIGHT TRAFFIC:</b>				
No. of tons carried of freight earning revenue....	6,228			
Number of tons carried one mile.....	31,140			
Average distance haul of one ton.....	5			
Total freight revenue.....	-	7,709	56	
Average amount received for each ton of freight.....	-		123	7
Average receipts per ton per mile.....	-			247
Estimated cost of carrying one ton one mile.....	-			148
Total freight earnings.....	-	7,709	56	
Freight earnings per mile of road.....	-	1,541	91	2
Freight earnings per train-mile.....	-			222
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue.....	-	14,497	54	
Passenger and freight revenue per mile of road.....	-	2,899	50	8
Passenger and freight earnings.....	-	14,943	67	
Passenger and freight earnings per mile of road.....	-	2,988	73	4
Gross earnings from operation.....	-	15,121	22	
Gross earnings from operation per mile of road.....	-	3,024	24	4
Expenses.....	-	9,525	36	
Expenses per mile of road.....	-	1,905	07	2
<b>TRAIN MILEAGE:</b>				
Miles run by passenger trains.....	10,770			
Miles run by mixed trains.....	3,460			
Total mileage trains earning revenue.....	14,230			
Miles run by switching trains.....	3,600			
Miles run by construction and other trains.....	820			
Grand total train mileage.....	18,650			



DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives.....	-	2	2	Eames.		
Cars in passenger service:						
First-class passenger cars .....	-	1	1	Eames.		
Excursion passenger cars .....	-	2	2	Eames.		
Combination passenger cars .....	-	1	1	Eames.		
Total.....	-	4	4			
Cars in freight service:						
Box cars.....	2	-	2			
Flat cars .....	6	-	6			
Total.....	8	-	8			
Total cars owned.....		12				

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.		Iron.	Steel.
Miles of single track .....	5	-	5.	-	5.
Miles of yard track and sidings ..	-	.50	.50	-	.50
Total mileage operated in Me. (all tracks).....	5	.50	5.50	-	5.50

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Bituminous coal—tons.	Total fuel consumed—tons.	Miles run.	Average lbs. consumed per mile.
Passenger.....	111	-	10,770	23.06
Freight.....	36	-	3,460	
Switching .....	37	-	3,600	
Construction.....	8	-	820	
Total .....	192	-	18,650	23.06

Average cost at distributing point, \$4.07.

## BRIDGES, TRESTLES, TUNNELS, Etc.

Two trestles, aggregate length, 87 feet; minimum length, 42 feet; maximum length, 45 feet.

Gauge of track, 2 feet. 5 miles.

## Report of the Lewiston and Auburn Branch Railroad Company for the Year Ending June 30, 1892.

### HISTORY.

Name of common carrier making this report. Lewiston and Auburn Branch Railroad Company.

Date of organization? Chartered in 1872; opened in 1873.

Under laws of what Government, State, or Territory organized? Under the laws of the State of Maine.

What carrier operates the road of this company? The Grand Trunk Railway of Canada.

### ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
W. G. LOWELL.....	Auburn, Maine.....	April, 1893.
J. B. ISAACSON.....	Lewiston, Maine.....	"
C. B. OSGOOD.....	".....	"
B. F. STURGIS.....	Auburn, Maine.....	"
I. M. ROBBINS.....	Lewiston, Maine.....	"
A. W. PENLEY.....	Auburn, Maine.....	"
A. R. SAVAGE.....	".....	"
L. J. MARTEL.....	Lewiston, Maine.....	"
H. HINES.....	".....	"
C. W. MURPHY.....	".....	"
A. M. GARCELON.....	".....	"
W. H. NEWALL.....	".....	"

Total number of stockholders at date of last election, 2.

Date of last meeting of stockholders for election of directors, April, 1892.

Post office address of general office, Lewiston, Maine.

Post office address of operating office, Montreal, Canada.

### OFFICERS.

Title.	Name.	Location of Office.
President.....	W. G. LOWELL.....	Auburn, Maine.
Treasurer.....	C. H. OSGOOD.....	Lewiston, Maine.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Lewiston and Auburn Branch Railroad .....	Lewiston Junction ...	Lewiston, Me.....	5.50

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME OF RAILROAD THE INCOME OF WHICH FROM LEASE, OR FROM OTHER ASSIGNMENT FOR OPERATION, IS INCLUDED IN THE INCOME ACCOUNT.

Name.	TERMINALS.		By What Company Operated.	Under what kind of contract operated.	Miles of line.
	From—	To—			
Lewiston & Auburn Branch Railroad...	Lewiston Jct...	Lewiston.	Grand Trunk Railway Company .....	Lease,	5.50

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.
Capital stock: Common .....	3,000	\$100	\$300,000	\$300,000

Dividends declared during year; rent paid by lessees.

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	AMOUNT PER MILE OF ROAD.	
		Miles.	Amount.
Capital stock .....	\$300,000 00	5.50	\$54,545 00

## INCOME ACCOUNT.

Gross earnings from operation .....	\$34,697 46	
Less operating expenses .....	28,740 67	
Income from operation.....	\$6,456 79	
Total income.....		\$6,456 79
Deductions from income:		
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	\$18,000 00	
Taxes.....	1,573 83	
Total deductions from income.....		19,573 83
Deficit.....		\$13,117 04
Deficit from operations of year ending June 30, 1892.....		\$13,117 04
Deficit on June 30, 1891.....		9,302 93
Deficit on June 30, 1892.....		\$22,419 97

## EARNINGS FROM OPERATION.

Item.	Actual earnings.
Total passenger revenue.....	\$13,225 99
Mail.....	256 20
Express.....	399 98
Other items.....	1,028 00
Total passenger earnings.....	\$14,910 17
Total freight revenue.....	6,915 79
Other items.....	12,871 50
Total freight earnings.....	\$19,787 29
Total passenger and freight earnings.....	\$34,697 46
Total gross earnings from operation.....	\$34,697 46

## OPERATING EXPENSES.

Item.	Total.
Maintenance of way and structures .....	\$5,251 77
Maintenance of equipment.....	2,966 95
Conducting transportation .....	18,686 44
General expenses.....	1,335 51
Grand total of expenses.....	\$28,240 67

## PASSENGER AND FREIGHT AND TRAIN MILEAGE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
<b>PASSENGER TRAFFIC:</b>				
Number of passengers carried earning revenue .....	96,646			
Number of passengers carried one mile.....	579,876	13,225	99	
Total passenger revenue.....	-		13	68
Average amount received from each passenger, Average receipts per passenger mile.....	-		02	28
Total passenger earnings .....	-	14,910	17	
<b>FREIGHT TRAFFIC:</b>				
No. of tons carried of freight earning revenue...	51,486			
Number of tons carried one mile.....	308,916	6,915	79	
Total freight revenue.....	-		13	42
Average amount received for each ton of freight, Average receipts per ton per mile .....	-		2	24
Total freight earnings.....	-	19,787	29	
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue.....	-	20,141	78	
Passenger and freight earnings .....	-	34,697	46	
Gross earnings from operation.....	-	34,697	46	
Expenses .....	-	28,240	67	
<b>TRAIN MILEAGE:</b>				
Miles run by passenger trains.....	22,150			
Miles run by freight trains.....	73			
Miles run by mixed trains .....	8,507			
Total mileage trains earning revenue .....	30,720			
Miles run by other trains .....	7,833			
Grand total train mileage.....	38,563			

## BRIDGES, TRESTLES, TUNNELS, ETC.

Bridges—2 iron. Overhead Railway Crossings—1 bridge.  
Gauge of track, 4 feet, 8½ inches. 5.50 miles.

## TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Name of Owner.	Name of Operating Company.
5.50	Great Northwestern Telegraph Co.....	The Grand Trunk Railway Co.....

## Report of the Lewiston and Auburn Horse Railroad Company for the Year Ending June 30, 1892.

### HISTORY.

Name of common carrier making this report. Lewiston and Auburn Horse Railroad Company.

Date of organization. 1881.

Organized under laws of the State of Maine.

### ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
F. W. DANA.....	Lewiston, Maine.....	November 1, 1892.
J. N. WOOD.....	" .....	" .....
J. L. H. COBB.....	" .....	" .....
H. C. LITTLE.....	" .....	" .....
N. M. NEAL.....	Auburn, Maine.....	" .....
F. R. CONANT.....	" .....	" .....
L. S. RUGGLES.....	" .....	" .....

Total number of stockholders at date of last election, 51.

Date of last meeting of stockholders for election of directors. Nov. 3, 1891.

Post office address of general and of operating office, Lewiston, Maine.

### OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	F. W. DANA .....	Lewiston, Maine.
President.....	F. W. DANA .....	" .....
Secretary .....	H. C. LITTLE.....	" .....
Treasurer.....	H. C. LITTLE.....	" .....
Auditor .....	S. A. CUMMINGS.....	" .....
General Manager.....	F. W. DANA .....	" .....
General Solicitor .....	F. W. DANA .....	" .....

## PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Lewiston & Auburn Horse R. R. ....	Lewiston .....	Auburn .....	14

## CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.
Capital stock: Common .....	1,000	\$100	\$100,000	\$97,800

## MANNER OF PAYMENT FOR CAPITAL STOCK.

	Total number of shares issued.	Total cash realized.
Issued for cash: Common .....	978	\$60,815

## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate %.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
Mort. bonds,	April 1885.	April 1895.	*\$25,000	\$25,000	\$25,000	\$24,462 64	5	Apr. 1, Oct. 1.	\$1,250	\$1,250
Mort. bonds,	Jun., 1891.	Jun., 1911.	† 85,000	85,000	85,000	85,000 00	5	June & Dec.		

\* \$25,000 of the issue of June 1, 1891, is deposited with the Portland Trust Company Portland, Maine, to secure payment of the bonds due April 1, 1895, above set forth. † The entire outstanding bonded debt of the company is \$85,000.



RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$85,000 00	\$85,000 00		

Interest on all bonds, 5%.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.	
Cash.....	\$ 3,378 30	Loans and bills payable .....	\$95,000 00
Balance—current liabilities ...	91,621 70		
<b>Total ...</b>	<b>\$95,000 00</b>	<b>Total .....</b>	<b>\$95,000 00</b>

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock .....	\$97,800 00	-	-	14	\$6,985 71

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED) THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Lewiston and Auburn Horse Railroad Company.....	\$100,000	\$85,000	\$10,000	\$195,000	14	\$13,928 57

## INCOME ACCOUNT.

Gross earnings from operation .....	\$28,393 06	
Less operating expenses.....	22,212 98	
Income from operation .....	\$6,180 08	
Total income .....		\$6,180 08
Deductions from income:		
Interest on funded debt accrued.....	\$3,592 97	
Taxes .....	203 70	
Total deductions from income.....		3,796 67
Net income .....		\$2,383 41
Surplus from operations of year ending June 30, 1892 .....		\$2,383 41
Deficit on June 30, 1891.....		9,302 93
Deficit on June 30, 1892, for operations of 1891 and 1892 .....		6,919 52

## EARNINGS FROM OPERATION.

Item.	Actual earnings
Total passenger revenue.....	\$28,393 06
Total gross earnings from operation .....	\$28,393 06

## OPERATING EXPENSES.

Item.	Total.
Maintenance of way and structures .....	\$585 88
Maintenance of equipment:	
Repairs and renewals of passenger cars .....	\$401 39
Conducting transportation:	
Wages of station agents, clerks and laborers.....	\$11,589 78
General expenses:	
General office expenses and supplies.....	\$502 68
Insurance .....	154 50
Total.....	\$657 18
Recapitulation of expenses:	
Maintenance of way and structures .....	\$585 88
Maintenance of equipment.....	401 39
Conducting transportation .....	11,589 78
General expenses.....	657 18
	8,392 87
Grand total.....	\$21,627 10

## COMPARATIVE GENERAL BALANCE SHEET.

Liabilities June 30, 1892.	Total.
Capital stock.....	\$97,800 00
Funded debt .....	85,000 00
Grand total.....	\$182,800 00

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, num- ber passengers, number trains, mileage, num- ber cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
<b>PASSENGER TRAFFIC:</b>				
Number of passengers carried earning revenue,	533,435			
Total passenger revenue.....	-	28,393	06	
Total passenger earnings .....	-	28,393	06	
Passenger earnings per mile of road .....	-	2,028	70	

Gauge of track, 4 feet, 8½ inches. 14 miles.

## Report of the Lime Rock Railroad Company for the Year Ending June 30, 1892.

### HISTORY.

Name of common carrier making this report. Lime Rock Railroad Company.

Date of organization. 1864.

Organized under the laws of the State of Maine (special charter). Amended in 1873, 1887 and 1889.

### ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
WM. T. COBB.....	Rockland, Maine.....	January, 1893.
A. F. CROCKETT.....	“ .....	“ .....
JOHN T. BERRY.....	“ .....	“ .....
E. R. SPEAR.....	“ .....	“ .....
G. L. FARRAND.....	“ .....	“ .....
S. M. BIRD.....	“ .....	“ .....
N. F. COBB.....	“ .....	“ .....

Total number of stockholders at date of last election, 34.

Date of last meeting of stockholders for election of directors, January 26, 1892.

Post office address of general office, Rockland, Maine.

Post office address of operating office, Rockland, Maine.

### OFFICERS.

Title.	Name.	Location of Office.
President .....	WILLIAM T. COBB .....	Rockland, Maine.
Secretary.....	H. N. PIERCE.....	“ .....
Treasurer .....	H. N. PIERCE.....	“ .....
Attorney or General Counsel...	C. E. LITTLEFIELD .....	“ .....
General Superintendent.....	R. L. FOGG .....	“ .....

## PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Lime Rock Railroad .....	Lime quarries	Kilns, Rockl'd	10.76
Knox and Lincoln Extension * .....	.....	.....	1.27
Total.....	.....	.....	12.03

\* Operated under trackage rights.

## CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.		
					Rate—%.	Amount.	
Capital stock: Common,	3,000	\$100	\$300,000	\$300,000	3	\$9,000	
MANNER OF PAYMENT FOR CAPITAL STOCK.				Number of shares issued during year.	Cash realized on amount issued during year.	Total number of shares issued.	Total cash realized.
Issued for cash: Common .....				-	-	3,000	\$48,000

## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.			
	Date of issue.	When due.					Rate—%.	When payable.	Amount accrued during year.	Amount paid during year.
First mort.,	1888	1908	\$250,000	\$204,000	\$204,000	\$191,250	5 Apr. & Oct..	\$10,083 33	\$10,108 33	
Second mort.,	1891	1901	150,000	122,000	122,000	121,345	6 Jan. & July,	4,904 32	3,764 32	
Grand Total.	-	-	\$400,000	\$326,000	\$326,000	\$312,595		\$14,987 65	\$13,872 65	

## RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$326,000 00	\$326,000 00	\$14,987 65	\$13,872 65

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.	
Cash.....	\$ 3,639 32	Loans and bills payable .....	\$49,000 00
Due from solvent companies and individuals .....	13,222 82	Audited vouchers and accounts .....	3,125 31
Other cash assets (excluding "materials and supplies")...	1,116 60	Dividends not called for.....	90 00
Balance—current liabilities ...	56,429 17	Matured interest coupons unpaid (including coupons due July 1) .....	3,615 00
		Miscellaneous, other unpaid interest .....	598 86
		Balance—cash assets.....	17,978 74
Total .....	\$74,407 91	Total .....	\$74,407 91

Materials and supplies on hand, \$7,549.44.

RECAPITULATION.  
FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Appropriation to railroads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital stock.....	\$300,000 00	\$300,000 00	10.76	\$27,881 04
Bonds.....	326,000 00	326,000 00	-	30,297 40
Total.....	\$626,000 00	\$626,000 00	10.76	\$58,178 44

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Charged to construction or equipment.	Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
<b>Construction:</b>				
Right of way.....	\$14,909 70	\$61,822 47	\$76,732 17	
Fences.....	37 70	844 07	881 77	
Grading and bridge and culvert masonry.....	63 08	1,602 27	1,665 35	
Bridges and trestles.....	8,790 84	119,309 22	128,100 06	
Rails.....	783 12	36,792 43	37,575 55	
Ties.....	155 10	6,204 60	6,359 70	
Other superstructure.....	1,027 49	18,548 55	19,576 04	
Buildings, furniture and fixtures....	7,800 78	2,903 09	10,703 87	
Shop machinery and tools.....	-	713 21	598 09	
Engineering expenses.....	137 85	4,798 71	4,936 56	
Interest during construction.....	-	13,190 73	13,190 73	
Road built by contract.....	-	19,000 00	19,000 00	
Other items.....	2,656 53	18,481 67	21,138 20	
Total construction.....	\$36,362 19	\$304,211 02	\$340,458 09	\$31,641 08
<b>Equipment:</b>				
Locomotives.....	\$876 78	\$17,934 75	\$18,811 53	
Other cars of all classes.....	16,900 62	67,565 89	84,466 51	
Total equipment.....	\$17,777 40	\$85,500 64	\$103,278 04	\$9,598 33
Grand total cost construction, equipment, etc.....	\$54,139 59	\$389,711 66	\$443,736 13	\$41,239 41

## INCOME ACCOUNT.

Gross earnings from operation .....	\$74,167 31	
Less operating expenses .....	33,750 16	
Income from operation.....		\$40,417 15
Miscellaneous income, less expenses.....		1,645 26
Total income.....		\$42,062 41
Deductions from income:		
Interest on funded debt accrued.....	\$14,987 65	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	4,489 45	
Taxes.....	966 73	
Other deductions.....	14 70	
Total deductions from income.....		20,458 53
Net income.....		\$21,603 88
Dividends, 3 %, common stock .....		9,000 00
Surplus from operations of year ending June 30, 1892.....		\$12,603 88
Surplus on June 30, 1891 .....		17,733 73
		\$30,337 61
Deductions for year.....		21,201 23
Surplus on June 30, 1892.....		\$9,136 38

## EARNINGS FROM OPERATION.

Item.	Total Receipt.	Actual Earnings.
Total freight revenue.....		\$73,278 31
Switching charges—balance.....		889 00
Total gross earnings from operation .....		\$74,167 31

## MISCELLANEOUS INCOME.

Item.	Net miscellaneous income.
Buildings and land rent.....	\$807 03
Gravel sold .....	232 68
Premium on bonds sold .....	480 00
Income from sinking fund.....	125 55
Total.....	\$1,645 26



## OPERATING EXPENSES.

Item.	Chargeable to freight traffic.
<b>Maintenance of way and structures:</b>	
Repairs of roadway .....	\$1,732 18
Repairs of buildings .....	27 43
Repairs of trestles .....	8,695 88
Total .....	\$10,455 49
<b>Maintenance of equipment:</b>	
Repairs and renewals of locomotives .....	\$1,091 81
Repairs and renewals of freight cars .....	5,732 07
Total .....	\$6,823 88
<b>Conducting transportation:</b>	
Wages of enginemen, firemen and roundhousemen .....	\$2,969 95
Fuel for locomotives .....	2,245 96
Water-supply for locomotives .....	37 50
Wages of other trainmen .....	4,127 46
All other train supplies .....	574 38
Wages of switchmen, flagmen and watchmen .....	632 08
Other expenses .....	202 76
Total .....	\$10,790 09
<b>General expenses:</b>	
Salaries of officers .....	\$4,050 00
General office expenses and supplies .....	186 60
Insurance .....	1,230 72
Legal expenses .....	52 00
Other general expenses .....	161 38
Total .....	\$5,680 70
<b>Recapitulation of expenses:</b>	
Maintenance of way and structures .....	\$10,455 49
Maintenance of equipment .....	6,823 88
Conducting transportation .....	10,790 09
General expenses .....	5,680 70
Grand total .....	\$33,750 16

Percentage of expenses to earnings, 45.50.

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
	Item.	Total.	Increase.	Decrease.
Cost of road .....	\$340,458 09			
Cost of equipment .....	103,278 04	\$443,736 13	\$54,024 47	
Cash and current assets .....	-	17,978 74	1,306 44	
Other assets:				
Material and supplies .....	-	7,549 44		
Sinking fund .....	-	6,000 00	9,519 15	
Grand total.....	-	\$475,264 31	\$64,850 06	
<b>LIABILITIES.</b>				
Capital stock .....	-	\$ 48,000 00		
Funded debt.....	-	326,000 00	\$126,000 00	
Current liabilities .....	-	56,429 17	-	\$88,251 35
Description account .....	\$18,423 10			
Contingent fund .....	11,275 66			
Surplus fund .....	6,000 00	35,698 76	35,698 76	
Profit and loss.....	-	9,136 38	-	8,597 35
Grand total .....	-	\$475,264 31	\$161,698 76	\$96,848 70

## EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	9	2,817	\$4,050 00	\$1 43
Other station men, roundhousemen .....	1	323	493 73	1 53
Enginemen .....	2	660	1,476 14	2 23
Firemen .....	2	652	1,000 08	1 53
Conductors.....	2	611	1,366 16	2 23
Other trainmen.....	6	1,807	2,761 30	1 53
Section foremen.....	1	311	544 25	1 75
Other trackmen .....	3	761	1,141 71	1 50
Switchmen, flagmen and watchmen .....	2	629	632 08	1 00
Total (including "general officers").....	28	8,571	\$13,465 45	\$1 57
Less "general officers" .....	9	2,817	4,050 00	
Total (excluding "general officers") .....	19	5,754	\$9,415 45	\$1 63
Distribution of above:				
General administration .....	9	2,817	\$4,050 00	
Maintenance of way and structures.....	4	1,072	1,685 96	
Conducting transportation.....	15	4,682	7,729 49	
Total (including "general officers").....	28	8,571	\$13,465 45	
Less "general officers".....	9	2,817	4,050 00	
Total (excluding "general officers") .....	19	5,754	\$9,415 45	

PASSENGER AND FREIGHT AND TRAIN MILEAGE.

Item.	Column for tonnage, number passeng'rs, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
<b>FREIGHT TRAFFIC:</b>				
No. of tons carried of freight earning revenue ...	256,676 Lime-stone.			
Total freight revenue .....	-	73,278	31	
Av. amount received for each ton of freight.....	-			28 5
Freight earnings per mile of road.....	-	6,091	29 7	
Expenses .....	-	33,750	16	
Expenses per mile of road.....	-	2,805	49 9	

DESCRIPTION OF EQUIPMENT OWNED.

ITEM.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
<b>Locomotives:</b>						
Freight.....	-	3				
Total locomotives .....	-	3	3	Steam.		
<b>Cars in freight service:</b>						
Flat cars .....	-	13				
Dump cars .....	50	351				
Total .....	-	364				
<b>Cars in company's service:</b>						
Caboose cars .....	-	1				
Hand and push cars .....	1	4				
Total .....	-	5				
<b>Total cars owned .....</b>	-	369	359	Hand.		

MILEAGE.  
MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under track-gc rights.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs				Iron.	Steel.
Miles of single track .....	10.76	-	1.27	12.03	.37	3.16	7.60
Total mileage operated (all tracks) .....	10.76	-	1.27	12.03	.37	3.16	7.60

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Bituminous coal—tons.	Hard wood—cords.	Total fuel consumed—tons.	Miles run.
Freight.....	636	4	638.66	

Average cost at distributing point, coal, \$3.90; wood, \$7.50.

ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.		OTHERS.	
	SWITCHMEN, FLAGMEN AND WATCHMEN.		TRESPASSING.	
	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling....				
Other train accidents .....	-	-	1	
At highway crossings.....				
Other causes .....				
Total.....	-	-	1	

A boy stealing a ride jumped or fell from the train while in motion and was found dead on the track.

## BRIDGES, TRESTLES, TUNNELS, Etc.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.	
		Feet.	In.	Feet.	In.	Feet.	In.
Bridges:							
Wooden .....	1	33	6				
Trestles.....	9	13,136	6	48		3,396	

Gauge of track, 4 feet, 8½ inches; 12.03 miles.

## Report of the Maine Central Railroad Company for the Year Ending June 30, 1892.

### HISTORY.

Name of common carrier making this report. Maine Central Railroad Company.

Date of organization. October 28, 1862.

Organized under the laws of the State of Maine. Special acts of April 1, 1856, March 17, 1862, February 25, 1867, February 18, 1869, February 17, 1872, February 26, 1873, February 27, 1873, February 25, 1874, February 18, 1876, February 19, 1878, January 30, 1885, January 28, 1887, March 13, 1889, February 27, 1891.

If a consolidated company, name the constituent companies. Give reference to charters of each, and all amendments of same:

Androscoggin and Kennebec Railroad Company, charter March 28, 1845.

Penobscot and Kennebec Railroad Company, charter April 5, 1845.

Portland and Kennebec Railroad Company, formed by foreclosure on Kennebec and Portland Railroad, and organized May 20, 1862.

Somerset and Kennebec Railroad Company, charter August 10, 1848.

Androscoggin Railroad Company, charter August 10, 1848.

Leeds and Farmington Railroad Company, formed by foreclosure of part of Androscoggin Railroad and organized May 11, 1865.

Maine Shore Line Railroad Company, charter March 4, 1881.

European and North American Railway Company, charter August 20, 1850.

Eastern Maine Railroad Company, foreclosure of Bucksport and Bangor Railroad and organized February 1, 1882.

Portland and Ogdensburg Railway, foreclosure of Portland and Ogdensburg Railroad Company and organized June 8, 1886.

Dexter and Newport Railroad Company, charter March 30, 1853.

Dexter and Piscataquis Railroad Company, charter October 24, 1888.

Belfast and Moosehead Lake Railroad Company, charter February 28, 1867.

Upper Coos Railroad Company, charter August 23, 1883.

Herford Railway Company, charter June 23, 1887, and May 4, 1888.

Knox and Lincoln Railway, chartered August 13, 1849.

Date and authority for each consolidation?

Androscoggin and Kennebec and Penobscot and Kennebec consolidated with Maine Central Railroad Company October 25, 1862.

Portland and Kennebec, Somerset and Kennebec, and Leeds and Farmington merged November 16, 1874, act of February 26, 1873.

Androscoggin Railroad, June 29, 1871, lease for 999 years.

Maine Shore Line Railroad, January 28, 1887, purchased by authority of special law of January 28, 1887.

European and North American Railway, April 1, 1882, lease for 999 years.

Eastern Maine Railroad, May 1, 1883, lease for 999 years.

Portland and Ogdensburg Railroad, August 20, 1888, lease for 999 years.

Dexter and Newport Railroad, December 13, 1888, lease for 999 years.

Dexter and Piscataquis Railroad, December 30, 1888, lease for 999 years.

Belfast and Moosehead Lake Railroad, May 10, 1871, lease for 50 years.

Upper Coos Railroad, May 1, 1890, lease for 999 years.

Herford Railway, May 1, 1890, lease for 999 years.

Knox and Lincoln Railway, July 20, 1891, lease for 999.

The Knox and Lincoln Railway, chartered August 13, 1849, sold to Penobscot Shore Line Railway, chartered March 2, 1889. Name of Penobscot Shore Line Railway changed by special law of Maine, January 21, 1891, to Knox and Lincoln Railway.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
ARTHUR SEWALL.....	Bath, Maine .....	December, 1892.
PAYSON TUCKER.....	Portland, Maine .....	" "
FRANK JONES.....	Portsmouth, N. H.....	" "
SAMUEL C. LAWRENCE.....	Medford, Mass.....	" "
AMOS PAUL.....	South Newmarket, N. H.....	" "
WILLIAM T. HART.....	Boston, Mass.....	" "
CHARLES A. SINCLAIR.....	Portsmouth, N. H.....	" "
WM. A. FRENCH.....	Boston, Mass.....	" "
JOSEPH S. RICKER.....	Deering, Maine.....	" "
WM. G. DAVIS.....	Portland, Maine.....	" "
HORATIO N. JOSE.....	Portland, Maine.....	" "
THOMAS W. HYDE.....	Bath, Maine.....	" "
JOHN WARE.....	Waterville, Maine.....	" "

Total number of stockholders at date of last election, 669.

Date of last meeting of stockholders for election of directors. December, 16, 1891.

Post office address of general office. Portland, Maine.

Post office address of operating office. Portland, Maine.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	ARTHUR SEWALL.....	Portland, Maine.
President .....	ARTHUR SEWALL.....	"
Vice-President.....	PAYSON TUCKER.....	"
Clerk of Corporation.....	JOSIAH H. DRUMMOND.....	"
Treasurer.....	GEO. W. YORK.....	"
Auditor .....	WM. W. COLBY.....	"
General Manager.....	PAYSON TUCKER.....	"
Chief Engineer .....	WM. A. ALLEN.....	"
Assistant Superintendent.....	E. A. HALL.....	"
Division Superintendent.....	JONAS HAMILTON.....	"
Division Superintendent.....	H. W. WALDRON.....	Lancaster, N. H.
Division Superintendent.....	W. L. WHITE.....	Portland, Maine.
General Freight Agent.....	W. S. EATON.....	"
General Eastern Agent.....	GEO. A. ALDEN.....	Waterville, Maine.
Paymaster.....	THOMAS P. SHAW.....	Portland, Maine.
General Pass. Ticket Agent.....	F. E. BOOTHBY.....	"
General Baggage Agent.....	H. H. TOWLE.....	"

## PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Maine Central Railroad,	Portland.....	Bangor.....	136.60	} 314.23
	Brunswick.....	Bath.....	8.90	
	Cumberland.....	Skowhegan.....	91.20	
	Leeds Junction.....	Farmington.....	36.46	
Androscoggin Railroad,	Penobscot Junction..	Mt. Desert Ferry...}	41.13	}
	Crowley's.....	Lewiston.....4.8}	31.	
	Brunswick.....	Leeds Junc.....26.2}	14.23	
Dexter & Newport R. R.,	Newport Junction....	Dexter.....	16.54	} 499.53
Dexter & Piscata' R. R.,	Dexter.....	Dexter and Foxcroft	33.13	
Belfast & Moose'd R. R.,	Burnham.....	Belfast.....	114.3	
European & N. A. R. R.,	Bangor.....	Vanceboro'.....	3.01	
Stillwater Branch.....	Orono.....	Stillwater.....	3.03	
Enfield Branch.....	Enfield.....	Montague.....	18.80	
Eastern Maine R. R.....	Bangor.....	Bucksport.....	109.10	
Portland & Ogdens' R'y,	Portland.....	Lunenburg, Vt.....	55.	
Upper Coos.....	Quebec Junction....	Beecher Falls.....	53.	
Herford Railway.....	Beecher Falls.....	Lime Ridge.....	48.39	
Knox & Lincoln Railway	Bath.....	Rockland.....	-	
Total.....	.....	.....	-	

## NAME OF ALL COAL, BRIDGE, CANAL, OR OTHER PROPERTIES, THE EARNINGS AND EXPENSES OF WHICH AFFECT THE GENERAL BALANCE SHEET.

Name.	Character of business.	Title (owned, leased, etc.)	State or Territory.
Bar Harbor Ferry*.....	Steam Ferry.....	Owned.....	Maine.
Bath Ferry.....	Steam Ferry.....	Leased.....	Maine.

\* Owned and operated as part of its line, for the purpose of transporting passengers, freight, mails and express. Separate accounts not kept.

Bar Harbor Ferry 7.70 and Bath Ferry .56 miles in length.



CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	Dividends declared during year.	
					Rate—%.	Amount.
Capital stock: Common .....	\$50,000	\$100	\$5,000,000	\$4,477,900	6	\$241,968
<b>MANNER OF PAYMENT FOR CAPITAL STOCK.</b>						
			No. of shares issued during yr.	Cash realized on amount issued during year.	Total number of shares issued.	Total cash realized.
Issued for cash: Common .....			8,780	\$878,000	8,780	\$878,000
Issued for consolidation .....			63	None.	35,999	
<b>Total .....</b>			<b>8,843</b>	<b>\$878,000</b>	<b>44,779</b>	<b>\$878,000</b>

**REMARKS.** Issued for cash, 8,780 shares; issued for Maine Central stock scrip, 3 shares; Androscoggin and Kennebec Railroad stock, 4 shares; stock bonds, 56 shares; total, 8,843 shares.

The amount of capital stock on general ledger is \$4,487,100; of the amount, \$9,200 has not been issued, being exchangeable for securities not yet presented, so that amount of stock on which dividends are paid is \$4,477,900. Dividend, August 15, 1891, 3% on \$3,594,000 = \$107,820; dividend, February 15, 1892, 3% on \$4,471,600 = \$134,148; total, \$241,968.

FUNDED DEBT.  
MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Am't Issu'd.	Amount Outstanding.	Cash Realized on Amount Issued.	INTEREST.			
	Date of Issue.	When Due.					Rate %	When Payable.	Am't accru'd during Year.	Am't Paid during Yr.
A. & Ken. R. R. bonds.	Jan. 1, 1860	Aug. 1, 1890 to Sept. 1, 1891..	\$1,100,000 00	\$1,100,000 00	\$6,200 00	No record..	6	1st each mo.,	\$ 200 00	\$5,349 00
City of Bath Loan....	Jan. 1, 1861	April 1, 1893..	425,000 00	425,000 00	27,600 00	No record..	6	Apr. & Oct..	1,500 00	5,661 37
City of Bangor Loan..	Jan. 1, 1869	Jan. 1, 1894..	1,000,000 00	1,000,000 00	1,000,000 00	No record..	6	Jan. & July..	60,000 00	60,000 00
P. & K. R. R. consols..	Apr. 1, 1865	April 1, 1895..	1,500,000 00	1,666,700 00	1,166,700 00	No record..	6	Apr. & Oct..	70,000 00	69,282 00
L. & Farm. R. R. bonds	July 1, 1891	July 1, 1896..	633,000 00	633,000 00	633,000 00	No record..	6	Jan. & July..	37,980 00	37,959 00
Me. Central 7% bonds	Sept. 1, 1868	Sept. 1, 1898..	1,100,000 00	756,800 00	756,800 00	\$732,450 00	7	Jan. & July..	52,976 00	53,221 00
M. C. extension bonds	Oct. 1, 1870	Oct. 1, 1900..	500,000 00	496,500 00	496,500 00	436,400 00	6	Apr. & Oct..	29,790 00	29,325 00
Me. Central consols....	Apr. 1, 1872	April 4, 1912..	9,000,000 00	3,907,200 00	3,907,200 00	3,744,867 00	7	Apr. & Oct..	273,504 00	269,748 50
Me. Central consols....	Apr. 1, 1872	April 1, 1912..		269,500 00	269,500 00	269,500 00	5	Apr. & Oct..	13,475 01	12,675 00
Me. Central consols....	Apr. 1, 1872	April 1, 1912..		1,497,000 00	1,497,000 00	1,602,817 65	4½	Apr. & Oct..	63,338 96	62,910 00
Me. Coll. Trust bonds.	June 1, 1883	June, 1923..	700,000 00	700,000 00	687,000 00	706,500 00	5	June & Dec..	34,350 00	34,350 00
Me. Shore Line bonds,	June 1, 1883	June, 1923..	750,050 00	42,000 00	42,920 00	52,920 00	6	June & Dec..	2,520 00	2,520 00
			\$16,708,000 00	\$11,993,700 00	\$10,489,500 00	-	-	-	\$640,134 97	\$643,000 87

MISCELLANEOUS OBLIGATIONS.

Me. Cent. Debenture..	Aug. 1, 1884	Feb. 1, 1894..	\$ 58,000 00	\$ 58,000 00	\$ 58,000 00	\$ 58,000 00	5	Feb. & Aug..	\$ 2,900 00	\$ 1,475 00
Me. Cen. Sinking Fund	Feb. 1, 1885	Feb. 1, 1905..	600,000 00	600,000 00	600,000 00	600,000 00	6	Feb. & Aug..	36,600 00	36,000 00
Me. Cen. Imp. Class A	July 1, 1886	July 1, 1916..	200,000 00	200,000 00	200,000 00	204,000 00	4½	Jan. & July..	20,250 00	21,015 00
Me. Cen. Imp. Class B	July 1, 1887	July 1, 1917..	250,000 00	250,000 00	250,000 00	255,000 00	4½	Jan. & July..		
			\$1,108,000 00	\$1,108,000 00	\$1,108,000 00	-	-	-	\$59,150 00	\$58,490 00
Grand total.....			\$17,816,000 00	\$13,101,700 00	\$11,597,500 00	-	-	-	\$699,284 97	\$701,490 87

FUNDED DEBT—CONCLUDED.  
EQUIPMENT TRUST OBLIGATIONS—STATEMENT OF AMOUNT.

Series or Other Designation.	DEFERRED PAYMENT—PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.		
	Original am't.	Amount outstanding.	Amount outstanding.	Am't accrued during year.	Amount paid during year.
Miscellaneous obligations,	\$1,108,000	\$1,108,000	-	\$59,150	\$58,490

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$11,993,700	\$10,489,500	\$640,134 97	\$643,000 87
Miscellaneous obligations.....	1,108,000	1,108,000	59,150 00	58,490 00
Total .....	\$13,101,700	\$11,597,500	\$699,284 97	\$701,490 87

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.	
Cash.....	\$148,944 02	Loans and bills payable...	\$353,000 00
Bills receivable .....	117,500 00	Audited vouchers and accounts .....	269,567 46
Due from agents.....	82,862 08	Wages and salaries .....	157,922 82
Net traffic balances due from other companies ...	74,943 02	Dividends not called for...	10,790 54
Due from solvent companies and individuals.....	141,591 45	Matured interest coupons unpaid (including coupons due July 1) .....	104,989 75
Bal.—current liabilities....	330,490 00		
Total.....	\$896,270 57	Total .....	\$896,270 57

Materials and supplies on hand, \$523,330.10.

## RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To Railroads.	To other properties.	Miles.	Amount.
Capital stock .....	\$4,477,900	\$4,477,900	-	314.23	\$14,250 39
Bonds .....	10,569,900	10,569,900	-	314.23	33,637 46
Total .....	15,047,800	15,047,800	-	314.23	\$47,887 85

## RECAPITULATION.

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital stock.	Funded debt.	Current liabilities.	Total.	AM'T PER MILE OF ROAD.	
					Miles.	Amount.
Maine Central R. R....	\$4,477,900	\$10,569,900	\$896,270 57	\$15,944,070 57	314.23	\$52,967 79
European and North American Rwy. ....	Not known.	1,000,000 27,600	Not known.	1,000,000 00 27,600 00	120.34 31.	8,309 79 890 32
Androscoggin R. R....	4,392,628	2,119,000	"	6,511,628 00	109.10	59,685 13
Portland and Ogdensburg Rwy.....	Not known.	175,000	"	175,000 00	16.54	10,580 41
Dexter & Piscataquis R. R. ....	525,000	897,000	"	1,422,000 00	55.	25,854 55
Upper Coos R. R. ....	800,000	800,000	"	1,600,000 00	53.	30,188 68
Herford Rwy.....	122,000	175,000	"	297,000 00	14.23	20,871 39
Dexter & Newport R.R.						
Belfast & Moosehead R. R. ....	Not known.	Not known.	"	-	33.13	
Eastern Maine R. R....	200,000	1,379,000	"	1,579,000 00	18.80 48.39	32,630 71
Knox & Lincoln Rwy.,						
Total carried forward	\$10,737,528	\$17,142,500	\$896,270 57	\$28,556,298 57	313.76	\$35,091 79

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during the year, not included in operating expenses, charged to construction or equipment.	Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
Construction:				
Right of way .....	\$6,576 75			
Other real estate.....	995 00			
Grading and bridge and culvert masonry .....	33,981 64			
Bridges and trestles.....	17,336 97			
Rails .....	17,188 82			
Ties .....	3,458 71			
Other superstructure.....	4,822 52			
Buildings, furniture and fixtures .....	1,778 98			
Sidings and yard extensions .....	627 06			
Total construction.....	\$86,766 57	11,692,297 38	11,779,043 95	

INCOME ACCOUNT.

Gross earnings from operation .....	\$4,632,031 78
Less operating expenses.....	2,846,835 80
Income from operation.....	\$1,785,195 98
Dividends on stocks owned.....	\$10,162 65
Interest on bonds owned .....	4,680 56
Miscellaneous income—less expenses .....	12,412 85
Income from other sources .....	27,256 06
Total income .....	\$1,812,452 04
Deductions from income:	
Interest on funded debt accrued.....	\$699,284 97
Interest on interest-bearing current liabilities accrued, not otherwise provided for .....	14,477 17
Rents.....	567,170 01
Taxes .....	83,484 42
Total deductions from income.....	1,364,416 57
Net income .....	\$448,035 47
Dividends, 6 per cent, common stock.....	\$241,968 00
Surplus from operations of year ending June 30, 1892 .....	\$206,067 47
Surplus on June 30, 1891.....	458,163 58
Additions for year.....	18,900 66
Surplus on June 30, 1892.....	\$683,131 71

## EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue.....	-	-	\$1,953,777 05
Mail.....	\$137,126 97	-	
Express .....	73,300 00	-	
Extra baggage and storage.....	17,649 60	-	
			228,076 57
Total passenger earnings.....	-	-	\$2,181,853 62
Total freight earnings .....	-	-	2,426,378 16
Total passenger and freight earnings .....	-	-	\$4,608,231 78
Other earnings from operation: Rents from tracks, yards and terminals .....	-	-	23,800 00
Total gross earnings from operation—entire line .....	-	-	\$4,632,031 78

## STOCKS OWNED.

Name.	Total par value.	Rate %.	Income or dividend received.	Valuation.
Dexter and Newport Railroad .....	\$5,000 00	7	\$350 00	\$5,000 00
Portland and Rochester Railroad.....	4,700 00	6	282 00	4,700 00
Portland and Ogdensburg Railroad.....	198,180 00	13	3,468 15	79,272 00
Dexter and Piscataquis Railroad .....	17,000 00	*	62 50	17,000 00
Portland, Mt. Desert and Machias Steamboat Company .....	110,000 00	-	-	121,000 00
Portland Union Railway Station Company .....	25,000 00	-	-	25,000 00
Sebasticook and Moosehead Railroad .....	8,000 00	-	1,000 00	8,000 00
St. John Bridge .....	20,000 00	5	-	1,140 00
Northern Maine Railroad.....	25,000 00	-	-	27,503 97
Knox and Lincoln Railway.....	200,000 00	2½	5,000 00	200,000 00
Phillips and Rangeley Railroad.....	12,500 00	-	-	12,500 00
Total.....	\$625,830 00		\$10,162 65	\$501,115 97

\* 1½ per cent on \$5,000.

BONDS OWNED.

Name.	Total par value.	Rate %	Income or dividend received.	Valuation.
Penobscot Shore Line Railway .....	\$148,000 00	2	* \$4,680 56	\$148,000 00
European & North American Railway bonds.....	\$91,000 00	-	-	14,166 90
Total .....	\$1,039,000 00	-	\$4,680 56	\$162,166 90

\* \$204,000 Penobscot Shore Line bonds purchased, and \$56,000 sold during the year\* 2% on \$204,000 = \$4,080; accrued interest on \$56,000 = \$600.56; total, \$4,680.56.

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS, AND TERMINALS.

Designation of Property.	Situation of Property Leased.	Name of Company Using Property Leased.	Item.	Total.
Tracks .....	Mattawamkeag to Vanceboro,	Canadian Pacific R. R. Company,	-	\$23,800 00
Total rents received...	.....	.....	-	\$23,800 00

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Rents and wharfage .....	\$12,412 85	-	\$12,412 85

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	\$228,597 18	\$199,487 43	\$428,084 61
Renewals of rails.....	32,035 53	27,956 09	59,991 62
Renewals of ties.....	47,115 06	41,115 39	88,230 45
Repairs of bridges and culverts.....	44,158 41	38,535 25	82,693 66
Repairs of fences, road-crossings, signs and cattle guards.....	18,702 30	16,320 74	35,023 04
Repairs of buildings.....	47,736 94	41,658 08	89,395 02
Repairs of docks and wharves.....	386 56	337 34	723 90
Other expenses.....	6,193 33	5,404 66	11,597 99
<b>Total.....</b>	<b>\$424,925 31</b>	<b>\$370,814 98</b>	<b>\$795,740 29</b>
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....	\$121,243 58	\$105,804 32	\$227,047 90
Repairs and renewals of passenger cars.....	91,365 05	-	91,365 05
Repairs and renewals of freight cars.....	-	97,169 53	97,169 53
Shop machinery, tools, etc.....	8,466 40	10,218 99	18,685 39
Other expenses.....	18,654 57	11,511 18	30,165 75
<b>Total.....</b>	<b>\$239,729 60</b>	<b>\$224,704 02</b>	<b>\$464,433 62</b>
<b>Conducting transportation:</b>			
Wages of enginemen, firemen and round-housemen.....	\$103,665 95	\$128,355 65	\$232,021 60
Fuel for locomotives.....	143,623 24	218,142 72	361,765 96
Water-supply for locomotives.....	9,019 96	7,871 35	16,891 31
All other supplies for locomotives.....	10,175 27	8,879 54	19,054 81
Wages of other trainmen.....	83,316 20	103,600 85	186,917 05
All other train supplies.....	24,522 91	20,786 89	45,309 80
Wages of switchmen, flagmen and watchmen	40,630 86	35,456 89	76,087 75
Expense of telegraph, including train dispatchers and operators.....	23,534 78	20,537 84	44,072 62
Wages of station agents, clerks and laborers,	72,010 71	131,391 19	203,401 90
Station supplies.....	45,308 08	24,102 86	69,410 94
Car mileage—balance.....	20,716 86	60,387 97	81,104 83
Loss and damage.....	688 61	6,901 44	7,590 05
Injuries to persons.....	8,596 89	7,502 16	16,099 05
Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel and supplies.....	14,085 44	12,291 79	26,377 23
Other expenses.....	20,063 37	26,006 80	46,100 17
<b>Total.....</b>	<b>\$619,989 13</b>	<b>\$812,215 94</b>	<b>\$1,432,205 07</b>
<b>General expenses:</b>			
Salaries of officers.....	\$32,614 46	\$33,910 16	\$66,524 62
General office expenses and supplies.....	9,715 08	10,931 76	20,646 84
Advertising.....	13,911 34	117 00	14,028 34
Commissions.....	970 73	847 11	1,817 84
Insurance.....	4,779 30	4,170 70	8,950 00
Legal expenses.....	8,755 68	7,640 73	16,396 41
Stationery and printing.....	10,035 27	2,165 84	12,201 11
Other general expenses.....	7,418 15	6,473 51	13,891 66
<b>Total.....</b>	<b>\$88,200 01</b>	<b>\$66,256 81</b>	<b>\$154,456 82</b>
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	\$424,925 31	\$370,814 98	\$795,740 29
Maintenance of equipment.....	239,729 60	224,704 02	464,433 62
Conducting transportation.....	619,989 13	812,215 94	1,432,205 07
General expenses.....	88,200 01	66,256 81	154,456 82
<b>Grand total.....</b>	<b>\$1,372,844 05</b>	<b>\$1,473,991 75</b>	<b>\$2,846,835 80</b>



RENTALS PAID.  
RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
European and North American Railway.....	-	-	\$125,500	\$125,500 00
Belfast and Moosehead Lake Railroad.....	-	-	36,000	36,000 00
Dexter and Newport Railroad.....	-	-	18,000	18,000 00
Eastern Maine Railroad.....	-	-	9,500	9,500 00
Portland and Ogdensburg Railway.....	\$110,299 23	\$80,531 52	500	191,330 75
Dexter and Piscataquis Railroad .....	7,000 00	5,920 00	250	13,170 00
Upper Coos Railroad.....	38,610 00	21,000 00	500	60,115 00
Hereford Railroad .....	32,000 00	32,000 00	500	64,500 00
Knox and Lincoln Railway.....	43,954 26	5,000 00	100	49,054 26
Total rents.....	-	-	-	\$567,170 01

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
	Item.	Total.	Increase.	Decrease.
Cost of road .....	-	\$11,779,043 95	\$86,766 57	
Cost of equipment .....	-	2,119,801 36	76,500 00	
Stocks owned .....	-	501,115 97	224,500 00	
Bonds owned .....	-	162,166 90	162,166 90	
Other permanent investments:				
Androscoggin Railway lease .....	\$768,333 33			
European & N. American Ry. lease .....	1,000,000 00			
Portland & Ogdensburg Rwy. lease .....	1,008,739 70			
Port. & Ogdensburg improvements .....	514,643 54			
Port. & Ogdensburg extension .....	469,442 80			
Dexter & Piscataquis Rwy. lease .....	175,000 00			
Dexter & Piscataquis improvem'ts .....	40,556 50			
Upper Coos R. R. lease .....	353,448 34			
Upper Coos R. R. extension .....	679,181 10			
Herford Railway lease .....	800,500 00			
Coos & Herford improvement .....	35,247 90			
Knox & Lincoln Railway lease .....	1,416,292 92			
Knox & Lincoln Rwy. improvem't .....	177,007 59			
Camden extension .....	838 67	7,439,232 39	1,643,379 42	
Cash and current assets .....		565,780 57	30,889 27	
Other assets:				
Materials and supplies .....	523,330 10	740,020 52	19,989 09	
Sinking fund .....	216,690 42			
Grand total .....	-	\$23,307,161 66	\$2,244,191 25	
LIABILITIES.				
Capital stock .....	-	\$4,487,100 00	\$883,600 00	
Funded debt .....	-	11,597,500 00	56,300 00	
Current liabilities .....	-	896,270 57	-	\$484,719 95
Accrued interest on funded debt not yet payable .....	\$144,181 37			
Accrued rent, not yet payable .....	108,986 01			
Androscoggin & Kennebec R. R. stock bonds .....	11,000 00			
Maine Central interest scrip .....	8,992 00			
P. & O. R. R. bonds 6% .....	800,000 00			
P. & O. Rwy. bonds 5% .....	1,319,000 00			
Dexter & Piscataquis R. R. bonds .....	175,000 00			
Herford R. R. bonds .....	800,000 00			
Upper Coos R. R. bonds .....	350,000 00			
Upper Coos extension bonds .....	547,000 00			
Penobscot Shore Line R. R. bonds .....	130,000 00			
Knox & Lincoln Rwy. bonds .....	79,000 00	5,643,159 38	1,564,043 07	
Profit and loss .....	-	683,131 71	224,968 13	
Grand total .....	-	\$23,307,161 66	\$2,728,911 20	\$484,719 95

IMPORTANT CHANGES DURING THE YEAR.

Knox and Lincoln Railway leased July 20, 1891, for 999 years.  
 8,843 shares capital stock of Maine Central Railroad Company issued.  
 \$212,000 Maine Central Railroad Company 4½ % bonds sold.  
 \$152,000 Portland and Ogdensburg Railway 5 % bonds guaranteed and sold by Maine Central Railroad Company.  
 79,000 Knox and Lincoln Railway 5 % bonds guaranteed and sold by Maine Central Railroad Company.  
 \$1,300,000 Penobscot Shore Line Railway bonds assumed by Maine Central Railroad Company.  
 \$200,000 Upper Coos Railroad Company 4½ % bonds guaranteed by Maine Central Railroad Company and substituted for like amount of Upper Coos Railroad stock.  
 \$93,600 Androscoggin and Kennebec Railroad bonds paid by Maine Central Railroad Company.  
 \$62,100 City of Bath bonds in aid of Androscoggin Railroad paid by Maine Central Railroad Company.  
 \$12,000 capital stock of Dexter and Piscataquis Railroad Company purchased.  
 \$200,000 capital stock of Knox and Lincoln Railway purchased.  
 \$12,500 capital stock of Phillips and Rangeley Railroad purchased.  
 \$204,000 Penobscot Shore Line Railway bonds purchased, and \$56,000 of same sold.  
 \$891,000 European and North American Railway bonds purchased for \$14,166.90 in compromise of claim.

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
And. and Ken. Railroad bonds	Danville Jct..	Waterville ...	54.60	\$113 55
Bath Loan to And. Railroad }	Brunswick ...	Leeds Jct.....	} 31.	890 32
	Crowley's ....	Lewiston .....		
Bangor Loan to E. & N. A. Railway.....	Bangor .....	Winn .....	55.	18,181 82
Port. & Ken. R. R. consols.. }	Portland .....	Augusta .....	} 72.	16,204 17
	Brunswick ...	Bath .....		
Leeds & Farm. R. R. bonds....	Leeds Jct.....	Farmington ..	36.40	17,390 10
Maine Central 7 % loan.....	Danville Jct..	Bangor .....	109.50	6,911 42
Maine Cent. extension bonds.. }	Danville Jct..	Cumberl'd Jct	} 18.30	17,390 10
	Portland .....	Bangor .....		
Maine Central consols .....	Brunswick ...	Bath .....	} 304.10	18,657 35
	Cumbl'd Jct..	Skowhegan ..		
	Leeds Jct.....	Farmington ..		
Maine Cen. Coll. Frust bonds }	Penobscot Jct	Mt. Des. Ferry	41.13	17,724 03
Maine Shore Line bonds ....				

All equipment of Maine Central Railroad mortgaged. No income or securities are mortgaged. Equipment, Penobscot Junction to Mt. Desert Ferry, not mortgaged.

## EMPLOYEES AND SALARIES—ENTIRE LINE.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers .....	15	4,695	\$37,284 21	\$7 94
General office clerks .....	69	17,544	41,327 82	2 35
Station agents.....	225	62,588	123,568 99	1 97
Other station men.....	366	106,066	160,211 71	1 51
Enginemen .....	145	44,051	132,265 10	3 00
Firemen .....	148	43,678	84,639 14	1 93
Conductors .....	89	24,620	71,644 80	2 91
Other trainmen.....	345	61,769	110,566 38	1 79
Machinists .....	76	22,044	45,332 98	2 05
Carpenters .....	156	50,833	94,732 28	1 86
Other shopmen .....	100	27,451	45,726 65	1 66
Section foremen .....	177	49,993	86,171 01	1 72
Other trackmen .....	822	191,219	254,452 98	1 33
Switchmen, flagmen and watchmen .....	253	79,220	98,451 03	1 24
Telegraph operators and dispatchers .....	44	13,724	22,814 88	1 66
Employees—account floating equipment .....	39	6,292	12,647 86	2 01
All other employees and laborers .....	1273	165,818	272,238 20	1 64
Total (including "general officers") .....	4342	971,605	\$1,694,076 02	\$1 74
Less "general officers".....	15	4,695	37,284 21	7 94
Total (excluding "general officers") .....	4327	966,910	\$1,656,791 81	\$1 71
Distribution of above:				
General administration.....	84	22,239	\$ 78,612 03	\$3 53
Maintenance of way and structures.....	1563	386,639	579,868 38	1 49
Maintenance of equipment.....	310	91,907	171,000 47	1 86
Conducting transportation.....	2385	470,820	864,595 14	1 83
Total (including "general officers") .....	4342	971,605	\$1,694,076 02	\$1 74
Less "general officers" .....	15	4,695	37,284 21	7 94
Total (excluding "general officers").....	4327	966,910	\$1,656,791 81	\$1 71

PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for tonnage, number pass'rs, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
<b>PASSENGER TRAFFIC:</b>				
Number of passengers carried earning revenue.....	2,088,573			
Number of passengers carried one mile.....	82,432,126			
Average distance carried.....	39.46			
Total passenger revenue.....	-	\$1,953,777	05	
Average amount received from each passenger.....	-		93	5
Average receipts per passenger per mile.....	-		02	3
Estimated cost of carrying each passenger one mile.....	-			01 6
Total passenger earnings.....	-	2,181,853	62	
Passenger earnings per mile of road.....	-	2,681	20	
Passenger earnings per train mile.....	-		1 37	9
<b>FREIGHT TRAFFIC:</b>				
No. of tons carried of freight earning revenue....	1,880,111			
Number of tons carried one mile.....	146,030,405			
Average distance haul of one ton.....	77.67			
Total freight revenue.....	-	2,426,378	16	
Average amount received for each ton of freight.....	-		12	9
Average receipts per ton per mile.....	-		01	5
Estimated cost of carrying one ton one mile.....	-			00 9
Total freight earnings.....	-	2,426,378	16	
Freight earnings per mile of road.....	-	2,981	68	7
Freight earnings per train-mile.....	-		1 75	4
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue.....	-	4,380,155	21	
Passenger and freight revenue per mile of road.....	-		5,382	61 3
Passenger and freight earnings.....	-	4,608,231	78	
Passenger and freight earnings per mile of road.....	-		5,662	88 8
Gross earnings from operation.....	-	4,632,031	78	
Gross earnings from operation per mile of road.....	-		5,692	13 5
Expenses.....	-	2,846,835	80	
Expenses per mile of road.....	-		3,498	37 2
<b>TRAIN MILEAGE:</b>				
Miles run by passenger trains.....	1,581,745			
Miles run by freight trains.....	1,383,035			
Total mileage trains earning revenue.....	2,964,780			
Miles run by switching trains.....	921,195			
Miles run by construction and other trains.....	208,525			
Grand total train mileage.....	4,094,500			

## DESCRIPTION OF EQUIPMENT OWNED.

ITEM.	Number added during year.		Total number at end of year.		EQUIPMENT FITTED WITH TRAIN BRAKE.	EQUIPMENT FITTED WITH AUTOMATIC COUPLER.
			Number.		Kind.	Number. Kind.
Locomotives:						
Passenger .....	2	61	60	53	Westinghouse, [York.	
Freight .....	3	62	24	24	Westinghouse .....	7 New
Switching .....	2	23	6	6	Westinghouse .....	
Total locomotives....	7	146	90			
Cars in passenger service:						
First-class passenger cars	14	119	119		Westinghouse .....	119 Miller.
Second-class passenger cars .....	-	5	5		Westinghouse .....	5 Miller.
Combination passenger cars .....	-	13	13		Westinghouse .....	13 Miller.
Baggage, express and postal cars .....	5	55	55		Westinghouse .....	55 Miller.
Other cars in passenger service.....	6	6	6		Westinghouse .....	6 Miller.
Total.....	25	198	198			198
Cars in freight service:						
Box cars.....	193	1005	-		None .....	- None.
Flat cars.....	147	1571	-		None .....	- None.
Stock cars .....	1	86	-		None .....	- None.
Coal cars .....	50	150	-		None .....	- None.
Refrigerator cars .....	-	14	-		None .....	- None.
Total .....	391	2826				
Cars in company's service:						
Gravel cars.....	-	70	-		None .....	- None.
Derrick cars.....	2	9				
Caboose cars.....	12	60				
Other road cars.....	13	119				
Total .....	27	258				
Cars contributed to fast freight line service .....	-	50				
Total cars owned .....	-	3332				
Grand total cars .....	-	3332				

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs				Iron.	Steel.
Miles of single track .....	314.23	-	499.53	813.76	-	33.04	780.72
Miles of second track .....	18.60	-	-	18.60	-	-	18.60
Miles of yard track and sidings .....	105.65	-	90.84	196.49	-	130.19	66.30
Total mileage operated (all tracks) .....	438.48	-	590.37	1028.85	-	163.23	865.62

MILEAGE OF LINE BY STATES AND TERRITORIES.

MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage excl'g track age rights.	RAILS.	
	Main line.	Branches and spurs			Iron.	Steel.
Maine .....	314.23	-	333.53	647.76	33.04	614.72
New Hampshire .....	-	-	99.15	99.15	-	99.15
Vermont .....	-	-	13.85	13.85	-	13.88
Dominion of Canada .....	-	-	53.	53.	-	53.
Total mileage operated (single track) .....	314.23	-	499.53	813.76	33.04	780.72

MILEAGE OWNED BY ROAD MAKING THIS REPORT.

State of Maine, main line..... 314.23

## RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—lbs.	Average price per ton at distributing point.	Kind.	Number.	Average price at distributing point.
Steel.....	3,336 1227-2240	67	\$34 00	Cedar .....	222,676	\$0.22
				Hemlock .....	89,396	.18
				Hackmatack.....	18,924	.20
				Total .....	330,996	

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL-Tons.		WOOD—Cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Bituminous.		Hard.	Soft.			
Passenger.....	45,349	1200 2240	-	203.87	45,451	1,581,745	57.47
Freight .....	50,405	1200 2240	-	229.00	50,520	1,383,035	73.06
Switching.....	19,667	1680 2240	-	66.50	19,705	921,195	47.77
Construction.....	4,590	840 2240	-	13.37	4,597	208,525	44.09
Total.....	120,013	920	-	512.75	120,269.	-	58.75
Av. cost at distributing point	\$3.214	*	-	\$3.414	\$3.222		

\* For 2,000 pounds.



ACCIDENTS TO PERSONS.

Kind of Accident.	EMPLOYEES.							
	Trainmen.		Switchmen, Flagmen and Watchmen.		Other Employees		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling .....	-	16	-	1	-	-	-	17
Falling from trains and engines	1	-	-	-	-	-	1	
Overhead obstructions .....	-	1	-	-	-	-	-	1
Collisions .....	-	-	-	-	-	1	-	1
Other causes .....	-	-	-	1	2	1	2	2
<b>Total .....</b>	<b>1</b>	<b>17</b>	<b>-</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>21</b>
	OTHERS.							
	PASSEN- GERS.		Trespassing.		Not Tres- passing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Other train accidents.....	-	-	-	-	1	-	1	
At high crossings .....	-	-	-	-	4	7	4	7
Other causes.....	-	4	7	3	-	1	7	8
<b>Total .....</b>	<b>-</b>	<b>4</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>8</b>	<b>12</b>	<b>15</b>

## BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.	
		Feet.	In.	Feet.	In.	Feet.	In.
<b>Bridges:</b>							
Iron .....	112	15,483	7	25		913	2
Wooden .....	56	8,979	11	24		1661	
Combination .....	2	1,127	1	377	6	739	7
Total .....	170	25,590	7				
<b>Trestles:</b>							
Wood .....	43	15,140	10	21		3,525	
Iron .....	2	1,002	6	485		517	6
				Number.		Height of lowest above surface of rail.	
<b>Overhead Highway Crossings:</b>							
Bridges .....				37		14 feet 6 inches.	
<b>Overhead Railway Crossings:</b>							
Bridges .....				1		15 feet 6 inches.	

Gauge of track, 4 feet, 8½ inches.

**Report of the Monson Railroad Company for the Year  
Ending June 30, 1892.**

HISTORY.

Name of common carrier making this report. Monson Railroad Company.  
Date of organization, October 9, 1882.  
Organized under the laws of the State of Maine.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
H. A. WHITING.....	Wilton, N. H.....	March 20, 1893.
J. F. KIMBALL.....	Lowell, Mass.....	"
C. H. LATHAM.....	".....	"
A. W. CHAPIN.....	Monson, Me.....	"
J. F. SPRAGUE.....	".....	"
W. L. EASTERBROOK.....	".....	"
T. P. ELLIOTT.....	".....	"

Total number of stockholders at date of last election, 17.  
Date of last meeting of stockholders for election of directors, June 22, 1892.  
Post office address of general office, Lowell, Massachusetts.  
Post office address of operating office, Monson, Maine.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	H. A. WHITING.....	Wilton, N. H.
President.....	H. A. WHITING.....	"
Secretary.....	J. F. SPRAGUE.....	Monson, Me.
Treasurer.....	J. F. KIMBALL.....	Lowell, Mass.
Attorney, or General Counsel.....	J. F. SPRAGUE.....	Monson, Me.
General Manager.....	J. F. KIMBALL.....	Lowell, Mass.
General Superintendent.....	W. L. EASTERBROOK.....	Monson, Me.
General Freight Agent.....	W. L. EASTERBROOK.....	"
General Passenger Agent.....	W. L. EASTERBROOK.....	"

## PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Monson Railroad.....	Monson Junct.,	Monson. ....	6.16
	Monson .....	Slate quarries .....	2.
Total .....			8.16

## CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.
Capital stock: Common .....	700	\$100	\$70,000	\$70,000

## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate %.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
Mort...	April 1 1884.	April 1 1904.	\$70,000	\$70,000	\$70,000	\$70,000	6	Apr. & Oct. 1.	\$4,200	\$625 56

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$70,000 00	\$70,000 00	\$4,200 00	

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.	
Cash.....	\$ 261 84	Loans and bills payable .....	\$11,537 00
Balance—current liabilities ...	42,767 07	Matured interest coupons unpaid (including coupons due July 1) .....	31,491 91
Total ...	\$43,028 91	Total .....	\$43,028 91

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock .....	\$70,000 00	\$70,000 00	-	8	\$8,750 00
Bonds .....	70,000 00	70,000 00	-	8	8,750 00
Total.....	\$140,000 00	\$140,000 00	-	8	\$17,500 00

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses charged to construction or equipment.			
Construction—total cost.....	-	-	\$60,886 68	\$60,886 68	\$7,461 60
Total equipment .....	-	-	17,261 95	17,261 95	21,115 43
Grand total cost construction, equipment, etc.....	-	-	\$78,148 63	\$78,148 63	\$9,577 03

## INCOME ACCOUNT.

Gross earnings from operation .....	\$11,588 37	
Less operating expenses.....	10,284 01	
Total income .....		\$1,304 36
Deductions from income:		
Interest on funded debt accrued.....	\$4,200 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for .....	625 56	
Taxes .....	71 49	
Total deductions from income.....		4,897 05
Deficit from operations of year ending June 30, 1892 .....		\$ 3,592 69
Deficit on June 30, 1891.....		99,719 86
Deficit on June 30, 1892.....		\$103,312 55

## EARNINGS FROM OPERATION.

Item.	Total Receipts.	Actual Earnings.
Total passenger revenue .....	-	\$1,709 36
Mail .....	\$266 60	
Express.....	208 67	
Extra baggage and storage .....	28 93	
Deductions .....		504 20
Total passenger earnings .....	-	\$2,213 56
Total freight earnings.....	-	9,374 81
Total gross earnings from operation .....	-	\$11,588 37

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway .....	\$539 94	\$1,619 79	\$2,159 73
Renewals of ties .....	91 97	275 92	367 89
Repairs of bridges and culverts .....	4 74	14 37	19 16
Repairs of fences, road-crossings, signs and cattle guards .....	13 44	40 33	53 77
Repairs of buildings .....	42 37	127 12	169 49
<b>Total .....</b>	<b>\$692 51</b>	<b>\$2,077 53</b>	<b>\$2,770 04</b>
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....	\$56 68	\$170 03	\$226 71
Repairs and renewals of passenger cars..	5 41	16 24	21 65
Repairs and renewals of freight cars.....	33 04	99 12	132 16
Shop machinery, tools, etc. ....	1 32	3 95	5 27
<b>Total .....</b>	<b>\$96 45</b>	<b>\$289 34</b>	<b>\$385 79</b>
<b>Conducting transportation:</b>			
Wages of engineers, firemen, and round- housemen .....	\$433 25	\$1,299 74	\$1,732 99
Fuel for locomotives.....	209 24	627 71	836 95
All other supplies for locomotives .....	16 07	48 22	64 29
Wages of other trainmen .....	150 00	450 00	600 00
All other train supplies.....	28 70	86 10	114 80
Wages of station agents, clerks, and laborers.....	743 19	2,229 58	2,972 77
Station supplies .....	8 31	24 92	33 23
Loss and damage.....	8 00	24 00	32 00
Injuries to persons .....	53 31	159 94	213 25
<b>Total .....</b>	<b>\$1,650 07</b>	<b>\$4,950 21</b>	<b>\$6,600 23</b>
<b>General expenses:</b>			
Salaries of officers .....	\$75 00	\$225 00	\$300 00
Advertising.....	7 50	22 50	30 00
Insurance.....	30 00	90 00	120 00
Stationery and printing.....	19 47	58 43	77 90
<b>Total.....</b>	<b>\$131 97</b>	<b>\$395 93</b>	<b>\$527 90</b>
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	\$692 51	\$2,077 53	\$2,770 04
Maintenance of equipment.....	96 45	289 34	385 79
Conducting transportation.....	1,650 07	4,950 21	6,600 28
General expenses .....	131 97	395 93	527 90
<b>Grand total .....</b>	<b>\$2,571 00</b>	<b>\$7,713 01</b>	<b>\$10,284 01</b>

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
	Item.	Total.	Increase.	Decrease.
Cost of road .....	-	\$60,886 68		
Cost of equipment .....	-	17,261 95		
Cash and current assets .....	-	261 84		
Profit and loss.....	-	103,312 55		
Grand total .....	-	\$182,083 02		
LIABILITIES.				
Capital stock .....	-	\$70,000 00		
Funded debt .....	-	70,000 00		
Current liabilities.....	-	42,767 07	\$3,886 87	
Grand total .....	-	\$182,767 07		

## EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	1	313	\$300 00	\$0 93
Station agents .....	2	626	690 00	1 10
Other station men .....	1	313	704 25	2 25
Enginemen .....	1	313	469 50	1 50
Firemen .....	1	313	600 00	1 92
Section foremen.....	1	313	626 00	2 00
Other trackmen .....	4	1,200	1,500 00	1 25
All other employees and laborers.....	5	1,522	2,282 77	1 49
Total (including "general officers").....	16	4,913	\$7,172 52	\$1 46
Less "general officers" .....	1	313	300 00	
Total (excluding "general officers") .....	15	4,600	\$6,872 52	\$1 49
Distribution of above:				
General administration .....	1	313	\$ 300 00	
Maintenance of way and structures.....	5	1,513	2,126 00	
Conducting transportation.....	10	3,087	4,746 52	
Total (including "general officers").....	16	4,913	\$7,172 52	\$1 46
Less "general officers".....	1	313	300 00	
Total (excluding "general officers") .....	15	4,600	\$6,872 52	\$1 49



PASSENGER AND FREIGHT AND TRAIN MILEAGE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
<b>PASSENGER TRAFFIC:</b>				
Number of passengers carried earning revenue ..	5,189			
Number of passengers carried one mile.....	31,134			
Average distance carried .....	6			
Total passenger revenue.....	-	\$1,709	36	
Average amount received from each passenger,	-		32	9
Average receipts per passenger per mile.....	-		05	4
Estimated cost of carrying each passenger one	-			
mile .....	-		08	2
Total passenger earnings .....	-	2,213	56	
Passenger earnings per mile of road .....	-	328	92	6
Passenger earnings per train-mile.....	-		14	8
<b>FREIGHT TRAFFIC:</b>				
No. of tons carried of freight earning revenue...	7,402			
Number of tons carried one mile.....	44,412			
Average distance haul of one ton.....	6			
Total freight revenue.....	-	9,374	81	
Average amount received for each ton of freight,	-		1	26
Average receipts per ton per mile .....	-		21	1
Estimated cost of carrying one ton one mile.....	-		1	04
Total freight earnings.....	-	9,374	81	
Freight earnings per mile of road.....	-	1,562	46	8
Freight earnings per train-mile .....	-		63	
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue.....	-	11,084	17	
Passenger and freight revenue per mile of road,	-	1,847	36	1
Passenger and freight earnings .....	-	11,588	37	
Passenger and freight earnings per mile of road,	-	1,931	39	
Gross earnings from operation.....	-	11,588	37	
Gross earnings from operation per mile of road,	-	1,931	39	
Expenses .....	-	10,284	01	
Expenses per mile of road.....	-	1,714		
<b>TRAIN MILEAGE:</b>				
Miles run by freight trains.....	3,714			
Miles run by mixed trains .....	11,159			
Total mileage trains earning revenue .....	14,873			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger .....	1	2				
Freight.....	1	2				
Total locomotives ..	2	2				
Cars in passenger service:						
Combination passenger cars .....	1	1				
Total.....	1	1				
Cars in freight service:						
Box cars .....	2	2				
Flat cars .....	2	2				
Other cars.....	4	4				
Total.....	4	20				
Total cars owned.....	21	21				

RENEWALS OF RAILS AND TIES.

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Cedar.....	1,876	\$0.10
Cedar, No. 2 .....	99	.05
Hemlock .....	1,851	.09
Hemlock, No. 2 .....	175	.05
Total .....	3,901	9.43

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Hard wood— cords.	Soft wood— cords.	Total fuel consumed —tons.	Miles run.	Average lbs. consumed per mile.
Passenger .....	20.25	61	44	3,714	5.91
Freight.....	60.75	183	132	11,159	17.74
Total .....	81.00	244	176	14,873	23.65

Gauge of track, 2 feet; 8.16 miles.

## Report of the Orchard Beach Railroad Company for the Year Ending June 30, 1892.

### HISTORY.

Name of common carrier making this report. Orchard Beach Railroad Company.

Date of organization, February 7, 1876. Opened June 26, 1880.

Organized under the laws of the State of Maine.

Chartered in 1876.

Opened for business, passenger traffic only, during the summer.

### ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
FRANK JONES.....	Portsmouth, N. H.....	October, 1892.
JAS. T. FURBER *.....	Great Falls, N. H.....	"
AMOS PAUL.....	South Newmarket, N. H.....	"
JOSEPH S. RICKER.....	Deering, Maine.....	"
SAMUEL C. LAWRENCE.....	Medford, Mass.....	"
WILLIAM T. HART.....	Boston, Mass.....	"
GEO. C. LORD.....	Newton, Mass.....	"

Total number of stockholders at date of last election, 9.

Date of last meeting of stockholders for election of directors. October 22, 1891.

Post office address of general office, Boston, Mass.

Post office address of operating office, Boston, Mass.

### OFFICERS.

Title.	Name.	Location of Office.
President.....	FRANK JONES...	Boston, Mass.
Clerk.....	M. S. WILLIAMS.....	Portland, Maine.
Treasurer.....	AMOS BLANCHARD.....	Boston, Mass.
Auditor.....	WM. J. HOBBS.....	"
Acting General Manager...	JOHN W. SANBORN.....	"
Chief Engineer.....	H. BISSELL.....	"
Superintendent.....	WM. MERRITT.....	"
General Passenger Agent...	D. J. FLANDERS.....	"
General Ticket Agent.....	D. J. FLANDERS.....	"

\* Deceased.

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Orchard Beach Railroad.....	Saco River, Me.	Old Orchard Beach ..	3

Operated by the Boston and Maine Railroad Company.

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	Dividends declared during year.		
					Rate—%.	Amount.	
Capital stock: Common .....	500	\$100	\$50,000	\$50,000			
MANNER OF PAYMENT FOR CAPITAL STOCK.				No. of shares issued during yr.	Cash realized on amount issued during year.	Total number of shares issued.	Total cash realized.
Issued for cash: Common .....				-	-	500	\$50,000

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.	
Balance—current liabilities ...	\$17,327 06	Audited vouchers and accounts, B. and M. Railroad ..	\$17,327 06

Materials and supplies on hand, \$750.54.

RECAPITULATION.  
FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Appor- tionment to rail- roads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital stock.....	\$50,000 00	\$50,000 00	3	\$16,666 66

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED) THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Orchard Beach Railroad .....	\$50,000	-	\$17,327 06	\$67,327 06	3	\$22,442 35

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Charged to construction or equipment.	Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
<b>Construction:</b>				
Right of way and other real estate..	-	-	\$19,068 51	\$6,356 17
Fences.....	-	-	3,384 61	1,128 20
Grading and bridge and culvert masonry .....	-	-	1,850 45	616 82
Bridges and trestles.....	-	-	15,270 21	5,090 07
Rails .....	-	-	1,694 44	564 81
Ties .....	-	-	1,906 76	635 59
Other superstructure.....	-	-	1,557 88	519 29
Shop machinery and tools .....	-	-	630 53	210 18
Engineering expenses.....	-	-	142 78	47 59
Telegraph line .....	-	-	1,918 35	639 45
Total construction .....	-	-	\$47,424 52	\$15,808 17
<b>Equipment:</b>				
Locomotives .....	-	-	\$6,077 52	\$2,025 84
Passenger and baggage cars .....	-	-	8,203 00	2,734 33
Total equipment.....	-	-	\$14,280 52	\$4,760 17
<b>Grand total cost construction, equip- ment, etc.....</b>	-	-	\$61,705 04	\$20,568 34

INCOME ACCOUNT.

Gross earnings from operation .....	\$ 4,978 90	
Less operating expenses .....	11,567 26	
Deficit.....		\$6,588 36
Deductions from income:		
Miscellaneous, less expenses .....		8 65
Deficit.....		\$6,579 71
Interest on interest-bearing current liabilities accrued.....		498 18
Taxes.....		28 77
Deficit from operations ending June 30, 1892.....		\$7,106 66
Surplus on June 30, 1891 .....		2,235 18
Deficit on June 30, 1892.....		\$4,871 48

EARNINGS FROM OPERATION.

Total passenger revenue .....	\$4,953 90
Mail .....	25 00
Total earnings.....	\$4,978 90

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.
<b>Maintenance of way and structures:</b>	
Repairs of roadway .....	\$ 845 72
Renewals of rails .....	4,616 93
Renewals of ties .....	495 36
Repairs of bridges and culverts .....	81 22
Repairs of fences, road-crossings, signs and cattle guards .....	30 80
Repairs of buildings .....	718 46
Repairs of docks and wharves .....	3,115 86
Other expenses .....	86 53
Total .....	\$9,890 88
<b>Maintenance of equipment:</b>	
Repairs and renewals of locomotives .....	\$ 27 29
Repairs and renewals of passenger cars .....	291 68
Total .....	\$318 97
<b>Conducting transportation:</b>	
Wages of enginemen, firemen and roundhousemen .....	\$385 00
Fuel for locomotives .....	260 50
All other supplies for locomotives .....	85 20
Wages of other trainmen .....	404 00
Wages of station agents, clerks and laborers .....	100 00
Station supplies .....	5 80
Total .....	\$1,240 50
<b>General expenses:</b>	
Advertising .....	\$66 25
Insurance .....	42 96
Stationery and printing .....	7 70
Total .....	\$116 91
<b>Recapitulation of expenses:</b>	
Maintenance of way and structures .....	\$9,890 88
Maintenance of equipment .....	318 97
Conducting transportation .....	1,240 50
General expenses .....	116 91
Grand total .....	\$11,567 26



COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total, June 30, 1892.	YEAR ENDING JUNE 30, 1892.	
		Increase.	Decrease.
Cost of road .....	\$47,424 52		
Cost of equipment .....	14,280 52		
Other assets: materials and supplies .....	750 54		
Profit and loss .....	4,871 48	\$4,871 48	
Grand total.....	\$67,327 06	\$4,871 48	
<b>LIABILITIES.</b>			
Capital stock .....	\$50,000 00		
Current liabilities.....	17,327 06	\$7,106 66	
Profit and loss.....	-		\$2,235 18
Grand total.....	\$67,327 06	\$4,871 48	

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers .....	8			
Station agents.....	1	92	\$300 00	\$3 26
Enginemen .....	1	77	231 00	3 00
Firemen .....	1	77	154 00	2 00
Conductors .....	1	77	192 50	2 50
Other trainmen.....	2	147	221 70	1 50
Section foremen .....	1	154	292 60	1 90
Other trackmen.....	2	288	432 00	1 50
Total (including "general officers") .....	17	912	\$1,823 80	\$2 00
Less "general officers".....	8			
Total (excluding "general officers") .....	9	912	\$1,823 80	\$2 00
<b>Distribution of above:</b>				
General administration.....	8			
Maintenance of way and structures.....	3	442	\$724 60	\$1 63
Conducting transportation.....	6	470	1,099 20	2 33
Total (including "general officers") .....	17	912	\$1,823 80	\$2 00
Less "general officers".....	8			
Total (excluding "general officers").....	9	-	\$1,823 80	\$2 00

Road opened for business during summer only.

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
<b>PASSENGER TRAFFIC:</b>				
Number of passengers carried earning revenue.....	54,446			
Number of passengers carried one mile.....	138,125			
Average distance carried.....	2.53			
Total passenger revenue.....	-	\$4,953	90	
Average amount received from each passenger.....	-		09	
Average receipts per passenger per mile.....	-		03	5
Estimated cost of carrying each passenger one mile.....	-		08	3
Total passenger earnings.....	-	4,978	90	
Passenger earnings per mile of road.....	-	1,659	63	
Passenger earnings per train mile.....	-		70	6
<b>TRAIN MILEAGE:</b>				
Miles run by passenger trains.....	7,048			
Miles run by construction and other trains.....	1,761			
Grand total train mileage.....	8,809			

## DESCRIPTION OF EQUIPMENT.

Item.	Total number at end of year.
<b>Locomotives:</b>	
Passenger.....	2
<b>Cars in passenger service:</b>	
First-class passenger cars.....	8
Baggage, express and postal cars.....	1
Total.....	9

## MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.		Iron.	Steel.
Miles of single track.....	3	-	-	3	
Miles of yard track and sidings..	.34	-	-		
Total mileage operated in Me. (all tracks).....	3.34	-	-	3	

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.			NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—lbs. Average price per ton at distributing point.	Kind.	Number.	Average price at dis- tributing point.
			Cedar .....	2,348	\$0 28
			Hackmatack.....	57	26
			Oak, switch, 60 feet to tie..	25	1 02
			Pine .....	115	20
			Total .....	2,545	\$0 28

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—Tons.		WOOD—Cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Bituminous.		Hard.	Soft.			
Passenger .....	* 40		-	5	42.50	7,048	10.64
Construction.....	49 <sup>230</sup> / <sub>2000</sub>		-	-	49 <sup>230</sup> / <sub>2000</sub>	1,761	55.79
Total.....	89 <sup>230</sup> / <sub>2000</sub>		-	5	91 <sup>1230</sup> / <sub>2000</sub>	8,809	20.80
Av. cost at distributing point	\$3 60		-	\$3 80			

\* Coke.

BRIDGES, TRESTLES, TUNNELS, Etc.

One trestle, 315 feet, 6 inches in length.

Gauge of track, 4 feet, 8½ inches. 3 miles.

## Report of the Phillips and Rangeley Railroad Company for the Year Ending June 30, 1892.

### HISTORY.

Name of common carrier making this report. Phillips and Rangeley Railroad Company.

Date of organization? April 17, 1889.

Under laws of what Government, State, or Territory organized? Organized under the laws of the State of Maine; chapter 545 of the Special Laws of 1889.

### ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
ARTHUR SEWALL.....	Bath, Maine .....	October, 1892.
FRANK JONES .....	Portsmouth, N. H. ....	"
CALVIN PUTNAM.....	Danvers, Mass.....	"
GEO. W. GOODWIN.....	Haverhill, Mass.....	"
A. P. GILMAN.....	Haverhill, Mass.....	"
PAYSON TUCKER.....	Portland, Maine.....	"
J. S. RICKER.....	Portland, Maine.....	"
W. A. RICH.....	Woodfords, Maine.....	"
F. E. TIMBERLAKE.....	Phillips, Maine .....	"

Total number of stockholders at date of last election, 35.

☒ Date of last meeting of stockholders for election of directors, October 21, 1891.

Post office address of general office, Portland, Maine.

Post office address of operating office, Portland, Maine.

### OFFICERS.

Title.	Name.	Location of Office.
President.....	ARTHUR SEWALL.....	Portland, Maine.
Clerk.....	GEORGE W. YORK.....	"
Treasurer.....	GEORGE W. YORK.....	"
Auditor.....	GEORGE W. YORK.....	"
General Manager .....	PAYSON TUCKER.....	"
General Superintendent ....	L. H. WHEATON .....	Phillips, Maine.
General Freight Agent.....	W. S. EATON .....	Portland, Maine.
General Ticket Agent.....	F. E. BOOTHBY.....	"

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Phillips and Rangeley Railroad.....	Phillips.....	Rangeley .....	28 60	

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate—%.	Amount.
Capital stock: Common,	1,000	\$100	\$100,000	\$93,300		

MANNER OF PAYMENT FOR CAPITAL STOCK.

	Number of shares issued during year.	Cash realized on amount issued during year.	Total number of shares issued.	Total cash realized.
Issued for cash: Common .....	250	\$25,000	993	

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of Bond or Obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate %.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
First mortgage,	Aug 1890,	Aug 1910,	\$150,000	\$150,000	\$150,000	\$141,000	5	Feb. and Aug. 1.	\$7,500	\$7,500

## RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$150,000 00	\$150,000 00		

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.	
Cash.....	\$3,608 14	Loans and bills payable...	\$23,639 17
Bills receivable.....	295 00	Audited vouchers and accounts.....	13,084 87
Due from agents.....	79 41	Wages and salaries.....	6,808 55
Net traffic balances due from other companies...	1,180 21	Miscellaneous.....	75 00
Due from solvent companies and individuals.....	10,146 18		
Other cash assets (excluding "materials and supplies").....	119 77		
Bal.—current liabilities....	28,178 88		
<b>Total.....</b>	<b>\$43,607 59</b>	<b>Total .....</b>	<b>\$43,607 59</b>

Materials and supplies on hand, \$1,215.19.

## RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To Railroads.	To other properties.	Miles.	Amount.
Capital stock .....	\$99,300	\$99,300	-	28.60	\$3,472
Bonds .....	150,000	150,000	-	28.60	5,244
<b>Total .....</b>	<b>\$249,300</b>	<b>\$249,300</b>	<b>-</b>	<b>28.60</b>	<b>\$8,716</b>

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during the year, not included in operating expenses, charged to construction or equipment.	Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
Total construction.....	\$16,532 19	-	\$229,281 74	
Equipment:				
Locomotives .....	\$6,600 00			
Freight cars.....	8,816 97			
Total equipment.....	\$15,416 97	-	\$40,949 12	
Grand total cost construction, equip- ment, etc.....	\$31,949 16	-	\$270,230 86	

INCOME ACCOUNT.

Gross earnings from operation .....	\$20,770 35	
Less operating expenses .....	18,466 95	
Income from operation.....	\$2,303 40	
Total income .....		\$2,303 40
Deductions from income:		
Interest on funded debt accrued .....	\$5,000 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	1,523 34	
Total deductions from income.....		6,523 34
Deficit .....		\$4,219 94
Deficit from operations of 8 months ending June 30, 1892 .....		\$4,219 94

EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue .....	-	-	\$5,581 23
Mail .....	\$336 65		
Express .....	451 20		787 85
Total passenger earnings .....	-	-	\$6,369 08
Total freight earnings .....	-	-	14,401 27
Total gross earnings from operation.....	-	-	\$20,770 35

## OPERATING EXPENSES.

Item.	Chargeable to passen- ger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	\$1,822 55	\$3,296 96	\$5,119 51
Renewals of rails.....	50 67	91 66	142 33
Repairs of bridges and culverts.....	21 77	39 38	61 15
Repairs of fences, road-crossings, signs and cattle guards.....	30 70	55 55	86 25
Repairs of buildings.....	137 69	249 08	386 77
Other expenses.....	62 25	112 62	174 87
<b>Total.....</b>	<b>\$2,125 63</b>	<b>\$3,845 25</b>	<b>\$5,970 88</b>
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....	\$412 53	\$746 26	\$1,158 79
Repairs and renewals of passenger cars.....	234 78	-	234 78
Repairs and renewals of freight cars.....	-	1,198 83	1,198 83
Shop machinery, tools, etc.....	40 96	74 11	115 07
Other expenses.....	102 13	109 01	211 14
<b>Total.....</b>	<b>\$790 40</b>	<b>\$2,128 21</b>	<b>\$2,918 61</b>
<b>Conducting transportation:</b>			
Wages of enginemen, firemen and round- housemen.....	\$766 62	\$915 55	\$1,682 17
Fuel for locomotives.....	920 58	1,804 42	2,725 00
Water-supply for locomotives.....	4 00	7 25	11 25
All other supplies for locomotives.....	80 43	145 50	225 93
Wages of other trainmen.....	886 12	1,031 28	1,917 40
All other train supplies.....	45 50	38 84	84 34
Wages of switchmen, flagmen and watchmen	44 96	81 34	126 30
Expense of telegraph, including train dis- patchers and operators.....	11 71	21 19	32 90
Wages of station agents, clerks and laborers,	287 25	483 06	770 31
Station supplies.....	52 81	116 02	168 83
Loss and damage.....	-	28 81	28 81
Injuries to persons.....	21 36	38 64	60 00
Other expenses.....	86 12	246 85	332 97
<b>Total.....</b>	<b>\$3,207 46</b>	<b>\$4,958 75</b>	<b>\$8,166 21</b>
<b>General expenses:</b>			
Salaries of officers.....	\$160 73	\$257 60	\$418 33
General office expenses and supplies.....	56 08	109 71	165 79
Advertising.....	46 25	-	46 25
Legal expenses.....	62 92	113 82	176 74
Stationery and printing.....	56 12	58 02	114 14
Other general expenses.....	174 44	315 56	490 00
<b>Total.....</b>	<b>\$556 54</b>	<b>\$854 71</b>	<b>\$1,411 25</b>
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	\$2,125 63	\$3,845 25	\$5,970 88
Maintenance of equipment.....	790 40	2,128 21	2,918 61
Conducting transportation.....	3,207 46	4,958 75	8,166 21
General expenses.....	556 54	854 71	1,411 25
<b>Grand total.....</b>	<b>\$6,680 03</b>	<b>\$11,786 92</b>	<b>\$18,466 95</b>



COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1891.		YEAR ENDING JUNE 30, 1892.	
	Item.	Total.	Increase.	Decrease.
Cost of road .....	-	\$230,891 17		
Cost of equipment .....	-	41,028 47		
Other assets:				
Material and supplies .....	-	1,215 19		
Profit and loss .....	-	74,690 05		
Grand total .....	-	\$280,603 88		
<b>LIABILITIES.</b>				
Capital stock .....	-	\$ 99,300 00		
Funded debt .....	-	150,000 00		
Current liabilities .....	-	28,178 88		
Accrued interest on funded debt not yet payable .....	-	3,125 00		
Grand total .....	-	\$280,603 88		

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
Station agents .....	3	524	\$ 664 06	\$1 27
Enginemen .....	3	625	1,354 92	2 17
Firemen .....	3	625	794 22	1 27
Conductors .....	3	501	898 44	1 79
Other trainmen .....	7	866	1,008 09	1 16
Machinists .....	1	53	128 11	2 41
Carpenters .....	1	119	145 05	1 22
Other shopmen .....	2	300	371 75	1 24
Section foremen .....	5	1,081	1,620 67	1 50
Other trackmen .....	87	4,678	6,238 65	1 33
Switchmen, flagmen and watchmen .....	2	675	788 72	1 17
All other employees and laborers .....	3	1,093	1,490 98	1 36
Total (including "general officers") .....	120	11,139	\$15,503 66	\$1 39
Distribution of above:				
Maintenance of way and structures .....	95	6,851	\$9,350 30	\$1 36
Maintenance of equipment .....	4	472	644 91	1 37
Conducting transportation .....	21	3,816	5,508 45	1 44
Total (including "general officers") .....	120	11,139	\$15,503 66	\$1 39

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
<b>PASSENGER TRAFFIC:</b>				
Number of passengers carried earning revenue.....	4,805			
Number of passengers carried one mile.....	106,249			
Average distance carried.....	22.11			
Total passenger revenue.....	-	5,581	23	
Average amount received from each passenger.....	-		116	
Average receipts per passenger per mile.....	-		5	2
Total passenger earnings.....	-	6,369	08	
Passenger earnings per mile of road.....	-	219	62	3
Passenger earnings per train mile.....	-		54	2
<b>FREIGHT TRAFFIC:</b>				
No. of tons carried of freight earning revenue....	13,445			
Number of tons carried one mile.....	205,867			
Average distance haul of one ton.....	15.31			
Total freight revenue.....	-	14,401	27	
Average amount received for each ton of freight.....	-		107	
Average receipts per ton per mile.....	-		6	
Total freight earnings.....	-	14,401	27	9
Freight earnings per mile of road.....	-	496	59	5
Freight earnings per train-mile.....	-		126	7
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue.....	-	19,982	50	
Passenger and freight revenue per mile of road.....	-		698	05
Passenger and freight earnings.....	-	20,770	35	
Passenger and freight earnings per mile of road.....	-		716	21
Gross earnings from operation.....	-	20,770	35	
Gross earnings from operation per mile of road.....	-		716	28
Expenses.....	-	18,466	95	
Expenses per mile of road.....	-		646	79
<b>TRAIN MILEAGE:</b>				
Miles run by passenger trains.....	6,575			
Miles run by freight trains.....	8,779			
Miles run by mixed trains.....	7,745			
Total mileage trains earning revenue.....	23,099			
Miles run by construction and other trains.....	7,508			
Grand total train mileage.....	30,607			

DESCRIPTION OF EQUIPMENT OWNED.

ITEM.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
<b>Locomotives:</b>						
Passenger .....	-	3	3	Eames Vacuum.		
Freight .....						
<b>Total locomotives....</b>	-	3				
<b>Cars in passenger service:</b>						
First-class passenger cars	-	3	-	Eames Vacuum.	2	Miller.
Combination passenger cars .....	-	1	-	Eames Vacuum.	1	Miller.
Baggage, express and postal cars .....	-	1	-	Eames Vacuum.	1	Miller.
<b>Total.....</b>	-	5	-	.....	4	
<b>Cars in freight service:</b>						
Box cars.....	-	11				
Flat cars.....	-	45				
Other cars.....	-	14				
<b>Total .....</b>	-	70				
<b>Cars in company's service:</b>						
Road cars.....	-	1				
<b>Total .....</b>	-	1				
<b>Total cars owned .....</b>	-	76				

## Report of the Portland Railroad Company for the Year Ending June 30, 1892.

### HISTORY.

Name of common carrier making this report. Portland Railroad Company.  
Date of organization. March 19, 1860.  
Organized under the laws of the State of Maine.

### ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
WM. R. WOOD .....	Portland, Maine.....	January 16, 1893.
CHARLES F. LIBBY .....	" .....	" .....
WM. G. DAVIS .....	" .....	" .....
H. M. HART.....	" .....	" .....
WM. A. WHEELER .....	Ellis Island, New York.....	" .....

Total number of stockholders at date of last election, 91.

Date of last meeting of stockholders for election of directors. January 18, 1892.

Post office address of general office. Portland, Maine.

Post office address of operating office. Portland, Maine.

### OFFICERS.

Title.	Name.	Location of Office.
President .....	WM. R. WOOD .....	Portland, Maine.
Secretary .....	E. A. NEWMAN.....	" .....
Treasurer .....	E. A. NEWMAN.....	" .....
Attorney and General Counsel,	CHARLES F. LIBBY.....	" .....
General Manager.....	E. A. NEWMAN.....	" .....

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for each road named.
	From—	To—	
Portland Railroad .....	In Portland .....	Deering and Westbrook..	16.93

CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Am't Issued and Outstanding.	Dividends Declared During Year.	
					Rate.	Amount
Capital stock: common .....	5,000	\$100	\$500,000	\$200,000	6%	\$12,000
MANNER OF PAYMENT FOR CAPITAL STOCK.			Number of shares issued during year.	Cash realized on amount issued during year.	Total number of shares issued.	Total cash realized.
Issued for cash: common .....			-	-	2,000	\$200,000

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year, not included in operating expenses, charged to construction or equipment.	Total cost to June 30, 1891.	Total cost to June 30, 1892.
<b>Construction:</b>			
Real estate .....	\$29,785 80	\$76,894 40	\$106,680 20
Road bed and track.....	49,704 37	176,101 08	225,805 45
Power station equipment .....	7,301 58	5,811 00	13,212 58
Ocean Street Railroad .....	-	1,225 00	1,225 00
Total construction.....	\$86,791 75	\$260,131 48	\$346,923 23
<b>Equipment:</b>			
Horses.....	-	\$33,304 28	\$30,962 50
Passenger cars.....	\$18,380 00	39,166 90	57,546 90
Electrical equipment.....	40,859 72	-	40,859 72
Total equipment.....	\$59,239 72	\$72,471 18	\$129,369 12
Grand total cost construction, equipment, etc....	\$146,031 47	\$332,602 66	\$476,292 35

## INCOME ACCOUNT.

Gross earnings from operation .....	\$156,167 04	
Less operating expenses.....	125,186 58	
Income from operation.....		\$30,980 46
Miscellaneous income—less expenses .....	\$1,969 76	
Total .....		1,969 76
Total income .....		\$32,950 22
<b>Deductions from income:</b>		
Interest on interest-bearing current liabilities accrued, not otherwise provided for .....	\$6,671 46	
Taxes .....	2,821 30	
Total deductions from income.....		9,492 76
Net income .....		\$23,457 46
Dividends, 6 per cent, common stock.....	\$12,000 00	
Total.....		12,000 00
Surplus from operations of year ending June 30, 1892 .....		\$11,457 46
Surplus on June 30, 1891.....		2,785 36
Surplus on June 30, 1892.....		\$14,242 82

EARNINGS FROM OPERATION.

Item.	Actual earnings
Total passenger earnings .....	\$156,167 04
Total gross earnings from operation .....	\$156,167 04

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses	Net miscellaneous income.
House rents .....	\$ 610 70	\$102 37	\$ 508 33
Sale of manure .....	1,141 25	-	1,141 25
Advertising.....	315 00	-	315 00
Miscellaneous .....	5 18	-	5 18
Total.....	\$2,072 13	\$102 37	\$1,969 76

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.
<b>Maintenance of way and structures:</b>	
Repairs of track .....	\$1,376 70
Repairs of buildings.....	1,658 98
Total .....	\$3,035 68
<b>Maintenance of equipment:</b>	
Repairs and renewals of passenger cars .....	\$5,479 96
Shop machinery, tools, etc.....	2,315 79
Blacksmith shop account.....	5,812 34
Total .....	\$13,608 09
<b>Conducting transportation:</b>	
Wages of enginemen, firemen, conductors, drivers, hostlers, etc..	\$57,089 61
Hay and grain .....	25,962 31
Straw .....	2,939 18
Harness repairs.....	578 42
Injuries to persons .....	365 00
Removing snow, etc.....	1,293 42
Coal, oil, etc.....	3,580 44
Total .....	\$91,808 37
<b>General expenses:</b>	
Salaries of officers .....	\$4,333 33
Salaries of clerks .....	2,160 58
Insurance .....	1,605 68
Rents not otherwise provided for.....	1,231 00
Stationery and printing.....	289 05
Other general expenses.....	7,114 80
Total.....	\$16,734 44
<b>Recapitulation of expenses:</b>	
Maintenance of way and structures .....	\$ 3,035 68
Maintenance of equipment .....	13,608 09
Conducting transportation .....	91,808 37
General expenses.....	16,734 44
Grand total.....	\$125,186 58



COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
	Item.	Total.	Increase.	Decrease.
Cost of road .....	-	\$225,805 45	\$49,704 37	
Cost of equipment .....	-	57,546 90	18,380 00	
Power station equipment.....	-	13,212 58	7,301 58	
Electrical equipment.....	-	40,859 72	40,859 72	
Real estate.....	-	106,680 20	29,785 80	
Horse account.....	-	30,962 50	-	\$2,341 78
Cash.....	-	6,376 46	168 77	
Ocean Street Railroad .....	-	1,225 00		
Other assets:				
Materials and supplies.....	-	-	-	514 36
Grand total.....	-	\$482,668 81	\$146,200 24	\$2,856 14
LIABILITIES.				
Capital stock.....	-	\$200,000 00		
Notes payable.....	-	210,000 00	128,500 00	
Profit and loss.....	-	72,668 81	14,844 10	
Grand total.....	-	\$482,668 81	\$143,344 10	

IMPORTANT CHANGES DURING THE YEAR.

An extension built from Woodfords to Westbrook, 4.62 miles, equipped with electricity.

An extension built from Bradley Corner to Stroudwater village, about one mile.

## EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	-	-	\$4,333 33	
General office clerks ...	3	-	2,160 58	
Enginemen .....	2	-	1,447 53	
Firemen .....	2	-	1,146 55	
Conductors and drivers.....	63	-	36,684 86	
Carpenters.....	16	-	11,717 80	
Section foremen .....	1	-	600 00	
Watchmen .....	2	-	1,046 74	
Hostlers, tow-boys, etc.....	38	-	17,113 93	
Total (including "general officers") .....	127	-	\$76,251 32	
Distribution of above:				
General administration .....	-	-	\$6,493 91	
Maintenance of way and structures .....	-	-	600 00	
Maintenance of equipment .....	-	-	11,717 80	
Conducting transportation.....	-	-	57,439 61	
Total (including "general officers") .....	-	-	\$76,251 32	

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue,	3,124,704			
Total passenger earnings .....	-	156,167	04	
Average amount received from each passenger,	-		49	9
Expenses .....	-	125,186	58	

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.		Total number at end of year.		EQUIPPED WITH TRAIN BRAKE.		CARS FITTED WITH AUTOMATIC COUPLER.	
	Number.	Kind.	Number.	Kind.	Number.	Kind.	Number.	Kind.
Cars in passenger service:								
First-class passenger .....	12	64						
Gravel cars .....	-	4						

MILEAGE.

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs				Iron.	Steel.
Miles of single track .....	16.93	-	-	16.93	5.62	1.25	15.68
Miles of second track .....	2.82	-	-	2.82	.32		2.82
Miles of yard track and sidings .....	.79	-	-	.79	-		.79
Total mileage operated (all tracks) .....	20.54	-	-	20.54	5.94	1.25	19.29

ACCIDENTS.

Mrs. Bridget Boyce fell against the stove as the car stopped, and was injured.

## Report of the Portland and Rochester Railroad Company for the Year Ending June 30, 1892.

### HISTORY.

Name of common carrier making this report. Portland and Rochester Railroad Company.

Date of organization. March 8, 1881.

Organized under the laws of the State of Maine; act of incorporation approved February 3, 1881. State of New Hampshire act of incorporation approved July 27, 1881.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized.

Chartered as York and Cumberland Railroad Company, July 20, 1846; sold under foreclosure to Portland and Rochester Railroad Company, placed in hands of receiver February 1, 1877; sold under foreclosure and purchased by existing corporation, which assumed possession May 1, 1881.

### ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
GEORGE P. WESCOTT.....	Portland, Maine.....	December 5, 1892.
WM. G. DAVIS .....	" " .....	" "
NATHAN WEBB.....	" " .....	" "
JOSEPH S. RICKER.....	" " .....	" "
CHARLES MCCARTHY, JR.....	" " .....	" "
STEPHEN L. YOUNG .....	Brunswick, Maine.....	" "
FREDERIC ROBIE .....	Gorham, Maine.....	" "
ARTHUR SEWALL.....	Bath, Maine.....	" "
FRANK JONES.....	Portsmouth, N. H.....	" "

Total number of stockholders at date of last election, 93.

Date of last meeting of stockholders for election of directors. December 4, 1891.

Post office address of general office. Portland, Maine.

Post office address of operating office. Portland, Maine.

### OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board .....	GEORGE P. WESCOTT.....	Portland, Maine.
President .....	GEORGE P. WESCOTT.....	" "
Treasurer.....	WILLIAM H. CONANT.....	" "
Attorney, or General Counsel	{ NATHAN CLEAVES..... } { HENRY B. CLEAVES..... }	" "
General Superintendent.....	JOSEPH W. PETERS.....	" "
General Freight Agent .....	T. F. TOLMAN.....	" "
General Ticket Agent .....	CHARLES J. WIGGIN.....	" "

PROPERTY OPERATED.

NAME OF EVERY RAILROAD THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Portland and Rochester R. R. ....	Portland, Me....	Rochester, N. H.	53.86

The Union Branch, owned and operated by the Portland and Rochester Railroad for hauling the trains of the Boston and Maine Railroad, connecting with the Grand Trunk Railway, the cost of which does not enter into the expense or income of the road. The length of the branch is 1.12 mile.

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common .....	5,919	\$100	\$600,000 00	\$591,900 00	6%	\$35,514 00
Scrp.....	-	-	-	170 45	-	10 22
Total .....	5,919	-	\$600,000 00	\$592,070 45	-	\$35,524 22

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAY'T OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1891.	
Cash .....	\$8,847 89	Loans and bills payable.....	\$137,000 00
Bills receivable .....	250 00	Admitted vouchers & acc'ts.	18,732 44
Net traffic balances due from other companies .....	1,675 57		
Due from solvent companies and individuals .....	18,955 07		
Union Branch.....	113,469 62		
Bal.—Current liabilities.....	12,534 29		
Total .....	\$155,732 44	Total .....	\$155,732 44

Materials and supplies on hand, \$16,576.77.

## RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	AMOUNT PER MILE OF ROAD.	
		Miles.	Amount.
Capital stock .....	\$592,070 45	54.98	\$10,768 83

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital stock.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
				Miles.	Amount.
Portland and Rochester Railroad.....	\$592,070 45	\$155,732 44	\$747,802 89	53.86	\$13,884 19

## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year included in operating expenses.	Total cost to June 30, 1892.	Cost per mile.
Construction.....	*		
Equipment:			
Locomotives.....	\$7,084 46		
Passenger cars .....	9,138 43		
Total equipment .....	\$16,222 89		
Grand total cost construction, equipment, etc...	-	\$592,070 45	\$10,992 76

\* All improvements charged to operating expenses.

INCOME ACCOUNT.

Gross earnings from operation .....	\$249,365 18	
Less operating expenses.....	203,217 14	
Income from operation .....	<u>\$46,148 04</u>	
Miscellaneous income—less expenses .....	7,189 47	
Total income .....		<u>\$53,337 51</u>
Deductions from income:		
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	\$1,135 86	
Taxes .....	<u>4,103 85</u>	
Total deductions from income.....		<u>5,239 71</u>
Net income .....		<u>\$48,097 80</u>
Dividends, 6%, common stock.....	\$35,524 22	
Back Bay land improvement.....	4,055 21	
Real estate .....	<u>7,359 52</u>	
Total .....		<u>46,938 95</u>
Surplus from operations of year ending June 30, 1892.....		<u>\$1,158 85</u>
Surplus on June 30, 1891.....		<u>111,914 64</u>
Surplus on June 30, 1892.....		<u>\$113,073 49</u>

## EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Passenger:			
Passenger revenue .....	\$98,578 87		
Less repayments:			
Tickets redeemed .....	-	\$ 69 88	
Excess fares refunded .....	-	305 95	
Other repayments.....	-	100 03	
Total deductions .....	-	\$475,86	
Total passenger revenue.....	-	-	\$98,103 01
Mail.....	-	-	7,356 73
Express .....	-	-	2,948 99
Total passenger earnings.....	-	-	\$108,408 73
Freight:			
Freight revenue.....	\$143,019 64		
Less repayments:			
Overcharge to shippers.....	-	\$2,013 19	
Other repayments.....	-	50 00	
Total deductions .....	-	\$2,063 19	
Total freight earnings .....	-	-	140,956 45
Total passenger and freight earnings .....	-	-	\$249,365 18
Total gross earnings from operation—entire line .....	-	-	\$249,365 18

## MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Rents from buildings and lands .....	\$1,695 65	\$106 18	\$1,589 47
City of Portland for building sewer and filling flats.	5,600 00	-	5,600 00
Total .....	\$7,295 65	\$106 18	\$7,189 47



OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway .....	\$18,122 91	\$10,288 69	\$28,411 60
Renewals of rails .....	2,810 84	1,595 76	4,406 60
Renewals of ties .....	5,080 22	2,884 13	7,964 35
Repairs of bridges and culverts .....	1,288 82	731 69	2,020 51
Repairs of fences, road-crossings, signs and cattle guards .....	1,319 04	748 84	2,067 88
Repairs of buildings .....	7,321 99	4,156 83	11,478 82
Repairs of docks and wharves .....	119 65	67 92	187 57
Other expenses .....	8 74	4 96	13 70
<b>Total .....</b>	<b>\$36,072 21</b>	<b>\$20,478 82</b>	<b>\$56,551 03</b>
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives .....	\$10,305 59	\$5,850 66	\$16,156 25
Repairs and renewals of passenger cars .....	7,950 55	-	7,950 55
Repairs and renewals of freight cars .....	-	6,908 51	6,908 51
New passenger cars .....	9,138 43	-	9,138 43
Shop machinery, tools, etc. ....	528 18	299 85	828 03
Other expenses .....	11 57	6 57	18 14
<b>Total .....</b>	<b>\$27,934 32</b>	<b>\$13,065 59</b>	<b>\$40,999 91</b>
<b>Conducting transportation:</b>			
Wages of enginemen, firemen, and round-housemen .....	\$10,722 99	\$6,087 63	\$16,810 62
Fuel for locomotives .....	14,488 55	8,225 40	22,713 95
Water-supply for locomotives .....	628 93	357 06	985 99
All other supplies for locomotives .....	989 70	561 87	1,551 57
Wages of other trainmen .....	5,905 83	5,629 69	11,535 52
All other train supplies .....	532 61	315 08	847 69
Wages of switchmen, flagmen and watchmen .....	4,589 46	2,605 52	7,194 98
Expense of telegraph, including train dispatchers and operators .....	1,363 33	773 99	2,137 32
Wages of station agents, clerks, and laborers .....	6,131 21	9,487 56	15,618 77
Station supplies .....	1,783 73	631 87	2,415 60
Car mileage—balance .....	93 58	1,195 99	1,289 57
Loss and damage .....	-	292 02	292 02
Injuries to persons .....	1,155 40	-	1,155 40
Other expenses .....	485 52	196 57	682 09
<b>Total .....</b>	<b>\$48,870 84</b>	<b>\$36,360 25</b>	<b>\$85,231 09</b>
<b>General expenses:</b>			
Salaries of officers .....	\$5,613 26	\$3,186 74	\$8,800 00
Salaries of clerks .....	2,133 99	1,211 50	3,345 49
General office expenses and supplies .....	431 91	245 20	677 11
Advertising .....	586 42	-	586 42
Insurance .....	485 21	275 46	760 67
Rents not otherwise provided for .....	255 12	144 84	399 96
Legal expenses .....	1,559 65	885 44	2,445 09
Stationery and printing .....	1,681 85	954 81	2,636 66
Other general expenses .....	499 91	283 80	783 71
<b>Total .....</b>	<b>\$13,247 32</b>	<b>\$7,187 79</b>	<b>\$20,435 11</b>
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures .....	\$36,072 21	\$20,478 82	\$56,551 03
Maintenance of equipment .....	27,934 32	13,065 59	40,999 91
Conducting transportation .....	48,870 84	36,360 25	85,231 09
General expenses .....	13,247 32	7,187 79	20,435 11
<b>Grand total .....</b>	<b>\$126,124 69</b>	<b>\$77,092 45</b>	<b>\$203,217 14</b>

Percentage of expenses to earnings—entire line, 81.49.

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
	Item.	Total.	Increase.	Decrease.
Cost of road and equipment,	-	\$592,070 45		
Lands owned.....	-	109,001 01	\$49,655 29	
Cash and current assets .....	-	143,198 15	68,889 49	
Other assets:				
Materials and supplies....	-	16,576 77	-	\$2,653 49
Grand total .....	-	\$860,876 38	\$118,544 78	\$2,653 49
<b>LIABILITIES.</b>				
Capital stock .....	-	\$592,070 95		
Current liabilities.....	-	155,732 44	\$114,732 44	
Profit and loss.....	-	113,073 49	1,158 85	
Grand total .....	-	\$860,876 38	\$115,891 29	

## IMPORTANT CHANGES DURING THE YEAR.

Union branch extending from Preble street to Maine Central Railroad and Union Station; 1.12 miles.

Main line extended from Preble Street Station to Grand Trunk Transfer Station. 1.36 miles. Not before reported in mileage.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers .....	5	1,565	\$8,800 00	\$5 62
General office clerks .....	7	2,191	3,345 49	1 52
Station agents.....	19	5,947	9,277 32	1 56
Other station men.....	15	4,695	6,340 85	1 35
Enginemen.....	9	2,817	8,998 75	3 19
Firemen.....	10	3,130	5,246 30	1 67
Conductors.....	6	1,878	4,440 00	2 36
Other trainmen.....	13	4,069	7,095 52	1 72
Machinists.....	5	1,565	3,364 75	2 15
Carpenters.....	7	2,191	4,382 00	2 00
Other shopmen.....	11	3,443	5,477 50	1 75
Section foremen.....	13	4,069	6,260 00	1 53
Other trackmen.....	53	16,589	20,736 25	1 25
Switchmen, flagmen and watchmen.....	15	4,695	7,194 98	1 53
Telegraph operators and dispatchers.....	4	1,252	2,137 32	1 70
All other employees and laborers.....	4	1,252	1,765 32	1 41
Total (including "general officers") .....	196	61,348	\$104,862 35	\$1 70
Less "general officers".....	5	1,565	8,800 00	5 62
Total (excluding "general officers") .....	191	59,783	\$96,062 35	\$1 70
<b>Distribution of above:</b>				
General administration.....	12	3,756	\$12,145 49	\$3 23
Maintenance of way and structures.....	66	20,658	26,996 25	1 30
Maintenance of equipment.....	23	7,199	13,224 25	1 83
Conducting transportation.....	95	29,735	52,496 36	1 76
Total (including "general officers") .....	196	61,348	\$104,862 35	\$1 70
Less "general officers".....	5	1,565	8,800 00	5 62
Total (excluding "general officers")—entire line....	191	59,783	\$96,062 35	\$1 70

## PASSENGER AND FREIGHT AND TRAIN MILEAGE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
<b>PASSENGER TRAFFIC:</b>				
Number of passengers carried earning revenue . . . . .	330,699			
Number of passengers carried one mile . . . . .	5,581,388			
Average distance carried . . . . .	10.57			
Total passenger revenue . . . . .	-	98,103	01	
Average amount received from each passenger, . . . . .	-		28	9
Average receipts per passenger per mile . . . . .	-		02	7
Estimated cost of carrying each passenger one . . . . .	-		03	5
mile . . . . .	-			
Total passenger earnings . . . . .	-	108,408	73	
Passenger earnings per mile of road . . . . .	-	2,012	78	
Passenger earnings per train-mile . . . . .	-		77	2
<b>FREIGHT TRAFFIC:</b>				
No. of tons carried of freight earning revenue . . . . .	186,843			
Number of tons carried one mile . . . . .	6,649,165			
Average distance haul of one ton . . . . .	4.26			
Total freight revenue . . . . .	-	140,956	45	
Average amount received for each ton of freight, . . . . .	-		75	4
Average receipts per ton per mile . . . . .	-		02	1
Estimated cost of carrying one ton one mile . . . . .	-		01	1
Total freight earnings . . . . .	-	140,956	45	
Freight earnings per mile of road . . . . .	-	2,617	08	9
Freight earnings per train-mile . . . . .	-		1	76 8
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue . . . . .	-	239,059	46	
Passenger and freight revenue per mile of road, . . . . .	-	4,438	53	4
Passenger and freight earnings . . . . .	-	249,365	18	
Passenger and freight earnings per mile of road, . . . . .	-	4,629	87	7
Gross earnings from operation . . . . .	-	249,365	18	
Gross earnings from operation per mile of road, . . . . .	-	4,629	87	7
Expenses . . . . .	-	203,217	14	
Expenses per mile of road . . . . .	-	3,773	06	2
<b>TRAIN MILEAGE:</b>				
Miles run by passenger trains . . . . .	140,421			
Miles run by freight trains . . . . .	79,719			
Total mileage trains earning revenue . . . . .	220,140			
Miles run by switching trains . . . . .	30,849			
Miles run by construction and other trains . . . . .	22,624			
Grand total train mileage . . . . .	273,613			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
<b>Locomotives:</b>						
Passenger .....	1	7	5	Westinghouse Automatic.	1	Miller.
Freight.....	-	3	2			
Switching.....	-	1				
Total locomotives ...	1	11	7		1	
<b>Cars in passenger service:</b>						
First-class passenger cars .....	2	12	10	Westinghouse Automatic.	10	Miller.
Combination passenger cars .....	-	4	3	Westinghouse Automatic.	4	Miller.
Baggage, express and postal cars.....	-	3	2	Westinghouse Automatic.	3	Miller.
Other cars in passenger service .....	-	1				
Total.....	2	20	15		17	
<b>Cars in freight service:</b>						
Box cars.....	-	91				
Flat cars .....	-	133				
Coal cars .....	-	20				
Total.....	-	244				
<b>Cars in company's service:</b>						
Gravel cars.....	-	31				
Derrick cars .....	-	1				
Caboose cars .....	-	4				
Other road cars .....	-	2				
Wrecking car.....	-	1				
Total .....	-	39				
<b>Grand total cars .....</b>	<b>2</b>	<b>303</b>				

## MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during yr.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track .....	53.86	1.12	54.98	2.48	-	54.98
Miles of yard track and sidings ..	17.16	-	17.16	1.63	13.65	3.51
Total mileage operated in Me. (all tracks) .....	71.02	1.12	72.14	4.11	13.65	58.49

## MILEAGE OF LINE BY STATES AND TERRITORIES.

## MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		New line constructed during yr.	Steel rails.
	Main line.	Branches and spurs.		
Maine ... ..	50.36	1.12	2.48	51.48
New Hampshire.....	3.50	-	-	3.50
Total mileage owned and operated (single track) .....	53.86	1.12	2.48	54.98

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.			NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—lbs. Average price per ton at distributing point.	Kind.	Number.	Average price at dis- tributing point.
Steel.....	134	60 \$32 88	Cedar .....	24,818	\$0.29
			Hackmatack.....	2,261	.28
			Total .....	27,079	\$0.29

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL.—Tons.		WOOD—Cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Bituminous.		Hard.	Soft.			
Passenger .....	3,319.19	-	23		3,330.69	140,421	47.27
Freight .....	2,596.22	-	18		2,605.22	79,719	65.13
Switching.....	661.67	-	3		66.317	31,711	41.73
Construction.....	435.69	-	2		436.69	21,762	40.04
Total.....	7,012.77	-	46		7,012.77	273,613	
Av. cost at distributing point	\$3 23	-	\$2 97				

ACCIDENTS.

Trainman injured coupling and uncoupling cars.

Trespasser injured while riding on car platform and leaning out so that head struck target.

## BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.	Minimum length—span.	Maximum length—span.	Item.	Number.	Height of lowest above surface of rail.
<b>Bridges:</b>		Ft. In.	Ft. In.	Ft. In.	Overhead railway crossings: Bridges.....	7	Ft. In.
Iron.....	3	727.10	66.	548.06			
Wooden:	7	648.09	257.	44.			
Total ...	10	1375.19					
Trestles ....	2	1081.	233.	848.			

Guage of track, 4 feet, 8½ inches. 54.98 miles.

## TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of Owner.	Name of Operating Company.
52.50	52.50	Western Union Telegraph Co.....	Portland and Rochester Railroad.



**Report of the Portland and Rumford Falls Railway Company for the Year Ending June 30, 1892.**

**HISTORY.**

Name of common carrier making this report. Portland and Rumford Falls Railway Company.

Date of organization. November 8, 1890.

Organized under the laws of the State of Maine.

On November 1, 1890, the railroad of the Rumford Falls and Buckfield Railroad Company, extending from Mechanic Falls to Gilbertville, was leased for one thousand years (1,000) to the Portland and Rumford Falls Railway, which latter corporation is at present constructing a line of railroad from Gilbertville to Rumford Falls, a distance of about fifteen miles.

**ORGANIZATION.**

Names of Directors.	Post Office Address.	Date of Expiration of Term.
HUGH J. CHISHOLM .....	Portland, Maine.....	September 13, 1892.
DANIEL F. EMERY, JR.....	Portland, Maine.....	“ “
GEO. C. WING.....	Auburn, Maine.....	“ “
GEO. D. BISBEE.....	Buckfield, Maine.....	“ “
WALDO PETTINGILL.....	Rumford, Maine.....	“ “
GEO. W. RUSSELL.....	Lawrence, Mass.....	“ “
R. C. BRADFORD.....	Portland, Maine.....	“ “

Total number of stockholders at date of last election, 14.

Date of last meeting of stockholders for election of directors. September 8, 1891.

Post office address of general office. Portland, Maine.

Post office address of operating office. Portland, Maine.

**OFFICERS.**

Title.	Name.	Location of Office.
President .....	HUGH J. CHISHOLM .....	Portland, Maine.
Secretary .....	R. C. BRADFORD.....	“ “
Treasurer .....	R. C. BRADFORD.....	“ “
Attorney or General Counsel ..	JOSEPH W. SYMONDS.....	“ “
Chief Engineer .....	FREDERICK DANFORTH .....	Canton, Maine.
General Superintendent.....	L. L. LINCOLN.....	“ “
General Ticket Agent.....	R. C. BRADFORD.....	Portland, Maine.

## PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Portland and Rumford Falls R'y...	Gilbertville ....	Rumford Falls.....	*
Rumford Falls and Buckfield R. R.	Mechanic Falls	Gilbertville.....	26.77

\* Operations commenced August first; distance about fifteen miles.

## NAME OF ALL COAL, BRIDGE, CANAL, OR OTHER PROPERTIES, THE EARNINGS AND EXPENSES OF WHICH AFFECT THE GENERAL BALANCE SHEET.

Name.	Character of Business.	Title. (Owned or Leased, etc.)	State or Territory.
Telegraph line.....	Telegraph....	Leased .....	Maine.

## CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	Dividends declared during year.	
					Rate—%	Amount.
Capital stock: Common .....	1,000	\$100	\$100,000	\$100,000		
MANNER OF PAYMENT FOR CAPITAL STOCK.						
			No. of shares issued during yr.	Cash realized on amount issued during year.	Total number of shares issued.	Total cash realized.
Issued for cash: Common .....			1,000	\$100,000	1,000	\$100,000

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of Bond or Obligation.	TIME.		Amount of authorized issue.	Amount outstanding.	Rate %.	INTEREST.		
	Date of issue.	When due.				When payable.	Amount accrued during year.	Amount paid during year.
Rumford Falls and Buckfield R.R.Co Portland and Rumford Falls Ry....	July 2, 1883.	July 1, 1898.	\$180,000	\$170,000	7	Jan. & Ap. July & Oct.	\$1,890 00	\$1,890
	Feb. 1, 1892.	Feb. 1, 1912.	450,000	195,000	5	February & August.	4,062 50	
Grand total....	.....	.....	\$630,000	\$212,000	.....	.....	\$5,952 50	\$1,890

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	-	\$212,000 00	\$5,952 50	\$1,890 00

RECEIVER'S CERTIFICATES.

Date issued.	Amount Outstanding.	Principal—am't funded or otherwise disposed of.	INTEREST.		
			Amount accrued during year.	Amount paid during year.	Rate %
May 1, 1878.....	\$62,400 00	\$17,500 00	\$5,289 67	\$5,593 00	7
May 1, 1880.....	42,500 00	8,500 00	3,570 00	3,570 00	7
Total .....	\$104,900 00	\$26,000 00	\$8,859 67	\$9,163 00	

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.	
Cash.....	\$29,607 82	Receiver's certificates .....	\$104,900 00
Bills receivable.....	16,510 00	Loans and bills payable .....	31,760 00
Due from agents.....	3,492 13	Audited vouchers and accounts .....	16,241 42
Due from solvent companies and individuals.....	606 37	Miscellaneous.....	500 00
Balance—current liabilities ...	107,685 10		
Total ...	157,901 42	Total .....	\$157,901 42

Materials and supplies on hand, \$853.10.

## RECAPITULATION.

## FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock .....	\$100,000 00	\$100,000 00	-	15	* \$6,666 66
Bonds .....	212,000 00	212,000 00			

\* On new line.

## FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED) THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Rumford Falls and Buckfield Railroad Co.....	\$500,000	*\$17,000	†	\$517,000	26.77	\$19,312 66

\* \$17,000 of the \$212,000 was a mortgage on the railroad from Mechanic Falls to Gilbertville, 26.77 miles; and \$195,000 was a mortgage on the whole line of 42 miles.

† Notes of the Rumford Falls and Buckfield Railroad Company, assumed by the Portland and Rumford Falls Railway, to the amount of \$11,760, were outstanding on June 30, 1892, but such notes are included in the amount \$31,760 against "Loans and bills payable" in table of "Current Assets and Liabilities" above.

COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year, not included in operating expenses, charged to construction or equipment.	Total cost to June 30, 1891.	Total cost to June 30, 1892.
<b>Construction:</b>			
Right of way.....	\$13,076 12		
Fences .....	907 81		
Bridges and trestles .....	1,733 00		
Rails.....	60,632 21		
Ties.....	12,616 78		
Other superstructure .....	918 38		
Buildings, furniture and fixtures.....	3,353 55		
Shop machinery and tools .....	79 91		
Engineering expenses.....	6,780 63		
Interest during construction .....	1,266 73		
Discount on securities sold for construction ...	7,000 00		
Telegraph line.....	276 50		
Road built by contract .....	61,440 00		
Other items.....	3,469 02		
<b>Total construction.....</b>	<b>\$173,550 64</b>	<b>-</b>	<b>\$173,550 64</b>
<b>Equipment:</b>			
Locomotives.....	\$7,450 00		
Passenger cars.....	8,707 75		
Baggage, express and postal cars .....	2,025 00		
Other cars of all classes .....	208 71		
Floating equipment .....	676 75		
<b>Total equipment.....</b>	<b>\$19,068 21</b>	<b>-</b>	<b>19,068 21</b>
<b>Grand total cost construction, equipment, etc....</b>	<b>\$192,618 85</b>	<b>-</b>	<b>\$192,618 85</b>

## INCOME ACCOUNT.

Gross earnings from operation .....	\$54,890 40	
Less operating expenses.....	34,933 37	
Income from operation.....	\$19,957 03	
Total income .....		\$19,957 03
Deductions from income:		
Interest on funded debt accrued .....	\$ 1,890 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for .....	12,774 93	
Rents.....	3,450 00	
Taxes .....	75 98	
Total deductions from income.....		18,190 91
Net income .....		\$1,766 12
Surplus from operations of year ending June 30, 1892 .....		\$1,766 12
Deficit on June 30, 1891.....		\$2,170 44
Deductions for year .....	369 56	
Deficit on June 30, 1892.....		\$773 88

## EARNINGS FROM OPERATION.

Item.	Total Receipts.	Actual Earnings.
Total passenger revenue .....	-	\$18,699 53
Mail .....	-	1,736 76
Express.....	-	1,125 00
Extra baggage and storage .....	-	50 25
Total passenger earnings .....	-	\$21,611 54
Total freight earnings.....	-	32,762 79
Total passenger and freight earnings.....	-	\$54,374 33
Other earnings from operation:		
Car mileage—balance .....	\$124 54	
Other sources .....	391 53	
Total other earnings.....	-	516 07
Total gross earnings from operation .....	-	\$54,890 40

## STOCKS OWNED.

Name.	Total par value.	Rate %.	Income or dividend received.	Valuation.
Rumford Falls and Buckfield Railroad Co.....	\$14,600 00	-	-	\$1,971 00

OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	\$4,320 93	\$2,719 47	\$7,040 40
Renewals of ties.....	824 80	519 11	1,343 91
Repairs of bridges and culverts.....	765 03	481 49	1,246 52
Repairs of fences, road-crossings, signs and cattle guards.....	107 90	67 91	175 81
Repairs of buildings.....	739 87	465 66	1,205 53
Repairs of telegraph.....	61 74	38 86	100 60
Other expenses.....	16 14	10 16	26 30
<b>Total.....</b>	<b>\$6,836 41</b>	<b>\$4,302 66</b>	<b>\$11,139 07</b>
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....	\$1,015 73	\$639 27	\$1,655 00
Repairs and renewals of passenger cars.....	1,064 73	-	1,064 73
Repairs and renewals of freight cars.....	-	1,114 54	1,114 54
Other expenses.....	61	39	1 00
<b>Total.....</b>	<b>\$2,353 84</b>	<b>\$1,481 43</b>	<b>\$3,835 27</b>
<b>Conducting transportation:</b>			
Wages of enginemen, firemen and round-housemen.....	\$1,594 71	\$1,003 67	\$2,598 38
Fuel for locomotives.....	1,845 50	1,161 50	3,007 00
Water-supply for locomotives.....	347 21	218 52	565 73
All other supplies for locomotives.....	202 70	127 58	330 28
Wages of other trainmen.....	1,609 95	1,013 25	2,623 20
All other train supplies.....	83 06	52 28	135 34
Wages of switchmen, flagmen and watchmen.....	309 38	194 72	504 10
Wages of station agents, clerks and laborers.....	1,811 90	1,140 36	2,952 26
Station supplies.....	131 97	83 06	215 03
Car mileage—balance.....	-	92 44	92 44
Loss and damage.....	-	76 48	76 48
Injuries to persons.....	225 00	-	225 00
Other expenses.....	9 82	6 18	16 00
<b>Total.....</b>	<b>\$8,171 20</b>	<b>\$5,170 04</b>	<b>\$13,341 24</b>
<b>General expenses:</b>			
Salaries of officers.....	\$1,841 20	\$1,158 80	\$3,000 00
Salaries of clerks.....	208 51	168 99	377 50
General office expenses and supplies.....	148 62	125 00	273 62
Advertising.....	184 47	116 10	300 57
Insurance.....	152 91	96 24	249 15
Legal expenses.....	502 17	316 05	818 22
Stationery and printing.....	627 69	395 05	1,022 74
Other general expenses.....	285 99	180 00	465 99
<b>Total.....</b>	<b>\$4,061 56</b>	<b>\$2,556 23</b>	<b>\$6,617 79</b>
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	\$6,836 41	\$4,302 66	\$11,139 07
Maintenance of equipment.....	2,353 84	1,481 43	3,835 27
Conducting transportation.....	8,171 20	5,170 04	13,341 24
General expenses.....	4,061 56	2,556 23	6,617 79
<b>Grand total.....</b>	<b>\$21,423 01</b>	<b>\$13,510 36</b>	<b>\$34,933 37</b>
Percentage of expenses to earnings—entire line	39.06	24.58	63.64

## RENTALS PAID.

## RENTS PAID FOR LEASE OF ROAD.

Name of Road.	Interest on bonds guaranteed.	Dividends on stock guaranteed.	Cash.	Total.
Rumford Falls and Buckfield Railroad .....	-	\$3,250 00	\$200 00	\$3,450 00

## COMPARATIVE GENERAL BALANCE SHEET.

Assets, June 30, 1892.		Liabilities, June 30, 1892.	
Cost of road .....	\$173,550 64	Capital stock .....	\$100,000 00
Cost of equipment.....	19,068 21	Funded debt .....	212,000 00
Stocks owned.....	1,971 00	Current liabilities.....	107,685 10
Other permanent invest- ments:		Accrued interest on funded debt not yet payable.....	5,286 33
Rumford Falls & Buck- field R. R. Co. lease....	229,329 60	Rentals accrued, not due ..	575 00
Other assets:			
Materials and supplies ..	853 10		
Profit and loss .....	773 88		
Grand total.....	\$425,546 43	Grand total.....	\$425,546 43

## IMPORTANT CHANGES DURING THE YEAR.

On November 1, 1890, the Portland and Rumford Falls Railway took a lease of the railroad and property of the Rumford Falls and Buckfield Railroad Company for the term of 1,000 years, upon an annual rental of 65 cents per share per year (5,000 shares) and \$200 per year for organization expenses; and took possession of the property on July 1, 1891, since which date the railroad of the Rumford Falls and Buckfield Railroad Company has been operated by the Portland and Rumford Falls Railway.

Within the past year the road has been extended from Gilbertville to Rumford Falls, a distance of fifteen miles, which was opened for traffic on August 1, 1892.

On February 1, 1892, a mortgage was placed upon the entire property, including its leasehold interests in the Rumford Falls and Buckfield Railroad Company, securing 5% mortgage bonds to the amount of \$450,000. These bonds are now being issued for the purpose of paying for the extension to Rumford Falls, equipping the same, refunding the indebtedness of the Rumford Falls and Buckfield Railroad Company, and for the purchase of the stock of the last named corporation. The capital stock of this railway of \$100,000 has all been paid in and certificates of stock, 1,000 shares at \$100 each, have been issued.



SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
Rumford Falls and Buckfield R. R. Co. mortgage bonds....	Mechanic F'ls	Gilbertville ..	26.77	\$635 03
Portland and Rumford Falls Railway mortgage bonds ....	Mechanic F'ls	Rumford F'ls	* 42.00	4,642 85

All equipment owned mortgaged. No income or securities mortgaged.

\* Estimated 42 miles.

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers .....	3	626	\$3,000 00	\$4 79
General office clerks.....	1	292	437 56	1 50
Station agents .....	1	2,191	1,820 04	83
Other station men .....	2	626	864 00	1 38
Enginemen .....	3	782	1,530 00	1 96
Firemen .....	3	782	1,094 48	1 40
Conductors .....	2	626	1,290 00	2 06
Other trainmen .....	3	929	1,300 60	1 49
Other trainmen, employed as needed.				
Carpenters, employed as needed.				
Other shopmen, employed as needed.				
Section foremen.....	5	1,565	2,400 00	1 53
Other trackmen .....	15	3,910	4,887 50	1 25
Switchmen, flagmen and watchmen .....	1	365	420 45	1 15
Total (including "general officers").....	45	12,694	\$19,044 57	\$1 75
Less "general officers" .....	3	626	3,000 00	4 79
Total (excluding "general officers") .....	42	12,068	\$16,044 57	\$1 45
Distribution of above:				
General administration .....	4	918	\$3,437 50	
Maintenance of way and structures.....	20	5,475	7,287 50	
Maintenance of equipment .....	1	365	420 45	
Conducting transportation.....	20	5,936	7,899 12	
Total (including "general officers").....	45	12,694	\$19,044 57	\$1 75
Less "general officers" .....	3	626	3,000 00	4 79
Total (excluding "general officers") .....	42	\$12,068	\$16,044 57	\$1 45

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for tonnage, num- ber passeng'rs, number trains, mileage, num- ber cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
<b>PASSENGER TRAFFIC:</b>				
Number of passengers carried earning revenue,	27,353			
Number of passengers carried one mile.....	459,483			
Average distance carried.....	16.80			
Total passenger revenue .....	-	18,699	53	
Average amount received from each passenger,	-		68	3
Average receipts per passenger per mile.....	-		4	
Estimated cost of carrying each passenger one mile.....	-		4	6
Total passenger earnings.....	-	21,611	54	
Passenger earnings per mile of road.....	-	807	36	4
Passenger earnings per train mile .....	-		75	5
<b>FREIGHT TRAFFIC:</b>				
No. of tons carried of freight earning revenue....	42,120			
Number of tons carried one mile.....	936,875			
Average distance haul of one ton.....	22.24			
Total freight revenue.....	-	32,762	79	
Average amount received for each ton of freight,	-		77	7
Average receipts per ton per mile .....	-		3	4
Estimated cost of carrying one ton one mile ....	-		1	4
Total freight earnings .....	-	32,762	79	
Freight earnings per mile of road.....	-	1,223	86	2
Freight earnings per train-mile.....	-		1	82
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue .....	-	51,462	32	
Passenger and freight revenue per mile of road,	-	1,922	38	7
Passenger and freight earnings.....	-	54,374	33	
Passenger and freight earnings per mile of road	-	2,031	16	6
Gross earnings from operation .....	-	54,890	40	
Gross earnings from operation per mile of road,	-	2,050	44	4
Expenses.....	-	34,933	37	
Expenses per mile of road.....	-	1,304	94	4
<b>TRAIN MILEAGE:</b>				
Miles run by passenger trains. ....	22,600			
Miles run by freight trains .....				
Miles run by mixed trains.....		24,000		
Total mileage trains earning revenue.....	46,600			
Miles run by switching trains.....	3,200			
Miles run by construction and other trains .....	2,500			
Grand total train mileage.....	52,300			

DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.		Total number at end of year.		EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
	Number.	Kind.	Number.	Kind.	Number.	Kind.	Number.	Kind.
<b>Locomotives:</b>								
Passenger .....	-	2	1	Standard Empire.				
Freight .....	1	2	1	Standard Empire.				
Total locomotives....	1	4	2	Standard Empire.				
<b>Cars in passenger service:</b>								
First-class passenger cars	2	6	{ 4	Standard Empire.				
Combination passenger cars .....	-	2	2	Westinghouse.				
Baggage, express and postal cars .....	1	1	1	Standard Empire.				
Westinghouse.								
Total.....	3	9						
<b>Cars in freight service:</b>								
Box cars.....	-	18						
Flat cars.....	-	60						
Stock cars.....	-	2						
Total.....	-	80						
<b>Cars in company's service:</b>								
Hand cars .....	4	4						
Total.....	4	4						
<b>Total cars owned*.....</b>	<b>3</b>	<b>3</b>						
<b>Grand total cars .....</b>	<b>3</b>	<b>89</b>						

\* Not including "hand cars."

RENEWALS OF RAILS AND TIES.  
NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Cedar.....	6,299	\$0 21.02
Hackmatack.....		
Hemlock.....		

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL-Tons.		WOOD—Cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Bituminous.		Hard.	Soft.			
Passenger.....	210		5	-	213.33	22,600	18.89
Freight.....	420		10	-	426.66	24,000	35.56
Switching.....	55		2	-	56.33	3,200	35.21
Construction.....	55		2	-	56.33	2,500	45.06
Total.....	740		19	-	752.65	52,300	28.78

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.	
		Feet.	In.	Feet.	In.	Feet.	In.
Bridges:*							
Wooden .....	14	477		12		165	

\* All bridges on the extension to Rumford Falls are of iron—not included in this report.

Gauge of track, 4 feet, 8½ inches. 26.77 miles.

TELEGRAPH

OWNED BY COMPANY MAKING THIS REPORT.

Miles of Line.	Miles of Wire.	OPERATED BY THIS COMPANY.		
		Miles of Line.	Miles of Wire.	Name of Operating Company.
37	37	37	37	This line, acquired by lease of R. F. & B. R. R. Co., will be extended to Rumford Falls.

## Report of the Rockport Railroad Company for the Year Ending June 30, 1892.

### HISTORY.

Name of common carrier making this report. Rockport Railroad Company.  
Date of organization. May 18, 1886.  
Organized under the laws of the State of Maine.

### ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
S. D. CARLETON .....	Rockport, Maine .....	July 7, 1892.
P. J. CARLETON .....	“ “ .....	“
S. E. SHEPHERD .....	“ “ .....	“
H. L. SHEPHERD .....	“ “ .....	“
OLIVER P. SHEPHERD .....	“ “ .....	“
RALPH W. CARLETON .....	“ “ .....	“

Total number of stockholders at date of last election, 10.  
Date of last meeting of stockholders for election of directors. First Tuesday in  
July, 1891.

Post office address of general office, Rockport, Maine.

Post office address of operating office, Rockport, Maine.

### OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	P. J. CARLETON .....	Rockport, Maine.
President .....	P. J. CARLETON .....	“ “
Secretary .....	S. H. LOVEJOY .....	“ “
Treasurer .....	H. L. SHEPHERD .....	“ “
Attorney, or General Counsel.....	H. B. CLEAVES .....	Portland, Maine.
Chief Engineer .....	M. M. ROLLINS.....	Rockport, Maine.
General Superintendent.....	P. J. CARLETON .....	“ “

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Rockport Railroad .....	Simonton Cor...	Rockport.....	3

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.
Capital stock : Common .....	300	\$100	\$30,000	\$30,000

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Appor-tionment to rail-roads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital stock.....	\$30,000 00	-	3	\$10,000 00

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital stock.	Funded debt.	Current liabilities.	Total.	AM'T PER MILE OF ROAD.	
					Miles.	Amount.
Rockport Railroad ....	\$30,000	-	-	\$30,000	3	\$10,000

## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year, charged to construction account.	Total cost to June 30, 1892.	Cost per mile.
Total construction .....	-	\$22,000 00	\$7,333 33
Equipment:			
Locomotives.....	-	\$5,000 00	\$16,666 07
Freight cars .....	-	3,000 00	1,000 00
Total equipment .....	-	\$8,000 00	\$2,666 66
Grand total cost construction, equipment, etc...	-	\$30,000 00	\$10,000 00

## INCOME ACCOUNT.

Gross earnings from operation (entirely freight) .....	\$7,250 17	
Less operating expenses .....	6,128 00	
Total income from operation.....		\$1,122 17
Surplus from operations of year ending June 30, 1892 .....		\$1,122 17
Surplus on June 30, 1891. ....		2,430 74
Surplus on June 30, 1892.....		\$3,552 91



OPERATING EXPENSES.

Item.	Chargeable to freight traffic.
Maintenance of way and structures .....	\$1,260 50
Repairs of roadway .....	300 00
Renewals of rails .....	50 00
Renewals of ties.....	875 00
Repairs of fences, road-crossings, signs and cattle guards.....	200 00
Total .....	\$2,685 50
Maintenance of equipment:	
Repairs and renewals of freight cars.....	\$787 50
Other expenses .....	150 00
Total .....	\$937 50
Conducting transportation:	
Wages of enginemen, firemen and roundhousemen.....	\$780 00
Fuel for locomotives.....	600 00
Water-supply for locomotives .....	25 00
All other supplies for locomotives .....	100 00
Wages of other trainmen .....	1,000 00
Total .....	\$2,505 00
Recapitulation of expenses:	
Maintenance of way and structures .....	\$2,685 50
Maintenance of equipment .....	937 50
Conducting transportation .....	2,505 00
Grand total.....	\$6,128 00

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total, June 30, 1892.	YEAR ENDING JUNE 30, 1892.	
		Increase.	Decrease.
Cost of road .....	\$22,000 00		
Cost of equipment .....	8,000 00		
Grand total.....	\$30,000 00		
<b>LIABILITIES.</b>			
Capital stock .....	\$30,000 00		
Grand total.....	\$30,000 00		

## EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
Engineman and fireman .....	1	313	\$780 00	
Other trainmen.....	2	626	1,000 00	
Total .....	3	939	\$1,780 00	
Distribution of above:				
General administration .....	3			
Conducting transportation .....	3	-	\$1,780 00	

## PASSENGER AND FREIGHT AND TRAIN MILEAGE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
<b>FREIGHT TRAFFIC:</b>				
No. of tons carried of freight earning revenue...	12,350			
Number of tons carried one mile.....	36,050			
Average distance haul of one ton.....	3			
Total freight revenue.....	-	7,350	17	
Average amount received for each ton of freight,	-		50	
Average receipts per ton per mile .....	-		16	6
Estimated cost of carrying one ton one mile.....	-		33	3
Total freight earnings.....	-	7,250	17	
Freight earnings per mile of road.....	-	2,416	72	
Freight earnings per train-mile .....	-		2	01
Freight revenue .....	-	7,250	17	
Freight revenue per mile of road.....	-	2,416	72	
Freight earnings.....	-	7,250	17	
Freight earnings per mile of road.....	-	2,416	72	
Gross earnings from operation .....	-	7,250	17	
Gross earnings from operation per mile of road,	-	2,416	72	
Expenses.....	-	6,128		
Expenses per mile of road.....	-	2,042	66	
Grand total train mileage.....	3,600			

DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Freight .....	-	2				
Cars in freight service:						
Flat cars .....	-	3				
Dump cars .....	-	30				
Total.....	-	33				

MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	New line constructed during yr.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Miles of single track .....	3	-	3			

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Anthracite coal—tons.	Hard wood—cords.	Total fuel consumed—tons.	Miles run.	Average lbs. consumed per mile.
Freight.....	100	10	106.66	3,600	59.25
Average cost at distributing point.....	\$5 50	\$5 00			

BRIDGES, TRESTLES, TUNNELS, ETC.

Seven wooden bridges, aggregate length 130 feet; minimum length, 10 feet; maximum length, 45 feet.

Four trestles, aggregate length 639 feet; minimum length, 74 feet; maximum length, 332 feet.

Gauge of track, 3 feet; 3 miles.

## Report of the Sandy River Railroad Company for the Year Ending June 30, 1892.

### HISTORY.

Name of common carrier making this report. Sandy River Railroad Company.  
Date of organization, April 8, 1879.  
Organized under the laws of the State of Maine.

### ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
N. B. BEAL.....	Phillips, Maine.....	Third Wed. of Nov. 1892.
J. H. BONNEY .....	Farmington, Maine .....	“ “
D. M. BONNEY.....	“ “ .....	“ “
W. D. SEWALL.....	Bath, Maine.....	“ “
JOEL WILBUR.....	Phillips, Maine .....	“ “

Total number of stockholders at date of last election, 29.

Date of last meeting of stockholders for election of directors, Nov. 19, 1891.

Post office address of general office, Phillips, Maine.

Post office address of operating office, Phillips, Maine.

### OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	N. B. BEAL .....	Phillips, Maine.
President .....	N. B. BEAL .....	“
Secretary.....	D. M. BONNEY .....	Farmington, Me.
Treasurer.....	J. E. THOMPSON.....	Phillips, Maine.
General Superintendent.....	N. B. BEAL.....	“
General Freight Agent.....	N. B. BEAL.....	“
General Ticket Agent.....	J. E. THOMPSON .....	“

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Sandy River Railroad.....	Farmington ....	Phillips .....	18

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	Dividends declared during year.	
					Rate—%	Amount.
Capital stock: Common .....	2,000	\$50	\$100,000	\$96,100	3&4	\$4,837

FUNDED DEBT.

MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or ligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate—%.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
1st mort. bonds	1885	1915	\$100,000	\$90,000	\$90,000	\$90,000	5	May & Sept.	\$4,500	\$4,500

RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$90,000 00	\$90,000 00	\$4,500 00	\$4,500 00

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAY'T OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.	
Cash .....	\$1,198 29	Loans and bills payable.....	\$10,000 00
Due from agents .....	3,571 25	Audited vouchers and ac- counts .....	745 93
Due from solvent companies and individuals .....	4,295 38	Wages and salaries .....	1,178 90
Balance—current liabilities.	3,207 91	Dividends not called for ....	348 00
<b>Total .....</b>	<b>\$12,272 83</b>	<b>Total .....</b>	<b>\$12,292 83</b>

Materials and supplies on hand, \$2,553.50.

## RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstand- ing.	Appor- tionment to rail- roads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital stock .....	\$69,100	\$69,100	} 18 {	\$3,838 88
Bonds.....	90,000	90,000		5,000 00
<b>Total.....</b>	<b>\$159,100</b>	<b>\$159,100</b>	<b>18</b>	<b>\$8,838 88</b>

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital stock.	Funded debt.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Sandy River Railroad.....	\$69,100	\$90,000	-	\$155,100	18	\$8,833 33

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	EXPENDITURES DURING YEAR.		Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
	Included in operating expenses.	Not included in operating expenses charged to income acct as perm. imp'v'ts			
<b>Construction:</b>					
Right of way .....	-	\$600 00	\$5,205 09	\$5,265 09	
Other real estate.....	-	1,000 00	600 00	700 00	
Fences .....	-	-	2,758 98	2,758 98	
Grading and bridge and culvert masonry .....	-	-	36,001 54	36,001 54	
Bridges and trestles.....	\$397 98	-	15,989 88	15,989 88	
Rails .....	1,038 49	-	38,083 56	38,083 56	
Ties .....	1,602 94	-	5,400 00	5,400 00	
Buildings, furniture and fixtures.....	-	947 30	4,050 49	5,097 79	
Shop machinery and tools..	-	425 00	613 21	1,038 21	
Engineering expenses .....	-	-	687 22	687 22	
Interest during construct'n,	-	-	2,514 95	2,514 95	
Other items .....	-	-	1,590 68	1,590 68	
<b>Total construction.....</b>	<b>\$3,039 41</b>	<b>\$1,532 30</b>	<b>\$113,495 60</b>	<b>\$115,027 90</b>	
<b>Equipment:</b>					
Locomotives.....	-	-	\$19,079 00	\$19,079 00	
Passenger cars.....	-	-	7,500 00	7,500 00	
Baggage, express and postal cars .....	-	-	2,000 00	2,000 00	
Freight cars .....	-	-	11,190 14	11,100 14	
<b>Total equipment .....</b>	<b>\$3,039 41</b>	<b>\$1,532 30</b>	<b>\$39,769 14</b>	<b>\$39,769 14</b>	
<b>Grand total cost construction, equipment, etc.....</b>	<b>-</b>	<b>-</b>	<b>\$153,264 74</b>	<b>\$154,797 04</b>	<b>\$8,599 83</b>

## INCOME ACCOUNT.

Gross earnings from operation .....	\$44,996 59	
Less operating expenses.....	25,502 98	
Income from operation .....		\$19,493 61
Total income .....		\$19,493 61
Deductions from income:		
Interest on funded debt accrued.....	\$4,500 00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for.....	936 61	
Permanent improvements.....	1,532 30	
Total deductions from income.....		6,968 91
Net income .....		\$12,524 70
Dividends, 7%, common stock.....		4,837 00
Surplus from operations of year ending June 30, 1892.....		\$7,687 70
Deficit on June 30, 1891.....		14,965 94
Additions for year .....	\$1,532 30	
Deficit on June 30, 1892 .....		\$5,745 94

## EARNINGS FROM OPERATION.

Item.	Actual earnings.
Total passenger revenue.....	\$14,562 38
Mail.....	957 96
Express.....	1,432 50
Total passenger earnings.....	\$16,952 84
Total freight earnings.....	28,003 45
Total passenger and freight earnings .....	\$44,956 29
Earnings from other sources.....	40 30
Total gross earnings from operation .....	\$44,996 59



## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway .....	\$3,111 36	\$2,488 61	\$5,599 97
Renewals of rails .....	600 38	438 11	1,038 49
Renewals of ties.....	890 57	712 37	1,602 94
Repairs of bridges and culverts .....	270 62	127 36	397 98
Other expenses.....	197 70	159 72	357 42
<b>Total.....</b>	<b>\$5,072 63</b>	<b>\$3,926 17</b>	<b>\$8,998 80</b>
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....	\$794 95	\$635 83	\$1,430 78
Repairs and renewals of passenger cars..	293 79	230 74	524 53
Repairs and renewals of freight cars.....	522 32	417 76	940 08
Other expenses .....	514 93	345 56	860 49
<b>Total .....</b>	<b>\$2,125 99</b>	<b>\$1,629 89</b>	<b>\$3,755 88</b>
<b>Conducting transportation:</b>			
Wages of enginemen, firemen, and round-housemen .....	\$1,483 10	\$1,186 37	\$2,669 47
Fuel for locomotives.....	1,411 99	1,129 36	2,541 35
Water-supply for locomotives .....	180 76	144 54	325 30
All other supplies for locomotives .....	70 70	56 54	127 24
Wages of other trainmen .....	1,116 49	893 01	2,009 50
All other train supplies.....	22 61	18 17	40 68
Wages of switchmen, flagmen and watchmen.....	247 61	198 04	445 65
Wages of station agents, clerks, and laborers.....	809 52	647 48	1,457 00
Car mileage—balance .....	-	125 30	125 30
Loss and damage.....	-	228 93	228 93
Other expenses .....	431 79	345 35	777 14
<b>Total .....</b>	<b>\$5,774 57</b>	<b>\$4,972 99</b>	<b>\$10,747 56</b>
<b>General expenses:</b>			
Salaries of officers .....	\$310 03	\$247 97	\$558 00
Insurance.....	500 00	150 00	650 00
Stationery and printing.....	243 56	194 80	438 36
Other general expenses .....	196 92	157 46	354 38
<b>Total.....</b>	<b>\$1,250 51</b>	<b>\$750 23</b>	<b>\$2,000 74</b>
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	\$5,072 63	\$3,926 17	\$8,998 80
Maintenance of equipment.....	2,125 99	1,629 89	3,755 88
Conducting transportation.....	5,774 57	4,972 99	10,747 56
General expenses .....	1,250 51	750 23	2,000 74
<b>Grand total .....</b>	<b>\$14,223 70</b>	<b>\$11,279 28</b>	<b>\$25,502 98</b>

Percentage of expenses to earnings—entire line, 56.67.

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
	Item.	Total.	Increase.	Decrease.
Cost of road .....	\$113,902 90			
Cost of equipment .....	39,769 74	\$153,672 64	\$1,007 30	
Other permanent investments .....	-	425 00	425 00	
Lands owned.....	-	700 00	100 00	
Water works .....	-	763 54		
Cash and current assets .....	-	9,064 92	-	\$4,818 25
Other assets:				
Materials and supplies.....	-	2,553 50	-	175 25
Profit and loss.....	-	5,745 94	9,220 00	
Grand total.....	-	\$172,924 94	\$10,752 30	* \$12,681 20
LIABILITIES.				
Capital stock.....	-	\$69,100 00		
Funded debt.....	-	90,000 00		
Current liabilities .....	-	12,272 83		
Accrued interest on funded debt not yet payable.....	-	1,500 00		
Interest on floating debt not paid....	-	52 11		
Grand total.....	-	\$172,924 94		

\* Over 1891.

## SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage bonds .....	Phillips .....	Farmington....	18	\$5,000 00

All equipment mortgaged. No income or securities mortgaged.

## EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers .....	2	628	\$ 560 00	\$0 89
Station agents.....	3	924	1,457 00	1 55
Enginemen .....	3	861	1,650 07	1 91
Firemen .....	4	765	1,031 26	1 34
Conductors .....	1	337	719 00	2 13
Other trainmen.....	3	935	1,234 60	1 32
Machinists .....	1	325	728 23	2 24
Other shopmen .....	2	362	449 57	1 24
Section foremen .....	3	966	1,350 09	1 39
Other trackmen.....	9	2,281	2,520 75	1 10
Switchmen, flagmen and watchmen.....	1	435	416 10	95
All other employees and laborers .....	9	1,324	1,754 79	1 32
Total (including "general officers") .....	41	10,161	\$13,871 46	
Less "general officers" .....	2	628	560 00	
Total (excluding "general officers") .....	39	9,533	\$13,311 46	
Distribution of above:				
General administration.....	2	-	\$ 560 00	
Maintenance of way and structures.....	39	-	5,625 63	
Maintenance of equipment.....			1,117 80	
Conducting transportation.....			6,508 03	
Total (including "general officers") .....	41	10,161	\$13,871 46	
Less "general officers" .....	2	628	560 00	
Total (excluding "general officers")—entire line....	39	9,533	\$13,311 46	

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, num- ber passengers, number trains, mileage, num- ber cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
<b>PASSENGER TRAFFIC:</b>				
Number of passengers carried earning revenue.....	26,048			
Number of passengers carried one mile.....	353,362			
Average distance carried.....	13.56			
Total passenger revenue.....	-	14,562	38	
Average amount received from each passenger.....	-		55	9
Average receipts per passenger per mile.....	-		4	1
Total passenger earnings.....	-	16,952	84	
Passenger earnings per mile of road.....	-	944	06	
Passenger earnings per train mile.....	-		72	8
<b>FREIGHT TRAFFIC:</b>				
Number of tons carried of freight earning revenue.....	28,997			
Number of tons carried one mile.....	266,033			
Average distance haul of one ton.....	12.67			
Total freight revenue.....	-	28,003	45	
Average amount received for each ton of freight.....	-		96	5
Average receipts per ton per mile.....	-		7	6
Total freight earnings.....	-	28,003	45	
Freight earnings per mile of road.....	-	1,555	74	
Freight earnings per train-mile.....	-		148	7
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue.....	-	42,565	83	
Passenger and freight revenue per mile of road.....	-	2,369	76	
Passenger and freight earnings.....	-	44,956	29	
Passenger and freight earnings per mile of road.....	-	2,499	80	
Gross earnings from operation.....	-	44,996	59	
Gross earnings from operation per mile of road.....	-	2,499	80	
Expenses.....	-	25,502	98	
Expenses per mile of road.....	-	1,416	83	
<b>TRAIN MILEAGE:</b>				
Miles run by passenger trains.....	23,332			
Miles run by freight trains.....	18,822			
Total mileage trains earning revenue.....	42,154			
Miles run by construction and other trains ..	1,500			
Grand total train mileage.....	43,654			

DESCRIPTION OF EQUIPMENT.

Item.	Total number at end of year.
Locomotives:	
Passenger .....	4
Cars in passenger service:	
First-class passenger cars .....	3
Combination passenger cars .....	1
Baggage, express and postal cars .....	1
Total .....	5
Cars in freight service:	
Box cars .....	2
Flat cars .....	23
Other cars .....	8
Total .....	33

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.	Minimum length—span.	Maximum length—span.	Item.	Number.	Height of lowest above surface of rail.
		Ft. In.	Ft. In.	Ft. In.			Ft. In.
Bridges:					Overhead railway crossings:		
Iron .....	1	152.00			Trestles .....	1	15.00
Wooden:	1	85.00					
Total ...	2	237.00					
Trestles ....	20	3410.00	65.00	900.00			

Guage of track, 2 feet. 18 miles.

## Report of the Sebasticook and Moosehead Railroad Company for the Year Ending June 30, 1892.

### HISTORY.

Name of common carrier making this report. Sebasticook and Moosehead Railroad Company.

Date of organization. July 24, 1886.

Under the laws of what Government, State or Territory, organized? Organized under the laws of the State of Maine.

### ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
WESLEY VAN WART.....	Fredericton, N. B....	Tuesday following the 15th of July, 1893.
THOMAS TEMPLE.....	Fredericton, N. B....	“ “ “
JAMES O. BRADBURY .....	Saco, Me.....	“ “ “
D. E. THOMPSON.....	Hartland, Me.....	“ “ “
A. J. MOORE.....	Hartland, Me.....	“ “ “

Total number of stockholders at date of last election, 96.

Date of last meeting of stockholders for election of directors. July 19, 1892.

Post office address of general office. Hartland, Maine.

Post office address of operating office. Hartland, Maine.

### OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	WESLEY VAN WART.....	Hartland, Maine.
President .....	WESLEY VAN WART.....	“
Secretary .....	D. E. THOMPSON.....	“
Treasurer .....	D. E. THOMPSON .....	“
General Solicitor.....	J. O. BRADBURY .....	Saco, Maine.
Attorney or General Counsel...D. E. THOMPSON....		Hartland, Maine.
General Manager.....	W. G. NEVENS .....	“
Chief Engineer .....	G. R. BRUDGER.....	“
Superintendent of Telegraph..	F. W. CLARK.....	“
Traffic Manager .....	W. G. NEVENS .....	“
General Freight Agent.....	W. G. NEVENS .....	“
General Passenger Agent.....	F. W. CLARK.....	“
General Ticket Agent .....	F. W. CLARK.....	“
General Baggage Agent.....	F. W. CLARK.....	“
Superintendent of Express.....	F. W. CLARK .....	“

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.	Miles of line for each class of roads named.
	From—	To—		
Sebasticook and Moosehead Railroad .....	Pittsfield .....	Hartland .....	8	

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.
Capital stock: Common .....	2,520	\$50	\$126,000	\$126,000

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To Railroads.	To other properties.	Miles.	Amount.
Capital stock .....	\$126,000	\$126,000	-	8	

FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital stock.	Current liabilities.	Total.	AMOUNT PER MILE OF ROAD.	
				Miles.	Amount.
Sebasticook and Moosehead R. R..	\$126,000	\$1,000	\$127,000	8	\$15,875

## COST OF ROAD AND PERMANENT IMPROVEMENTS.

Total cost to June 30, 1892..... \$127,000 00

## INCOME ACCOUNT.

Gross earnings from operation .....	\$9,446 55	
Less operating expenses.....	7,506 10	
	<hr/>	
Income from operation.....	\$1,940 45	
		<hr/>
Total income .....		\$1,940 45
Deductions from income:		
Permanent improvements.....	\$1,409 09	
Locomotive hire .....	1,305 00	
	<hr/>	
Total deductions from income.....		2,714 09
Deficit from operations of year ending June 30, 1892 .....		\$773 64
Surplus on June 30, 1891.....		88 57
		<hr/>
Deficit on June 30, 1892.....		\$685 07

## EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
Total passenger revenue .....	-	-	\$3,512 18
Mail .....	-	-	363 70
Express .....	-	-	425 00
			<hr/>
Total passenger earnings .....	-	-	\$4,300 88
Total freight earnings.....	-	-	5,145 67
			<hr/>
Total gross earnings from operation.....	-	-	\$9,446 55

## STOCKS OWNED.

Name.	Total Par Value.
Sebasticook and Moosehead Railroad.....	\$126,000 00



## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway .....	\$700 00	\$700 00	\$1,400 00
Repairs of bridges and culverts .....	75 00	75 00	150 00
Repairs of fences, road-crossings, signs and cattle guards .....	25 00	25 00	50 00
Repairs of buildings .....	10 00	15 00	25 00
Other expenses .....	15 00	15 00	30 00
Total .....	\$825 00	\$830 00	\$1,655 00
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives .....	\$75 00	\$75 00	\$150 00
Repairs and renewals of passenger cars .....	150 00	150 00	300 00
Shop machinery, tools, etc. ....	10 00	25 00	35 00
Other expenses .....	25 00	25 00	50 00
Total .....	\$260 00	\$275 00	\$535 00
<b>Conducting transportation:</b>			
Wages of enginemen, firemen and round-housemen .....	\$750 00	\$75 00	\$150 00
Fuel for locomotives .....	642 41	642 41	1,284 82
All other supplies for locomotives .....	125 25	125 25	250 50
Wages of other trainmen .....	240 00	240 00	480 00
All other train supplies .....	75 00	75 00	150 00
Wages of station agents, clerks and laborers, Station supplies .....	300 00	300 00	600 00
Loss and damage .....	25 00	50 00	75 00
Other expenses .....	20 00	60 00	80 00
Other expenses .....	112 10	115 12	227 22
Total .....	\$2,289 76	\$2,357 78	\$4,647 54
<b>General expenses:</b>			
Salaries of officers .....	\$150 00	\$150 00	\$300 00
General office expenses and supplies .....	37 50	37 50	75 00
Advertising .....	12 00	12 00	24 00
Insurance .....	6 75	6 75	13 50
Legal expenses .....	12 50	12 50	25 00
Stationery and printing .....	43 25	43 25	86 50
Other general expenses .....	72 28	72 28	144 56
Total .....	\$334 28	\$334 28	\$668 56
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures .....	\$825 00	\$830 00	\$1,655 00
Maintenance of equipment .....	260 00	275 00	535 00
Conducting transportation .....	2,289 76	2,357 78	4,647 54
General expenses .....	334 28	334 28	668 56
Grand total .....	\$3,709 04	\$3,797 06	\$7,506 10

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
	Item.	Total.	Increase.	Decrease.
Cost of road .....	-	\$126,000 00		
Profit and loss.....	-	685 07		
Grand total.....	-	\$126,685 07		
LIABILITIES.				
Capital stock .....	-	\$126,000 00		
Profit and loss.....	-	685 07		
Grand total .....	-	\$126,685 07		

## EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers.....	1			
Station agents.....	1	313		\$1 55
Other station men .....	1	313	-	2 00
Enginemen .....	1	313	-	1 55
Firemen .....	1	313	-	1 55
Conductors.....	1	313	-	3 00
Section foremen.....	2	626	-	1 60
Other trackmen .....	4	1,252	-	1 25
Total (including "general officers").....	12	3,443		
Less "general officers" .....	1			
Total (excluding "general officers") .....	11			

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
<b>Passenger traffic:</b>				
Number of passengers carried earning revenue.....	9,255			
Number of passengers carried one mile.....	74,040			
Average distance carried.....	8			
Total passenger revenue.....	-	3,512	18	
Average amount received from each passenger.....	-		38	
Average receipts per passenger per mile.....	-		04	7
Estimated cost of carrying each passenger one mile.....	-		03	
Total passenger earnings.....	-	4,800	88	
Passenger earnings per mile of road.....	-		537	61
Passenger earnings per train mile.....	-		67	20
<b>Freight traffic:</b>				
No. of tons carried of freight earning revenue ..	5,493			
Number of tons carried one mile.....	43,944			
Average distance haul of one ton.....	8			
Total freight revenue.....	-	5,146	67	
Average receipts per ton per mile.....	-		11	7
Estimated cost of carrying one ton one mile .....	-		09	
Total freight earnings.....	-	5,146	67	
Freight earnings per mile of road.....	-		643	33
Freight earnings per train mile.....	-		80	41
<b>Passenger and freight:</b>				
Passenger and freight revenue.....	-	8,657	85	
Passenger and freight revenue per mile of road.....	-		1,082	23
Passenger and freight earnings.....	-	8,657	85	
Passenger and freight earnings per mile of road.....	-		1,082	23
Gross earnings from operation.....	-	9,446	55	
Gross earnings from operation per mile of road.....	-		1,180	82
Expenses.....	-	7,506	10	
Expenses per mile of road.....	-		938	26
<b>Train mileage:</b>				
Miles run by passenger trains.....	7,420			
Miles run by freight trains.....	7,420			
Miles run by mixed trains.....	2,000			
Total mileage trains earning revenue.....	16,840			
Miles run by construction and other trains.....	500			
Grand total train mileage.....	17,340			

## DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		CARS FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger .....	-	1				
Cars in passenger service:						
Second-class passenger car .....	-	1				
Combination passenger car .....	-	1				
Total .....	-	2				
Cars in freight service:						
Flat cars .....	-	6				
Total cars owned .....	-	8				

## MILEAGE.

## MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spur <sup>s</sup>				Iron.	Steel.
Miles of single track .....	8.00	-	-	8.25	-	-	8.25
Miles of yard track and sidings .....	.25	-	-				
Total mileage operated (all tracks) .....	8.25	-	-	8.25	-	-	8.25

## BRIDGES, TRESTLES, TUNNELS, ETC.

One trestle 165 feet in length.

Guage of track, 4 feet, 8½ inches. 8 miles.

## Report of the Somerset Railway Company for the Year Ending June 30, 1892.

### HISTORY.

Name of common carrier making this report. Somerset Railway Company.

Date of organization. August 15, 1883.

Organized under the laws of the State of Maine; act approved March 19, 1860; Revised Statutes, chapter 51, section 56. Amended March 6, 1883, and March 11, 1887.

Mortgage of Somerset Railroad Company foreclosed by final decree of the Supreme Court, March 31, 1887, filed April 1, 1887, and so recorded. Right of redemption sold at public auction, July 8, 1884, and deed given Somerset Railway by Charles McFadden, Deputy Sheriff. Deed executed and recorded.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized. Somerset Railroad Company; March 19, 1860.

### ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
F. W. HILL.....	Exeter, Maine.....	September 14, 1891.
A. J. LIBBY.....	Embden, Maine.....	"
B. P. J. WESTON.....	Madison, Maine.....	"
JOHN AYER.....	Oakland, Maine.....	"
R. W. DUNN.....	Waterville, Maine.....	"
W. M. DUNN.....	".....	"
E. F. WEBB.....	".....	"
OMAR CLARK.....	Carratunk, Maine.....	"
STANTON DAY.....	Boston, Mass.....	"
W. M. AYER.....	Oakland, Maine.....	"
THOMAS FLINT.....	San Juan, Cal.....	"

Total number of stockholders at date of last election, 30.

Date of last meeting of stockholders for election of directors. December 9, 1891.

Post office address of general office. Oakland, Maine.

Post office address of operating office. Oakland, Maine.

### OFFICERS.

Title.	Name.	Location of Office.
President.....	JOHN AYER.....	Oakland, Maine.
Secretary.....	A. R. SMALL.....	"
Treasurer.....	A. R. SMALL.....	"
Paymaster.....	H. W. GREELEY.....	"
Auditor.....	ISAAC S. BANGS.....	Waterville, Maine.
General Superintendent.....	W. M. AYER.....	Oakland, Maine.
General Freight Agent.....	W. M. AYER.....	"
General Passenger Agent.....	W. M. AYER.....	"
General Ticket Agent.....	W. M. AYER.....	"

## PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Somerset Railway .....	Oakland .....	Bingham .....	41.06
		Dodlin Quarry .....	1.00
Total .....			42.06

## CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.			
					Rate—%.	Amount.		
Capital stock: common	7,366	\$100	\$736,648 76	\$552,200 00				
Somerset R'y bonds and interest to August 15, 1888, not converted....	-	-	-	184,448 76				
MANNER OF PAYMENT FOR CAPITAL STOCK.					Number of shares issued during year.	Cash realized on amount issued during year.	Total number of shares issued.	Total cash realized.
Issued for Somerset Railway bonds and interest					-	-	5,522	

## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of Bond or Obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	Rate %.	INTEREST.		
	Date of issue.	When due.						When payable.	Amount accrued during year.	Amount paid during year.
First mortgage	J <sup>1</sup> 1 1887	F <sup>o</sup> b1 1917	\$225,000	\$225,000	\$225,000	\$202,500	5	Semi-an.	\$11,250	\$11,250

## RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$225,000 00	\$225,000 00	\$11,250 00	\$11,250 00

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.	
Cash.....	\$1,676 66	Loans and bills payable .....	\$68,234 83
Due from agents.....	7,364 97	Audited vouchers and ac- counts .....	6,423 56
Net traffic balances due from other companies.....	304 44	Wages and salaries.....	1,360 67
Due from solvent companies and individuals.....	2,750 04	Net traffic balances due to other companies.....	9,167 43
Other cash assets (excluding "materials and supplies")...	1,433 04		
Balance—current liabilities ...	71,707 34		
<b>Total ...</b>	<b>\$85,186 49</b>	<b>Total .....</b>	<b>\$85,186 49</b>

Materials and supplies on hand, \$15,414.05.

RECAPITULATION.  
FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock .....	\$736,648 76	\$736,648 76	-	42.06	\$17,514 24
Bonds .....	225,000 00	225,000 00	-	42.06	5,349 50
<b>Total .....</b>	<b>\$961,645 76</b>	<b>\$961,645 76</b>	<b>-</b>	<b>42.06</b>	<b>\$22,863 74</b>

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year, not included in operating expenses, charged to income acc't as perm. impr'v'm'ts.	Expenditures during the year, not included in operating expenses, charged to construction or equipment.	Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
Construction:					
Right of way .....	\$776 50				
Superstructure.....	4,235 83				
Interest during construct'n,	5,579 09				
Total construction .....	\$10,591 39	-	\$1,039,062 47	\$1,039,062 47	\$24,704 29
Equipment:					
Locomotives.....	-	\$1,639 80			
Total equipment.....	-	\$1,639 80	\$20,965 00	\$22,604 80	\$537 44
Grand total cost construction, equipment, etc.....	\$10,591 39	\$1,639 80	\$1,060,027 47	\$1,061,667 27	\$25,241 73

## INCOME ACCOUNT.

Gross earnings from operation .....	\$80,207 77
Less operating expenses.....	54,175 80
Income from operation.....	\$26,031 97
Total income .....	\$26,031 97
Deductions from income:	
Interest on funded debt paid .....	\$11,250 00
Taxes .....	392 24
Permanent improvements.....	10,591 39
Total deductions from income.....	22,433 63
Net income .....	\$3,598 34
Other payments from net income.....	2,371 20
Surplus from operations of year ending June 30, 1892 .....	\$1,227 14
Surplus on June 30, 1891 .....	42,498 08
Surplus on June 30, 1892 .....	\$43,725 22



## EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
<b>Passenger:</b>			
Passenger revenue .....	\$28,452 92		
Less repayments:			
Tickets redeemed .....	-	\$399 60	
Excess fares refunded .....	-	71 40	
Other repayments .....	-	1 23	
Total deductions .....	-	\$472 23	
Total passenger revenue .....	-	-	\$27,980 69
Mail .....	\$2,959 84		
Express .....	1,372 33		
Extra baggage and storage .....	202 52		4,534 69
Total passenger earnings .....	-	-	\$32,515 38
<b>Freight:</b>			
Freight revenue .....	\$47,659 90		
Less repayments:			
Overcharge to shippers .....	-	\$186 31	
Total freight revenue .....	-	-	47,473 59
Total passenger and freight earnings .....	-	-	\$79,988 97
<b>Other earnings from operation:</b>			
Other sources .....	\$218 80		
Total other earnings .....	-	-	218 80
<b>Total gross earnings from operation—entire line .....</b>	-	-	\$80,207 77

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	\$10,017 84	\$5,111 45	\$15,129 29
Renewals of ties.....	2,124 68	1,084 09	3,208 77
Repairs of bridges and culverts .....	257 62	131 45	389 07
Repairs of fences, road-crossings, signs and cattle guards .....	580 04	295 96	876 00
Repairs of buildings .....	417 39	212 97	630 36
Repairs of telegraph.....	85 29	43 52	128 81
Other expenses.....	50	-	50
<b>Total.....</b>	<b>\$13,483 36</b>	<b>\$6,879 44</b>	<b>\$20,362 80</b>
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives.....	\$1,815 07	\$1,815 07	\$3,630 14
Repairs and renewals of passenger cars.....	1,050 56	-	1,050 56
Repairs and renewals of freight cars.....	-	1,328 44	1,328 44
Shop machinery, tools, etc. ....	335 79	171 34	507 13
Other expenses.....	131 26	66 97	198 23
<b>Total.....</b>	<b>\$3,332 68</b>	<b>\$3,381 82</b>	<b>\$6,714 50</b>
<b>Conducting transportation:</b>			
Wages of engineers, firemen and round-housemen .....	\$1,160 25	\$1,160 25	\$2,320 50
Fuel for locomotives.....	5,159 63	2,632 62	7,792 25
Water-supply for locomotives .....	207 29	105 78	313 07
All other supplies for locomotives .....	234 85	119 84	354 69
Wages of other trainmen.....	1,849 53	1,849 52	3,699 05
All other train supplies.....	477 68	243 74	721 42
Wages of switchmen, flagmen and watchmen .....	280 26	143 00	423 26
Wages of station agents, clerks and laborers, Station supplies .....	2,943 82	1,528 13	4,471 95
Car mileage—balance.....	456 49	232 93	689 42
Loss and damage.....	-	1,306 94	1,306 94
Other expenses.....	185 40	3 88	189 28
<b>Total.....</b>	<b>\$12,955 20</b>	<b>\$9,421 23</b>	<b>\$22,376 43</b>
<b>General expenses:</b>			
Salaries of officers.....	\$1,655 43	\$844 57	\$2,500 00
Salaries of clerks .....	108 73	55 47	164 20
General office expenses and supplies .....	145 35	72 65	218 00
Advertising.....	187 37	95 61	282 98
Insurance .....	218 39	111 44	329 83
Stationery and printing .....	168 91	86 19	255 10
Other general expenses .....	643 57	328 39	971 96
<b>Total.....</b>	<b>\$3,127 75</b>	<b>\$1,594 32</b>	<b>\$4,722 07</b>
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures .....	\$13,483 36	\$6,879 44	\$20,362 80
Maintenance of equipment.....	3,332 68	3,381 82	6,714 50
Conducting transportation .....	12,955 20	9,421 23	22,376 43
General expenses .....	3,127 75	1,594 32	4,722 07
<b>Grand total .....</b>	<b>\$32,898 99</b>	<b>\$21,276 81</b>	<b>\$54,175 80</b>

Percentage of expenses to earnings 67.54.

## COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total, June 30, 1892.	YEAR ENDING JUNE 30, 1892.	
		Increase.	Decrease.
Cost of road .....	\$1,039,062 47		
Cost of equipment .....	22,604 80	\$1,639 80	
Cash and current assets .....	13,479 15	1,771 13	
Other assets:			
Materials and supplies.....	15,414 05	2,017 74	
Grand total.....	\$1,090,560 47	\$5,428 67	
LIABILITIES.			
Capital stock .....	\$736,648 76		
Funded debt.....	225,000 00		
Current liabilities .....	85,186 49	\$4,201 53	
Profit and loss.....	43,725 22	1,227 14	
Grand total.....	\$1,090,560 47	\$5,428 67	

## SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	What Road Mortgaged.			Amount of Mortgage per Mile of Line.
	From--	To--	Miles.	
First mortgage 5 % bonds .....	Oakland...	Bingham..	42.06	\$5,349 50

All equipment mortgaged. No income or securities mortgaged.

## EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers .....	4	1,252	\$2,500 00	\$1 98
General office clerks.....	1	120	164 20	1 37
Station agents .....	8	2,504	3,924 00	1 57
Other station men .....	1	313	360 00	1 15
Enginemen .....	2	626	1,408 50	2 25
Firemen.....	2	626	912 00	1 45
Conductors .....	2	626	1,408 50	2 25
Other trainmen.....	3	939	1,296 00	1 38
Machinists.....	2	626	1,362 00	2 17
Carpenters .....	1	313	626 00	2 00
Other shopmen.....	2	626	939 00	1 50
Section foremen.....	8	2,504	4,006 40	1 60
Other trackmen .....	16	5,008	6,260 00	1 25
Switchmen, flagmen and watchmen .....	2	626	704 25	1 12
All other employees and laborers.....	5	1,565	2,248 55	1 44
Road master.....	1	313	626 00	2 00
Total (including "general officers").....	60	18,587	\$28,745 40	\$1 56
Less "general officers" .....	4	1,252	2,500 00	1 98
Total (excluding "general officers") .....	56	17,335	\$26,245 40	1 51
Distribution of above:				
General administration .....	5	1,372	\$2,664 20	\$1 94
Maintenance of way and structures.....	27	8,451	11,988 40	1 42
Maintenance of equipment .....	6	1,878	3,085 50	1 64
Conducting transportation.....	22	6,886	11,007 30	1 54
Total (including "general officers").....	60	18,587	\$28,745 40	\$1 56
Less "general officers" .....	4	1,252	2,500 00	1 98
Total (excluding "general officers") .....	56	17,335	\$26,245 40	\$1 51

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for tonnage, num- ber passeng'rs, number trains, mileage, num- ber cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
<b>PASSENGER TRAFFIC:</b>				
Number of passengers carried earning revenue.....	34,611			
Number of passengers carried one mile.....	744,285			
Average distance carried.....	21.50			
Total passenger revenue.....	-	27,980	69	
Average amount received from each passenger.....	-	-	80	8
Average receipts per passenger per mile.....	-	-	03	76
Estimated cost of carrying each passenger one mile.....	-	-	44	22
Total passenger earnings.....	-	32,515	38	
Passenger earnings per mile of road.....	-	773	07	
Passenger earnings per train mile.....	-	-	70	8
<b>FREIGHT TRAFFIC:</b>				
No. of tons carried of freight earning revenue....	55,886			
Number of tons carried one mile.....	1,231,079			
Average distance haul of one ton.....	22.00			
Total freight revenue.....	-	47,473	59	
Average amount received for each ton of freight.....	-	-	84	9
Average receipts per ton per mile.....	-	-	03	6
Estimated cost of carrying one ton one mile....	-	-	01	7
Total freight earnings.....	-	47,473	59	
Freight earnings per mile of road.....	-	1,128	71	
Freight earnings per train-mile.....	-	-	2	02 6
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue.....	-	75,454	28	
Passenger and freight revenue per mile of road.....	-	1,793	97	
Passenger and freight earnings.....	-	79,988	97	
Passenger and freight earnings per mile of road.....	-	1,901	78	
Gross earnings from operation.....	-	79,988	97	
Gross earnings from operation per mile of road.....	-	1,901	78	
Expenses.....	-	54,175	80	
Expenses per mile of road.....	-	1,288	06	
<b>TRAIN MILEAGE:</b>				
Miles run by passenger trains.....	43,420			
Miles run by freight trains.....	15,920			
Miles run by mixed trains.....	10,016			
Total mileage trains earning revenue.....	69,356			
Miles run by switching trains.....	1,252			
Miles run by construction and other trains.....	4,505			
Grand total train mileage.....	75,113			

## DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.		Total number at end of year.		EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
	Number.	Kind.	Number.	Kind.	Number.	Kind.		
							Number.	Kind.
<b>Locomotives:</b>								
Passenger .....	1	3	3	Air.				
Freight .....	1	3	2					
Total locomotives....	2	6	5	Air.				
<b>Cars in passenger service:</b>								
First-class passenger cars	-	2	2	Air .....	2	Miller.		
Second-class passenger cars .....	-	1	1	Hand.				
Baggage, express and postal cars .....	-	2	2	Air .....	1	Miller.		
Total.....	-	5	5	.....	3	Miller.		
<b>Cars in freight service:</b>								
Box cars.....	-	3	3	Hand.				
Flat cars.....	-	5	5	Hand.				
Other cars.....	-	1						
Total .....	-	9						
Total cars owned .....	-	14	14	.....	3			
Cars leased .....	7	24						
Grand total cars .....	7	38	14	.....	3			

## MILEAGE OF ROAD OPERATED.

## MILEAGE OPERATED BY ROAD MAKING THIS REPORT.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.		Iron.	Steel.
Miles of single track... ..	41.06	1.00	42.06	22.06	20
Miles of yard track and sidings .....	2.73	-	2.73	2.73	
Total mileage operated (all tracks)	43.79	1.00	44.79	24.79	20

## RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.			NEW TIES LAID DURING YEAR.		
Kind.	Tons.	Weight per yard—lbs. Average price per ton at distributing point.	Kind.	Number.	Average price at dis- tributing point.
Iron .....	30	50 \$35 00	Cedar .....	11,043	\$0.31
Total iron .....	30	50 \$35 00	Hackmatack.....		
			Total .....	11,043	\$0.31

## CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL.—Tons.		WOOD—Cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Bituminous.		Hard.	Soft.			
Passenger .....	305.69		406.58	406.58	780.05	45,924	33.97
Freight .....	155.98		207.45	207.45	398.01	23,432	33.97
Switching.....	8.34		11.08	11.08	21.27	1,252	33.97
Construction.....	29.99		39.89	39.89	76.50	4,505	33.97
Total.....	500.00		665.00	-	1,275.83	75,113	33.97
Average distance at distrib- uting point.....	\$4 95		\$4 50	\$3 50			

## ACCIDENTS.

Sylvester E. Austin, brakeman, killed while coupling cars, May 24, 1892.

L. O. Berry, injured at highway crossing, January 4, 1892.

## BRIDGES, TRESTLES, TUNNELS, Etc.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.	
		Feet.	In.	Feet.	In.	Feet.	In.
Bridges:							
Iron .....	1	400					
Wooden .....	6	1,704		22		580	
Total .....	7	2,104					
Trestles.....	2	183	6	87	6	96	

No overhead highway or railway crossings.

Gauge of track, 4 feet, 8½ inches. 24.03 miles.

## TELEGRAPH

OWNED BY COMPANY MAKING THIS REPORT.

Miles of Line.	Miles of Wire.	OPERATED BY THIS COMPANY.		
		Miles of Line.	Miles of Wire.	Name of Operating Company.
41.06	42	41.06	42	Somerset Railway Co.



Report of the St. Croix and Penobscot Railroad Company  
for the Year Ending June 30, 1892.

HISTORY.

Name of common carrier making this report. St. Croix and Penobscot Railroad Company.

Date of organization? July 25, 1835.

Organized under the laws of the State of Maine, chapter 238, laws of 1832; chapter 550 of 1835; chapter 373 of 1837; chapter 409 of 1838; chapter 238 of 1849; chapter 587 of 1852; chapter 363 of 1870, and chapter 324 of 1873.

If a consolidated company, name the constituent companies. Give reference to charters of each and all amendments of same:

Calais and Baring Railroad and Lewy's Island Railroad.

Charter and amendments of Calais and Baring Railroad as above.

Lewy's Island Railroad, Baring to Princeton, sixteen miles, was chartered in 1854 and opened in 1856. It was sold to the Calais and Baring Railroad Company in 1870.

The name of the Calais and Baring Railroad Company was changed in 1870 to St. Croix and Penobscot Railroad Company.

Date and authority for each consolidation. Chapter 363 of the laws of 1870.

ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
GEO. M. PORTER.....	St. Stephen, N. B.....	September, 1892.
E. A. BARNARD.....	Calais, Maine.....	"
HENRY F. EATON.....	" .....	"
L. G. DOWNS.....	" .....	"
GEO. A. LOWELL .....	" .....	"

Total number of stockholders at date of last election, 54.

Date of last meeting of stockholders for election of directors, January 12, 1892.

Post office address of general office, Calais, Maine.

Post office address of operating office, Calais, Maine.

OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	GEO. M. PORTER.....	Calais, Maine.
President.....	GEO. M. PORTER.....	"
Treasurer.....	SAMUEL BLACK.....	"
Attorney, or Gen. Counsel, L. G. DOWNES .....	L. G. DOWNES .....	"
Auditor.....	L. G. DOWNS .....	"
General Superintendent .....	S. W. HAYCOCK .....	"
General Freight Agent.....	JOHN LARNER .....	"
General Ticket Agent .....	H. A. BLACK.....	"

## PROPERTY OPERATED.

Name.	TERMINALS.		Miles of Line for each road named.
	From—	To—	
St. Croix and Penobscot Railroad	Calais .....	Princeton .....	21

## NAME OF ALL COAL, BRIDGE, CANAL, OR OTHER PROPERTIES, THE EARNINGS AND EXPENSES OF WHICH AFFECT THE GENERAL BALANCE SHEET.

Name.	Character of Business.	Title. (Owned or Leased, etc.)	State or Territory.
Steamer, E. A. Barnard	Common carrier .....	Owned.....	Maine.

## CAPITAL STOCK.

DESCRIPTION.	Number of shares authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Am't Issued and Outstanding.	Dividends Declared During Year.	
					Rate.	Amount
Capital stock: common .....	1,000	\$100	\$100,000	\$100,000		
MANNER OF PAYMENT FOR CAPITAL STOCK.			Number of shares issued during year.	Cash realized on amount issued during year.	Total number of shares issued.	Total cash realized.
Issued for cash: common .....			-	-	1,000	\$100,000

## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS AND INCOME BONDS.

Class of Bond or Obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	INTEREST.		
	Date of issue.	When due.				Rate %.	When payable.	Amount accrued and paid during year.
First mortgage...	July, 1864	July, 1879	\$96,000	\$95,200	\$32,900	6	Jan.&July	\$2,161 38
Second mortgage	July, 1864	July, 1879	18,000	17,500	11,600	6	Jan.&July	696 00
Mortgaged to city of Calais.....	Dec., 1891	Dec., 1911	88,000	88,000	88,000	6	Jun.&Dec.	5,280 00
Grand total...	.....	.....	\$202,000	\$200,700	\$132,500			\$8,137 38

## RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$200,700	\$132,500	\$8,137 38	\$8,137 38

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.	
Cash.....	\$2,407 09	Audited vouchers and accounts .....	\$ 108 18
Bills receivable .....	1,500 00	Matured interest coupons unpaid (including coupons due July 1) .....	1,335 00
Due from solvent companies and individuals.....	1,998 80	Balance—cash assets .....	4,462 71
Total.....	\$5,905 89	Total .....	\$5,905 89

## RECAPITULATION.

## FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	Appor- tionment to rail- roads.	AMOUNT PER MILE OF ROAD.	
			Miles.	Amount.
Capital stock.....	\$100,000 00	\$100,000 00	21	\$4,761 90
Bonds .....	132,500 00	132,500 00	21	6,309 52
Total .....	\$232,500 00	\$232,500 00	21	\$11,071 42

## FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

Name of Road.	Capital stock.	Funded debt.	Current liabilities.	Total.	AM'T PER MILE OF ROAD.	
					Miles.	Amount.
St. Croix and Penob- scot Railroad.....	\$100,000	\$132,500	\$1,443 18	\$233,943 18	21	\$11,140 15
Total .....	\$100,000	\$132,500	\$1,443 18	\$233,943 18	21	\$11,140 15

## COST OF ROAD, EQUIPMENT AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year, included in operating expenses.	Expenditures during year, charged to construction account.	Total cost to June 30, 1892.	Cost per mile.
Grand total cost construction, equip- ment, etc. ....	-	-	\$364,000 00	\$17,333 33

## INCOME ACCOUNT.

Gross earnings from operation .....	\$26,906 10	
Less operating expenses.....	20,920 31	
Income from operation .....		\$5,985 79
Miscellaneous income.....		661 71
Total income .....		\$6,647 50
Deductions from income:		
Interest on funded debt accrued.....	\$8,137 38	
Taxes ....	405 30	
Total deductions from income .....		8,542 68
Deficit.....		\$1,895 18
Deficit from operations of year ending June 30, 1892.....		\$ 1,895 18
Surplus on June 30, 1891 .....		144,134 99
Additions for year .....	\$ 475 00	
Deductions for year .....	4,052 10	
Surplus on June 30, 1892.....		\$138,662 71

## EARNINGS FROM OPERATION.

Item.	Actual earnings.
Total passenger revenue.....	\$4,345 12
Mail.....	909 72
Total passenger earnings.....	\$5,254 84
Total freight earnings.....	21,651 26
Total gross passenger and freight earnings.....	\$26,906 10

## MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses.	Net miscellaneous income.
Steamer E. A. Barnard .....	\$772 49	\$610 90	\$161 59
Rent of houses and land.....	271 00	-	271 00
Interest on bills receivable .....	229 12	-	229 12
Total .....	\$1,272 61	\$610 90	\$661 71

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of road way .....	\$437 55	\$3,062 81	\$3,500 36
Renewals of rails.....	170 12	1,190 86	1,360 98
Renewals of ties.....	61 62	431 38	493 00
Repairs of bridges and culverts.....	200 73	1,405 14	1,605 87
Repairs of fences, road-crossings, signs and cattle guards.....	25 90	181 32	207 22
Repairs of buildings.....	60 99	426 95	487 94
Total .....	\$956 91	\$6,698 46	\$7,655 37
<b>Maintenance of equipment:</b>			
Repairs and renewals of locomotives .....	\$147 31	\$1,031 19	\$1,178 50
Repairs and renewals of passenger cars .....	296 21	-	296 21
Repairs and renewals of freight cars .....	-	1,495 84	1,495 84
Shop machinery, tools, etc.....	27 51	192 60	220 11
Total .....	\$471 03	\$2,719 63	\$3,190 66
<b>Conducting transportation:</b>			
Wages of enginemen, firemen and round-housemen.....	\$228 34	\$1,598 35	\$1,826 69
Fuel for locomotives.....	145 33	1,017 35	1,162 68
Water supply for locomotives.....	3 38	23 62	27 00
All other supplies for locomotives .....	9 40	65 78	75 18
Wages of other trainmen.....	177 80	1,244 63	1,422 43
All other train supplies.....	6 82	47 76	54 58
Wages of switchmen, flagmen and watchmen	62 22	435 53	497 75
Expense of telegraph, including train dispatchers and operators .....	25 15	176 05	201 20
Wages of station agents, clerks and laborers,	247 37	1,731 56	1,978 93
Station supplies .....	28 97	202 83	231 80
Total .....	\$943 78	\$6,543 46	\$7,478 24
<b>General expenses:</b>			
Salaries of officers.....	\$225 00	\$1,575 00	\$1,800 00
General office expenses and supplies.....	28 62	200 37	228 99
Advertising .....	18 50	-	18 50
Insurance .....	62 02	434 12	496 14
Stationery and printing.....	6 55	45 86	52 41
Total .....	\$340 69	\$2,255 35	\$2,596 04
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures .....	\$956 91	\$6,698 46	\$7,655 37
Maintenance of equipment.....	471 03	2,719 63	3,190 66
Conducting transportation .....	934 78	6,543 46	7,478 24
General expenses.....	340 69	2,255 35	2,596 04
Grand total.....	\$2,703 41	\$18,216 90	\$20,920 31

Percentage of expenses to earnings—entire line, 77.75.

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
	Item.	Total.	Increase.	Decrease.
Cost of road .....	-	\$364,000 00		
Cash and current assets .....	-	5,905 89	-	\$13,535 53
Other assets:				
Sundries .....	-	2,700 00		
Grand total.....	-	\$372,605 89	-	\$13,535 53
LIABILITIES.				
Capital stock.....	-	\$100,000 00		
Funded debt.....	-	132,500 00	-	\$7,600 00
Current liabilities .....	-	108 18	-	235 25
Accrued interest on funded debt not yet payable.....	-	1,335 00	-	228 00
Profit and loss.....	-	13,866 71	-	5,472 28
Grand total.....	-	\$372,605 89	-	\$13,535 53

SECURITY FOR FUNDED DEBT.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of mortgage per mile of line.
	From—	To—	Miles.	
First mortgage.....	Calais.....	Baring.....	5	\$6,580 00
Second mortgage .....	Calais.....	Baring.....	5	2,320 00
Third mortgage } .....	Calais.....	Baring.....	5	4,190 48
First mortgage } .....	Baring.....	Princeton .....	16	

All equipment mortgaged. No income or securities mortgaged.

## EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers .....	2	626	\$1,800 00	\$2 88
Station agents.....	4	1,246	1,137 30	91
Other station men.....	2	585	841 63	1 44
Enginemen .....	3	688	1,135 53	1 65
Firemen .....	3	629	734 96	1 20
Conductors .....	2	502	817 05	1 63
Other trainmen.....	2	493	605 38	1 23
Machinists .....	3	930	1,912 77	2 06
Carpenters.....	2	631	1,092 33	1 73
Other shopmen .....	2	527	654 50	1 24
Section foremen .....	2	544	772 91	1 42
Other trackmen.....	6	1,701	2,104 89	1 24
Switchmen, flagmen and watchmen.....	2	412	497 75	1 21
All other employees and laborers .....	2	433	530 07	1 22
Total (including "general officers") .....	37	9,947	\$14,657 09	\$1 47
Less "general officers".....	2	626	1,800 00	2 88
Total (excluding "general officers") .....	35	9,321	\$12,857 09	\$1 38
Distribution of above:				
General administration.....	2	626	\$1,800 00	\$2 88
Maintenance of way and structures.....	12	3,205	4,062 37	1 27
Maintenance of equipment.....	5	1,651	3,005 10	1 92
Conducting transportation.....	18	4,555	5,789 62	1 27
Total (including "general officers") .....	37	9,947	\$14,657 09	\$1 47
Less "general officers" .....	2	626	1,800 00	2 88
Total (excluding "general officers")—entire line....	35	9,321	\$12,857 09	\$1 38



## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

Item.	Column for tonnage, num- ber passengers, number trains, mileage, num- ber cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
<b>PASSENGER TRAFFIC:</b>				
Number of passengers carried earning revenue,	12,724			
Number of passengers carried one mile.....	172,943			
Average distance carried.....	13.59			
Total passenger revenue.....	-	4,345	12	
Average amount received from each passenger.	-		34	1
Average receipts per passenger per mile.....	-		2	5
Estimated cost of carrying each passenger one mile.....	-			1
Total passenger earnings.....	-	5,254	84	
Passenger earnings per mile of road.....	-	250	23	
Passenger earnings per train mile.....	-		1	10 9
<b>FREIGHT TRAFFIC:</b>				
Total freight earnings.....	-	21,651	26	
Freight earnings per mile of road.....	-	1,031	01	
Freight earnings per train-mile.....	-		1	17
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue.....	-	25,996	38	
Passenger and freight revenue per mile of road,	-	1,237	92 2	
Passenger and freight earnings.....	-	26,906	10	
Passenger and freight earnings per mile of road,	-	1,281	24 2	
Gross earnings from operation.....	-	26,906	10	
Gross earnings from operation per mile of road,	-	1,281	24 2	
Expenses.....	-	20,920	31	
Expenses per mile of road.....	-		996	20 5
<b>TRAIN MILEAGE:</b>				
Miles run by passenger trains.....	4,180			
Miles run by freight trains.....	18,952			
Total mileage trains earning revenue.....	23,132			
Miles run by construction and other trains..	2,176			
Grand total train mileage.....	25,308			

## DESCRIPTION OF EQUIPMENT.

Item.	Total number at end of year.
Locomotives:	
Freight .....	5
Cars in passenger service:	
Second-class passenger cars .....	4
Baggage, express and postal cars.....	2
Total .....	6
Cars in freight service:	
Box cars.....	4
Flat cars.....	14
Other cars .....	181
Total .....	199
Cars in company's service:	
Gravel cars.....	4
Total cars owned .....	209

## MILEAGE.

## MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.			Total mileage operated.	New line constructed during yr.	RAILS.	
	Main line.	Branches and spurs.				Iron.	Steel.
Miles of single track .....	21.00	-	21.00	-	12.23	8.77	
Miles of yard track and sidings..	3.34	-	3.34	-	3.34		
Total mileage operated (all tracks) .....	24.34	-	24.34	-	15.57	8.77	

## MILEAGE OWNED AND OPERATED BY ROAD MAKING THIS REPORT.

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.			Total mileage, excluding track-age rights.	RAILS.	
	Main line.	Branches and spurs.			Iron.	Steel.
Maine .....	16.25	-	16.25	8.98	7.27	
New Brunswick .....	4.75	-	4.75	3.25	1.50	
Total mileage owned and operated (single track).....	21.00	-	21.00	12.23	8.77	

RENEWALS OF RAILS AND TIES.

New rails laid during year, steel, 100 tons; weight per yard, 56 lbs.; average price per ton at distributing point, \$34.65.

New ties laid during year, cedar, 2,591; average price at distributing point, 15c.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	Anthracite coal—tons.	Soft wood—cords.	Total fuel consumed—tons.	Miles run.	Average lbs. consumed per mile.
Mixed.....	-	734	367	18,952	38.73
Freight.....	-	138	69	4,180	33.01
Construction.....	-	76	38	2,176	34.93
Total.....	-	948	474	25,308	37.56

ACCIDENTS.

Peter Francis, Indian, while intoxicated attempted to cross track between moving cars, and was killed.

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.	Minimum length—span.	Maximum length—span.	Item.	Number.	Height of lowest above surface of rail.
Bridges:		Ft. In.	Ft. In.	Ft. In.	Overhead highway crossings:		Ft. In.
Wooden ..	2	494.00	216.00	278.00	Bridges.....	2	13.06
Total ...	2	494.00					
Trestles ....	1	147.00					

Gauge of track, 4 feet 8½ inches. 21 miles.

TELEGRAPH

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
21	21	N. Eng. Telephone & Telegraph Co.	N. Eng. Telephone & Telegraph Co.

## Report of the Waterville and Fairfield Railway and Light Company for the Year Ending June 30, 1892.

### HISTORY.

Name of common carrier making this report. Waterville and Fairfield Railway and Light Company.

Date of organization. June 13, 1891.

Under the laws of what Government, State or Territory, organized. Organized under the laws of the State of Maine.

If a consolidated company, name the constituent companies. Waterville and Fairfield Railroad Company, organized November 21, 1887. Waterville Electric Light and Power Company. Fairfield Electric Light and Power Company. Authority for consolidation, chapter 49 of the Special Laws of 1891.

### ORGANIZATION.

Names of Directors.	Post Office Address.	Date of Expiration of Term.
E. F. WEBB.....	Waterville, Maine.....	October, 1892.
S. I. ABBOTT .....	" " .....	" "
E. L. JONES.....	" " .....	" "
S. A. NYE .....	Fairfield, Maine .....	" "
A. F. GERALD.....	" " .....	" "

Total number of stockholders at date of last election, 5.

Date of last meeting of stockholders for election of directors. October 5, 1891.

Post office address of general office. Waterville, Maine.

Post office address of operating office. Waterville, Maine.

### OFFICERS.

Title.	Name.	Location of Office.
Chairman of the Board.....	A. F. GERALD.....	Fairfield, Maine.
President .....	A. F. GERALD.....	Fairfield, Maine.
Clerk .....	H. M. HEATH .....	Augusta, Maine.
Treasurer .....	H. D. BATES .....	Waterville, Maine.
Attorney or General Counsel...	E. F. WEBB .....	Waterville, Maine.
General Manager.....	A. F. GERALD .....	Fairfield, Maine.
Superintendent.....	O. M. BROWN.....	Fairfield, Maine.

WATERVILLE AND FAIRFIELD RAILWAY AND LIGHT COMPANY. 251

PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
Waterville and Fairfield Railway and Light Company .....	Waterville.....	Fairfield.....	4.36

CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	Dividends declared during year.	
					Rate—%.	Amount.
Capital stock: Common .....	2,000	\$100	\$200,000			

MANNER OF PAYMENT FOR CAPITAL STOCK.

	No. of shares issued during yr.	Cash realized on amount issued during year.	Total number of shares issued.	Total cash realized.
Issued for reorganization: Common .....	628			
Issued for claim vs. W. & F. R. R. Co., outstanding at time of consolidation.....	50			
Issued in exchange for W. & F. R. R. Co. stock .....	5			
Total .....	683			

## FUNDED DEBT.

## MORTGAGE BONDS, MISCELLANEOUS OBLIGATIONS, AND INCOME BONDS.

Class of bond or obligation.	TIME.		Amount of authorized issue.	Amount issued.	Amount outstanding.	Cash realized on amount issued.	INTEREST.			
	Date of issue.	When due.					Rate-%.	When payable.	Amount accrued during year.	Amount paid during year.
	1891	1911								
Mort'ge	1891	1911	\$200,000	\$200,000	\$127,000	\$83,099 88	6	May & Nov.	\$7,780	\$3,282
Mortgage bonds of W. & F. R. Co.....			-	-	20,000					
Mortgage bonds of W. E. L. & Power Co.....			-	-	25,000					
Grand total..			\$200,000	\$200,000	\$172,000	\$83,099 88			\$7,780	\$3,282

## RECAPITULATION OF FUNDED DEBT.

Class of Debt.	Amount issued.	Amount outstanding.	INTEREST.	
			Amount accrued during year.	Amount paid during year.
Mortgage bonds .....	\$200,000 00	\$172,000 00	\$7,780 00	\$3,408 00

## CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAY'T OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.	
Cash .....	\$16,326 79	Audited vouchers and accounts .....	\$2,087 40
Due from solvent companies and individuals .....	8 00	Matured interest coupons unpaid (including coupons due July 1).....	4,498 00
Other cash assets (excluding "materials and supplies").	2,000 00	Rents due July 1.....	452 08
		Balance—cash assets .....	11,297 31
Total .....	\$18,334 79	Total .....	\$18,334 79

WATERVILLE AND FAIRFIELD RAILWAY AND LIGHT COMPANY. 253

INCOME ACCOUNT.

Gross earnings from operation of road.....	\$10,353 75	
Less operating expenses .....	12,687 45	
Deficit.....		\$2,333 70
Deductions from income:		
Interest on funded debt accrued .....	\$7,780 00	
Rents .....	1,414 58	
Taxes.....	52 26	
Deficiency in miscellaneous account.....	7,173 59	
Total deductions from income .....		16,420 43
Deficit.....		\$18,754 13
Deficit from operations of year ending June 30, 1892.....		\$18,754 13
Deficit on June 30, 1891 .....		214 39
Deficit on June 30, 1892.....		\$18,968 52

EARNINGS FROM OPERATION.

Item.	Actual earnings
Total passenger revenue .....	\$10,353 75
Other sources.....	6,380 44
Total gross earnings from operation .....	\$16,734 19

MISCELLANEOUS INCOME.

Item.	Gross income.	Less expenses	Net miscellaneous income.
From Light and Power Company.....	\$6,380 44	\$13,554 03	* \$7,173 59

\* Deficit.

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
Maintenance of way and structures:			
Repairs of roadway .....	\$502 00		
Total .....	\$502 00		
Maintenance of equipment:			
Repairs and renewals of passenger cars..	\$170 25		
Total .....	\$170 25		
Conducting transportation:			
Wages of conductors, drivers, etc.....	\$3,962 40		
Wages of power-house employees .....	794 79		
Other expenses .....	4,027 86		
Total .....	\$8,785 05		
General expenses:			
Salaries of officers .....	\$1,184 88		
Salaries of clerks.....	50 00		
General office expenses and supplies .....	70 73		
Advertising.....	3 00		
Insurance.....	367 53		
Rents for power.....	962 50		
Legal expenses.....	420 63		
Other general expenses .....	240 88		
Total .....	\$3,230 15		
Recapitulation of expenses:			
Maintenance of way and structures.....	\$502 00		
Maintenance of equipment.....	170 25		
Conducting transportation.....	8,785 05		
General expenses .....	3,230 15		
Grand total .....	\$12,687 45		



WATERVILLE AND FAIRFIELD RAILWAY AND LIGHT COMPANY. 255

COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	JUNE 30, 1892.		YEAR ENDING JUNE 30, 1892.	
	Item.	Total.	Increase.	Decrease.
Cost of road .....	-	\$30,728 76	\$2,214 25	
Cost of equipment .....	-	11,506 60	320 38	
Other permanent investments, i. e., Waterville and Fairfield Elec. Light and Power Co. franchise .....	-	110,741 20		
Stock given as bonus with bonds .....	-	50,000 00		
Lands owned.....	-	6,700 00	3,166 27	
Personal property .....	-	572 00		
Cash and current assets .....	-	18,334 79	18,065 39	
Profit and loss.....	-	18,754 13	18,539 74	
Grand total .....	-	\$247,337 48	\$42,306 03	
LIABILITIES.				
Capital stock .....	-	\$ 68,300 00		
Funded debt.....	-	172,000 00		
Current liabilities.....	-	2,539 48		
Accrued interest on funded debt not yet payable .....	-	4,498 00		
Grand total .....	-	\$274,337 48		

PASSENGER AND FREIGHT AND TRAIN MILEAGE.

ITEM.	Column for tonnage, number passengers, number trains, mileage, number cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue.	202,075			
Total passenger earnings .....	-	10,353	75	
Average per passenger per mile .....	-		05	

## DESCRIPTION OF EQUIPMENT.

Item.	Number added during year.	Total number at end of year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Cars in passenger service:						
First-class passenger cars .....	-	5				
Sleigh barges .....	-	1				
Total.....	-	6				

## MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Total mileage operated.	RAILS.	
	Main line.	Branches and spurs.		Iron.	Steel.
Miles of single track.....	4.36		4.36		

## RENEWALS OF RAILS AND TIES.

New ties laid during year—cedar, 7,040.

**Report of the York Harbor and Beach Railroad Company  
for the Year Ending June 30, 1892.**

**HISTORY.**

Name of common carrier making this report. York Harbor and Beach Railroad Company.

Date of organization. 1886.

Organized under the laws of the State of Maine. Incorporated February 1, 1883, act of the Legislature, chapter 179. Time for construction extended by chapter 13, 1887. Road extended to a junction with the Boston and Maine Railroad, chapter 218, March 10, 1887. Change location chapter 60, 1887.

**ORGANIZATION.**

Names of Directors.	Post Office Address.	Date of Expiration of Term.
FRANK JONES.....	Portsmouth, N. H.....	December 7, 1892.
GEORGE C. LORD.....	Newton, Mass.....	“
JOS. S. RICKER.....	Deering, Maine.....	“
SAMUEL C. LAWRENCE.....	Medford, Mass.....	“
J. E. STAPLES.....	York Village, Maine.....	“
H. E. EVANS.....	“.....	“
E. S. MARSHALL.....	York Harbor, Maine.....	“

Total number of stockholders at date of last election, 100.

Date of last meeting of stockholders for election of directors, December 2, 1891.

Post office address of general office, Boston, Mass.

Post office address of operating office, Boston, Mass.

**OFFICERS.**

Title.	Name.	Location of Office.
President.....	FRANK JONES.....	Boston, Mass.
Clerk.....	S. W. JUNKINS.....	York Corner, Maine.
Treasurer.....	AMOS BLANCHARD.....	Boston, Mass.
Auditor.....	WM. J. HOBBS.....	“
Chief Engineer.....	H. BISSELL.....	“
Superintendent.....	WINSLOW I. PERKINS.....	“
General Freight Agent.....	W. F. BERRY.....	“
General Passenger Agent.....	D. J. FLANDERS.....	“

## PROPERTY OPERATED.

Name.	TERMINALS.		Miles of line for each road named.
	From—	To—	
York Harbor and Beach Railroad..	Kittery .....	York Beach .....	11.27

## CAPITAL STOCK.

Description.	Number of shares authorized.	Par value of shares.	Total par value authorized.	Total amount issued and outstanding.	DIVIDENDS DECLARED DURING YEAR.		
					Rate—%.	Amount.	
Capital stock: common	10,000	\$50	\$500,000	\$299,900			
MANNER OF PAYMENT FOR CAPITAL STOCK.				Number of shares issued during year.	Cash realized on amount issued during year.	Total number of shares issued.	Total cash realized.
Issued for cash: common.....				-	-	5,998	\$299,900
Amount paid on shares not issued.....				-	-	-	25 00
Total.....				-	-	5,998	\$299,925

Dividends declared, \$1.50 per share, amounting to \$8,990.

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.	
Cash.....	\$15,879 61	Dividends not called for.....	\$9 00
Due from solvent companies and individuals.....	448 81	Balance—cash assets.....	16,319 42
<b>Total ...</b>	<b>\$16,328 92</b>	<b>Total .....</b>	<b>\$16,328 42</b>

RECAPITULATION.

FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

Account.	Total amount outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF ROAD.	
		To railroads.	To other properties.	Miles.	Amount.
Capital stock .....	\$299,925	\$299,925	-	11.27	\$26,612 68

## COST OF ROAD, EQUIPMENT, AND PERMANENT IMPROVEMENTS.

Item.	Expenditures during year, not included in operating expenses, charged to income acct as perm. improv'm'ts.	Expenditures during the year, not included in operating expenses, charged to construction or equipment.	Total cost to June 30, 1891.	Total cost to June 30, 1892.	Cost per mile.
Construction:					
Right of way .....	-	-	-	\$19,360 42	\$1,717 87
Other real estate .....	-	-	-		
Fences .....	-	-	-	129,076 34	11,453 09
Grading and masonry .....	-	-	-	43,670 98	3,874 98
Bridges and trestles .....	-	-	-		
Rails .....	-	-	-	72,290 21	6,414 39
Ties .....	-	-	-		
Other superstructure .....	-	-	-		
Buildings, furniture and fixtures .....	-	-	-	21,896 26	1,942 88
Shop machinery and tools .....	-	-	-	1,175 84	104 33
Engineering expenses and miscellaneous .....	-	-	-		
Interest during construction .....	-	-	-	12,529 95	1,111 80
Total construction, equipment, etc.....	-	-	-	\$300,000 00	\$26,619 34

## INCOME ACCOUNT.

Gross earnings from operation .....	\$34,789 76
Less operating expenses.....	20,489 67
Income from operation.....	\$14,300 09
Miscellaneous income—less expenses... ..	489 82
Total income .....	\$14,789 71
Deductions from income:	
Taxes .....	446 44
Net income .....	\$14,343 47
Dividends, 3 per cent, common stock (\$1.50 per share).....	8,997 00
Surplus from operations of year ending June 30, 1892 .....	\$5,346 47
Surplus on June 30, 1891 .....	11,047 95
Surplus on June 30, 1892 .....	\$16,394 42

## EARNINGS FROM OPERATION.

Item.	Total receipts.	Deductions, account of repayments, etc.	Actual earnings.
<b>Passenger:</b>			
Passenger revenue .....	\$28,028 01		
Less repayments:			
Excess fares refunded .....	-	\$324 80	
Total passenger revenue .....	-	-	\$27,703 21
Mail .....	-	-	482 19
Express .....	-	-	481 31
Extra baggage and storage .....	-	-	37 68
Total passenger earnings .....	-	-	\$28,704 39
<b>Freight:</b>			
Freight revenue .....	\$5,940 92		
Less repayments:			
Overcharge to shippers .....	-	\$4 10	
Total freight earnings .....	-	-	5,936 82
Total passenger and freight earnings .....	-	-	\$34,641 21
Other earnings from operation:			
Telegraph companies .....	-	-	148 55
Total gross earnings from operation .....	-	-	\$34,789 76

## MISCELLANEOUS INCOME.

Item.	Net miscella- neous income
Rents of lands .....	\$184 00
Interest .....	305 82
Total .....	\$489 82

## OPERATING EXPENSES.

Item.	Chargeable to passenger traffic.	Chargeable to freight traffic.	Total.
<b>Maintenance of way and structures:</b>			
Repairs of roadway.....	\$3,789 66	\$1,263 22	\$5,052 88
Renewals of ties.....	77 92	25 98	103 90
Repairs of bridges and culverts .....	208 52	69 51	278 03
Repairs of fences, road-crossings, signs and cattle guards .....	51 35	17 12	68 47
Repairs of buildings .....	81 44	27 15	108 59
Removing snow and ice .....	111 11	37 04	148 15
Total.....	\$4,320 00	\$1,440 02	\$5,760 02
<b>Maintenance of equipment:</b>			
Rents of locomotives .....	\$1,215 36	\$405 12	\$1,620 48
<b>Conducting transportation:</b>			
Wages of enginemen, firemen and round-housemen.....	\$1,329 87	\$443 29	\$1,773 16
Fuel for locomotives.....	2,213 85	739 95	2,953 80
All other supplies for locomotives .....	74 83	24 94	99 77
Wages of other trainmen.....	1,346 60	431 81	1,778 41
All other train supplies.....	29 81	9 94	39 75
Wages of switchmen, flagmen and watchmen	972 00	324 00	1,296 00
Expenses of telegraph, including train dispatchers and operators.....	275 90	91 97	367 87
Wages of station agents, clerks and laborers,	1,430 72	993 15	2,423 87
Station supplies .....	164 99	55 00	219 99
Car mileage—balance.....	1,473 60	241 82	1,715 42
Loss and damage.....	—	13 28	13 28
Other expenses.....	4 20	1 40	5 60
Total.....	\$9,316 37	\$3,368 55	\$12,684 92
<b>General expenses:</b>			
Advertising.....	\$68 36	\$22 79	\$91 15
Insurance.....	39 61	13 20	52 81
Legal expenses.....	4 50	1 50	6 00
Stationery and printing .....	155 74	51 92	207 66
Other general expenses .....	49 57	16 66	66 63
Total.....	\$318 18	\$106 07	\$424 25
<b>Recapitulation of expenses:</b>			
Maintenance of way and structures.....	\$4,320 00	\$1,440 02	\$35,760 02
Maintenance of equipment.....	1,215 36	405 12	1,620 48
Conducting transportation .....	9,316 37	3,368 55	12,684 92
General expenses .....	318 18	106 07	424 25
Grand total .....	15,169 91	\$5,319 76	\$20,489 67

Percentage of operating expenses to earnings 58.90.



COMPARATIVE GENERAL BALANCE SHEET.

ASSETS.	Total, June 30, 1892.	YEAR ENDING JUNE 30, 1892.	
		Increase.	Decrease.
Cost of road .....	\$300,000 00		
Cash and current assets .....	16,319 42	\$5,346 47	
Grand total.....	\$316,319 42	\$5,346 47	
LIABILITIES.			
Capital stock .....	\$299,925 00		
Profit and loss.....	16,394 42	\$5,346 47	
Grand total.....	\$316,319 42	\$5,346 47	

EMPLOYEES AND SALARIES.

Class.	Number.	Total number of days worked.	Total yearly compensation.	Average daily compensation.
General officers .....	8			
Station agents .....	6	1,657	\$2,711 55	\$1 63
Other station men .....	4	249	396 00	1 18
Enginemen .....	1	313	1,095 50	3 50
Firemen .....	1	313	626 00	2 00
Conductors .....	1	313	860 75	2 75
Other trainmen.....	2	415	747 70	1 80
Section foremen.....	2	626	1,138 40	1 90
Other trackmen .....	6	1,878	2,817 00	1 50
Switchmen, flagmen and watchmen .....	1	365	547 50	1 50
All other employees and laborers.....	1	365	547 50	1 50
Total (including "general officers").....	33	6,494	\$11,438 90	\$1 76
Less "general officers" .....	8			
Total (excluding "general officers") .....	25	6,494	\$11,438 90	\$1 76
Distribution of above:				
General administration .....	8			
Maintenance of way and structures.....	10	3,234	\$5,101 40	\$1 57
Conducting transportation.....	15	3,260	6,337 50	1 94
Total (including "general officers").....	33	6,494	\$11,438 90	\$1 76
Less "general officers" .....	8			
Total (excluding "general officers") .....	25	6,494	\$11,438 90	\$1 76

## PASSENGER AND FREIGHT, AND TRAIN MILEAGE.

ITEM.	Column for tonnage, num- ber passeng'rs, number trains, mileage, num- ber cars.	COLUMNS FOR REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
<b>PASSENGER TRAFFIC:</b>				
Number of passengers carried earning revenue.....	95,115			
Number of passengers carried one mile.....	734,573			
Average distance carried.....	7,723			
Total passenger revenue.....	-	27,763	21	
Average amount received from each passenger.....	-		29	12
Average receipts per passenger per mile.....	-		3	77
Estimated cost of carrying each passenger one mile.....	-			2 06
Total passenger earnings.....	-	28,704	39	
Passenger earnings per mile of road.....	-	2,546	97	
Passenger earnings per train mile.....	-		1 23	23
<b>FREIGHT TRAFFIC:</b>				
No. of tons carried of freight earning revenue....	6,701			
Number of tons carried one mile.....	57,031			
Average distance haul of one ton.....	8,511			
Total freight revenue.....	-	5,936	82	
Average amount received for each ton of freight.....	-		88	5
Average receipts per ton per mile.....	-		10	4
Estimated cost of carrying one ton one mile....	-			9 3
Total freight earnings.....	-	5,936	82	
Freight earnings per mile of road.....	-		526	78
Freight earnings per train-mile.....	-			76 4
<b>PASSENGER AND FREIGHT:</b>				
Passenger and freight revenue.....	-	33,640	03	
Passenger and freight revenue per mile of road.....	-		2,984	92
Passenger and freight earnings.....	-	34,641	21	
Passenger and freight earnings per mile of road.....	-		3,073	75
Gross earnings from operation.....	-	34,789	76	
Gross earnings from operation per mile of road.....	-		3,086	93
Expenses.....	-	29,489	69	
Expenses per mile of road.....	-		1,818	07
<b>TRAIN MILEAGE:</b>				
Miles run by passenger trains.....	23,292			
Miles run by freight trains.....	7,764			
Total mileage trains earning revenue.....	31,056			

MILEAGE.  
MILEAGE OF ROAD OPERATED.

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line operated under lease.	Total mileage operated.	New line constructed during year.	RAILS.	
	Main line.	Branches and spurs				Iron.	Steel.
Miles of single track .....	11.27	-	-	11.27	-	-	11.27
Miles of yard track and sidings .....	1.15	-	-	1.15	-	1.15	-
Total mileage operated (all tracks) .....	12.42	-	-	12.42	-	1.15	11.27

RENEWALS OF RAILS AND TIES.

New ties laid during year: number, cedar, 237; hackmatack, 186; total, 423. Average price at distributing point; cedar, 28 cents; hackmatack, 25 cents; average, 27 cents.

CONSUMPTION OF FUEL BY LOCOMOTIVES.

Locomotives.	COAL—Tons.		WOOD—Cords.		Total fuel consumed—tons.	Miles run.	Average pounds consumed per mile.
	Bituminous.	Hard.	Soft.				
Total, passenger and freight,	786.55		5.62		789.36	31,056	50.83
Average cost at distributing point.....	\$3.54	-	\$3.60				

## BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	Aggregate length.		Minimum length.		Maximum length.	
		Feet.	In.	Feet.	In.	Feet.	In.
<b>Bridges:</b>							
Wooden .....	2	63		11		52	
<b>Total</b> .....	2	63					
<b>Trestles</b> .....	10	637		135		159	
		Height of Lowest above Surface of Rail.					
		Feet.		In.			
<b>Overhead highway crossings:</b>							
Bridges .....	1			21		6	
Trestles .....	1			20		1	
<b>Total</b> .....	2						

Gauge of track, 4 feet, 8½ inches. 11.27 miles.

## TELEGRAPH.

OWNED BY ANOTHER COMPANY, BUT LOCATED ON PROPERTY OF ROAD MAKING THIS REPORT.

Miles of line.	Miles of wire.	Name of Owner.	Name of Operating Company.
11.27	11.27	Western Union Telegraph Co.....	Western Union Telegraph Co.

**Table Showing Number of Passengers Carried in 1890, 1891  
and 1892.**

Railroads.	1890.	1891.	1892.
Atlantic and St. Lawrence Railroad (G. T.) ....	345,659	365,553	385,388
Bangor and Piscataquis Railroad.....	71,484	70,468	72,178
Boston and Maine Railroad . ....	30,322,923	31,174,544	33,459,898
Bridgton and Saco River Railroad.....	14,096	14,484	16,392
Canadian Pacific (International) .....	28,350	51,297	89,590
Franklin and Megantic Railroad .....	6,883	7,117	6,920
Kennebec Central Railroad .....	* 15,076	33,708	40,826
Lewiston and Auburn Branch, Grand Trunk...	96,589	96,618	96,646
Maine Central Railroad.....	1,933,377	1,943,351	2,088,573
Monson Railroad.....	4,390	4,985	5,189
Orchard Beach Railroad.....	44,396	52,461	54,446
Phillips and Rangeley Railroad † .....	-	1,295	4,805
Portland and Rochester Railroad.....	326,783	340,807	338,699
Portland and Rumford Falls Railway.....	25,924	29,089	27,353
Sandy River Railroad.....	21,376	23,027	26,048
Somerset Railway.....	23,066	32,675	34,611
Sebastcook and Moosehead Railroad.....	7,797	8,109	9,280
St. Croix and Penobscot Railroad .....	12,214	12,288	12,724
York Harbor and Beach Railroad.....	88,585	99,962	95,115

\* From July 23 to September 30, 1890.

† Commenced operations January 1, 1891.

**Table Showing the Total Transportation Earnings of the Railroads  
Doing Business in Maine for the Years 1890, 1891 and 1892.**

Railroad Companies.	1890.	1891.	1892.
Bangor and Piscataquis Railroad .....	\$194,436 66	\$172,009 52	\$164,741 62
Boston and Maine Railroad .....	15,091,690 87	15,356,890 19	15,783,795 09
Bridgton and Saco River Railroad.....	23,370 87	27,719 46	27,139 61
Canadian Pacific Railway.....	97,991 09		
Aroostook River Railroad (leased to C. P. R'y)	64,880 00	} 234,484 62	243,015 96
Houlton Branch Railroad " " "	6,500 00		
Franklin and Megantic Railroad .....	12,786 51	10,923 90	9,076 96
Grand Trunk Railway .....	1,061,449 94	1,139,457 85	1,169,197 63
Lewiston and Auburn Branch Grand Trunk R'y	33,671 79	35,205 84	34,697 46
Kennebec Central Railroad .....	* 3,660 75	13,139 66	15,121 22
Knox and Lincoln Railway.....	† 139,795 73	† 192,499 28	M. C. R. R.
Lime Rock Railroad .....	54,676 47	57,247 76	60,912 97
Maine Central Railroad.....	4,226,465 43	4,323,153 71	4,632,031 78
Monson Railroad.....	11,335 78	12,581 12	11,588 37
Orchard Beach Railroad.....	4,216 85	4,797 55	4,978 90
Phillips and Rangeley Railroad .....	-	7,124 70	20,770 35
Portland and Rochester Railroad.....	233,973 29	242,366 73	249,365 18
Portland and Rumford Falls Railway.....	48,221 46	54,277 82	54,890 40
Rockport Railroad .....	11,086 38	9,297 88	7,250 17
Sandy River Railroad.....	46,157 13	34,025 16	44,996 59
Sebastcook and Moosehead Lake Railroad ....	7,782 46	8,332 45	9,446 55
Somerset Railway. ....	54,189 15	70,872 69	80,207 77
St. Croix and Penobscot Railroad .....	38,436 17	37,618 41	26,906 10
York Harbor and Beach Railroad .....	34,380 24	36,784 32	34,789 76

\* From July 23 to September 30, 1890.

† For ten months, till leased to the Penobscot Shore Line Railroad Company.

‡ For eleven months commencing July 31, 1890.

Table Showing Tons of Freight Carried in 1890, 1891 and 1892.

Railroads.	1890.	1891.	1892.
Bangor and Piscataquis Railroad.....	78,889	66,635	62,660
Boston and Maine Railroad .....	6,835,003	6,982,022	7,215,308
Bridgton and Saco River Railroad .....	10,190	13,517	10,643
Canadian Pacific (International) .....	61,914	252,987	256,925
Franklin and Megantic Railroad .....	9,907	7,490	5,209
Grand Trunk Railway .....	923,104	897,999	891,350
Kennebec Central Railroad .....	-	4,800	6,228
Lewiston and Auburn Branch, Grand Trunk..	50,913	50,966	51,486
Lime Rock Railroad .....	-	-	256,676
Maine Central Railroad.....	1,720,107	1,741,519	1,880,111
Monson Railroad.....	7,813	8,162	7,402
Phillips and Rangeley Railroad * .....	-	4,360	13,445
Portland and Rochester Railroad.....	170,431	181,550	186,843
Portland and Rumford Falls Railway.....	36,439	41,834	42,120
Rockport Railroad .....	17,125	17,125	12,350
Sandy River Railroad.....	13,391	20,478	28,997
Somerset Railway.....	30,426	43,899	55,866
Sebeccook and Moosehead Railroad.....	4,312	4,671	5,493
York Harbor and Beach Railroad .....	5,171	6,487	6,701

\* Commenced operation January 1, 1891.

**Table Showing Number of Passengers Carried in 1891 and 1892  
on the Street Railroads in Maine.**

Railroads.	1891.	1892.
Augusta, Hallowell and Gardiner Railroad (electric) .....	620,283	839,942
Bangor Street Railway (electric) .....	817,225	897,805
Biddeford and Saco Railroad (electric) .....	226,200	231,934
Fryeburg Horse Railroad.....	6,950	7,218
Lewiston and Auburn Horse Railroad .....	389,794	533,435
Portland Railroad (horse and electric).....	2,823,153	3,124,704
Waterville and Fairfield Railroad (electric) .....	229,754	202,075
Total .....	5,113,359	5,871,539

**Table Showing the Total Transportation Earnings of the Street  
Railroads in Maine for Years 1891-1892.**

Railroads.	1891.	1892.
Augusta, Hallowell and Gardiner Railroad (electric) .....	\$31,389 15	\$41,997 11
Bangor Street Railroad (electric) .....	42,812 13	44,890 26
Biddeford and Saco Railroad (electric) .....	16,371 01	15,729 38
Fryeburg Horse Railroad.....	572 88	616 89
Lewiston and Auburn Horse Railroad.....	22,662 73	28,393 06
Portland Railroad (horse and electric).....	140,750 60	156,167 04
Waterville and Fairfield Railroad (electric).....	11,551 25	10,353 75
Total .....	266,109 75	298,147 49



Steam Railroads in Maine.

Name.	Miles in Maine.	Length of line operated.	Miles of second track.	Miles of yard track and sidings.	Miles of branch tracks.	Miles constructed in 1892.	Miles of sidings constructed in 1892.
Bangor and Piscataquis Railroad:							
Old Town to Greenville .....	76.50	95.40	95.40	-	4.80		
Katahdin Branch .....	18.90						
Boston and Maine Railroad:							
Western Division .....	44.00	102.18	1210.03	19.82	41.34		
Eastern Division .....	50.76						
Northern Division .....	2.92						
Kennebunk and Kennebunkport .....	4.50						
Bridgton and Saco River Railroad .....	16.00	16.00	-	1.00			
Canadian Pacific Railway .....	144.50	176.52	167.52	-	5.10		
Aroostook River Railroad .....	29.02						
Houlton Branch .....	3.00						
Franklin and Megantic Railroad .....	16.70	16.70	-	.50	1.70		
Grand Trunk Railway:							
Portland to Boundary .....	82.60	89.46	166.58	-	37.41	6.86	
Lewiston Branch .....	5.50						
Norway Branch .....	1.36						
Green Mountain Railway .....	1.13	1.13	-				
Kennebec Central Railroad .....	5.00	5.00	-	50			
Lime Rock Railroad .....	10.76	12.03	-				
Maine Central Railroad:							
Portland to Bangor .....	136.60	647.76	813.76	18.60	170.89	6.04	6.80
Brunswick to Bath .....	8.90						
Cumberland to Skowhegan .....	91.20						
Leeds Junction to Farmington .....	36.40						
Penobscot Junction to Mt. Desert Ferry .....	41.13						
Crowley's to Lewiston .....	4.80						
Brunswick to Leed's Junction .....	26.20						
Newport Junction to Dexter .....	14.23						
Dexter to Dover and Foxcroft .....	16.54						
Burnham Junction to Belfast .....	33.13						
Bangor to Vanceboro' .....	114.30						
Orono to Stillwater .....	3.10						
Enfield to Montague .....	3.03						
Bangor to Bucksport .....	18.80						
Portland to Lunenburg .....	109.10						
Quebec Junction to Beecher Falls .....	55.00						
Beecher Falls to Lime Ridge .....	53.00						
Knox and Lincoln Railway .....	48.37						
Monson Railroad .....	8.16	8.16	-	1.00	2.00		
Orchard Beach Railroad .....	3.00	3.00	-	.34			
Phillips and Rangeley Railroad .....	28.60	28.60	-	1.55			
Portland and Rochester Railroad .....	51.48	54.98	-	17.16	1.12	2.48	1.63
Portland and Rumford Falls Railway .....	26.77	26.77	-	2.85			
Rockport Railroad .....	3.00	3.00	-				
Sandy River Railroad .....	18.00	18.00	-				
Sebasticook and Moosehead Railroad .....	8.00	8.00	-	.25			
Somerset Railway .....	42.06	42.06	-	2.73	1.00		
St. Croix and Penobscot Railroad .....	16.25	21.00	-	3.34			
Whitneyville and Machiasport Railroad .....	7.50	7.50	-				
York Harbor and Beach Railroad .....	11.27	11.27	-	1.15			
	1385.00			291.91	18.72		

## Street Railroads in Maine.

Name.	Miles in Maine.	Length of line operated.	Miles of second track in Maine.	Miles of yard track and sid'ng constructed in 1892.
Augusta, Hallowell and Gardiner Railroad (electric).....	7.00	7.00	-	1.00
Bangor Street Railway (electric) .....	7.25	7.25		
Biddeford and Saco Railroad (horse) .....	5.72	5.72	-	.30
Fryeburg Horse Railroad .....	3.00	3.00		
Lewiston and Auburn Horse Railroad.....	14.00	14.00		
Portland Railroad (electric and horse).....	16.93	16.93	2.82	.79 5.94
Waterville and Fairfield Railway (electric) .....	4.36	4.36	-	- 1.00
Total .....	58.26	58.26	2.82	2.09 6.94

Mileage of Main Line, Branches and Sidings Operated in Maine with Line Constructed in 1892.

Name.	Main line.	Branches and spurs.	Miles of second track.	Miles of yard track and sidings.	Line operated under lease.	Siding constructed during year.	New line constructed during year.	RAILS.		
								Iron.	Steel.	Second track —steel.
Bangor and Piscataquis Railroad.....	95.40	-	-	4.80	18.90	-	-	39.40	56.00	
Boston and Maine Railroad.....	102.18	-	19.82	41.34	55.26	-	-	19.12	144.22	19.82
Bridgton and Saco River Railroad.....	16.00	-	-	1.00	-	-	-	-	17.00	
Canadian Pacific Railway	176.52	-	-	5.10	-	-	-	5.10	176.52	
Franklin and Megantic Railroad.....	15.00	1.70	-	.50	-	-	-	1.80	15.40	
Grand Trunk Railway.....	82.60	6.86	-	37.41	-	-	-	-	82.60	
Green Mountain Railway.	1.13	-	-	-	-	-	-	-	1.13	
Kennebec Central Railroad.....	5.00	-	-	.50	-	-	-	-	5.00	
Lime Rock Railroad.....	10.76	-	-	-	-	-	3.37	3.16	7.60	
Maine Central Railroad.....	641.72	6.04	18.60	170.89	499.53	10.50	6.80	45.09	614.72	18.60
Monson Railroad.....	6.16	2.00	-	1.00	-	-	-	-	9.16	
Orchard Beach Railroad..	3.00	-	-	.34	-	-	-	3.00	-	
Phillips and Rangeley Railroad.....	28.60	-	-	1.55	-	-	-	-	28.60	
Portland and Rochester Railroad.....	51.48	1.12	-	17.16	-	1.63	2.48	13.65	51.48	
Portland and Rumford Falls Railway.....	26.77	-	-	2.85	-	-	-	4.07	22.70	
Rockport Railroad.....	3.00	-	-	-	-	-	-	-	3.00	
Sandy River Railroad.....	18.00	-	-	-	-	-	-	-	18.00	
Sebasticook and Moosehead Railroad.....	8.00	-	-	.25	-	-	-	-	8.25	
Somerset Railway.....	41.06	1.00	-	2.73	-	-	-	24.79	20.00	
St. Croix and Penobscot Railroad.....	16.25	-	-	3.34	-	-	-	7.48	8.77	
Whitneyville and Machiasport Railroad.....	7.50	-	-	-	-	-	-	7.50	-	
York Harbor and Beach Railroad.....	11.27	-	-	1.15	-	-	-	1.15	11.27	
	1367.40	18.72	3842	291.91	573.69	12.13	9.65	175.31	1293.42	38.42

## ACCIDENTS IN MAINE.

During the Year Ending June 30, 1892, the following Accidents Occurred on Railroads in Maine.

Cause of Accident.	Trainmen.		Switchmen, Flagmen and Watchmen.		Other Employees.		Passengers.		Trespassers.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling	1	19	1	1	-	-	-	-	-	-	-	-	2	20
Falling from trains and engines .....	1	-	-	-	-	-	-	-	1	-	-	-	2	-
Collisions .....	1	1	-	-	-	1	-	2	-	-	-	-	1	4
Other train accident.....	-	1	-	1	-	-	-	-	1	-	1	-	2	2
At highway crossings ...	-	-	-	-	-	-	-	-	-	-	5	10	5	10
Other causes.....	-	-	-	1	3	1	1	4	10	5	1	1	15	12
Overhead obstructions ..	-	1	-	-	-	-	-	-	-	-	-	-	-	1
Total .....	3	22	1	3	3	2	1	6	12	5	7	11	27	49

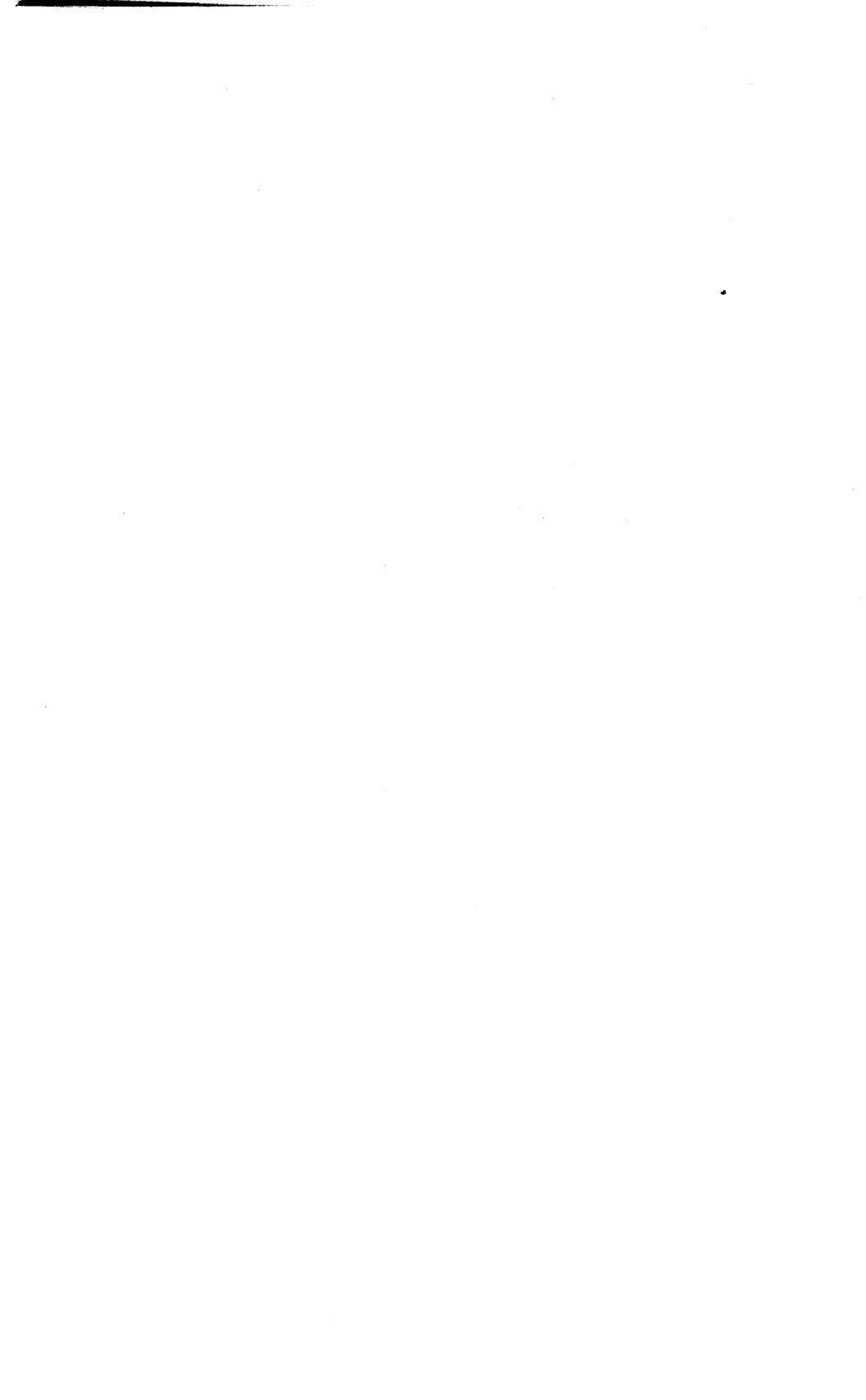
The only accident upon street railroads was one person injured by falling against the stove when the car stopped.

**EXPENSE.**

Appropriation .....		\$2,000 00
Stationery and office supplies .....	\$247 23	
Maps for Reports .....	123 50	
Correcting plan of map .....	15 00	
Advertising public hearings.....	8 00	
Exchange of typewriter, etc.....	32 32	
Express, telegrams, supplies, etc. ....	56 26	
Postage .....	150 00	
Photographic work and frames .....	6 75	
Printing.....	5 50	
Rubber stamp.....	1 00	
Typewriter supplies.....	4 00	
Office—miscellaneous.....	30 10	
INCIDENTAL EXPENSES OF COMMISSIONERS AND CLERK, IN DISCHARGE OF OFFICIAL DUTIES.		
D. N. Mortland, Chairman .....	415 41	
A. W. Wildes .....	321 25	
*Roscoe L. Bowers.....	281 38	
Benj. F. Chadbourne.....	111 00	
E. C. Farrington, Clerk, attending hearings.....	36 00	
Unexpended.....	155 30	
		<u>\$2,000 00</u>

December 22, 1892.

\* Deceased.



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